

**KIRKLEES METROPOLITAN COUNCIL
INVESTMENT & REGENERATION SERVICE**

DEVELOPMENT MANAGEMENT

Town and Country Planning Act 1990 (as amended)

**DELEGATED DECISION TO DETERMINE PLANNING APPLICATIONS -
REGULATION 3 TOWN AND COUNTRY PLANNING GENERAL
REGULATIONS 1992 (AS AMENDED)**

Reference No: **2025/48/92352/W**

Site Address: Cambridge Road Car Park, Cambridge Road,
Huddersfield, HD1 5BY

Description: Formation of parking area within existing car park
including associated landscaping and works

Recommending Officer: Molly Storer

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: 27-Jan-2026

Officer Report

Site Description

The application site refers to a small patch of grassland and mixed scrub located within the existing Cambridge Road car park in central Huddersfield.

The current car park is hard surfaced and located Castlegate, Cambridge Road and Claremount Street. The proposed site for the new development is located within the southernmost part of the wider car park, adjacent to Castlegate, Huddersfield, the site of the former Cambridge Road Day Nursery.

Application Proposal

The applicant is applying for planning permission for the formation of a parking area within existing car park.

The design and access statement states that there has been a loss of parking spaces in Huddersfield town centre over the past few years, due primarily to car park closures or other factors such as the temporary use of car parks for construction such as the TransPennine Route Upgrade (TRU).

At Cambridge Road Car Park, there has been a loss of 60 existing spaces earlier in 2024. This occurred due to the relocation of Kirklees Council fleet vehicles from Flint St to the Cambridge Road car park and the formation of a new locked compound over a large part of the site.

This has reduced public car parking capacity at Cambridge Road and put significant pressure on parking provision for Huddersfield. The proposed car park extension would provide 29 spaces to compensate for this loss.

There would also be a new access created to the northeast of the car park extension. A pedestrian route through the existing car park has also been proposed which passes over the new access and suitable dropped kerbs and tactile paving has been included.

History of Negotiations

Discussions took place between the case officer, Ecology officer and applicant to ensure all information was correct within BNG calculations.

Relevant Planning History

92/02648 – Reconstruction of existing car park and change of use from adopted highway to controlled parking zone – Granted.

99/90118 – Use of land to extend existing public car park – Granted.

2005/90350 – Erection of boundary fencing – Granted.

Public Representations

We are currently undertaking statutory publicity requirements, as set out at Table 1 in the Kirklees Development Management Charter.

As such, we have publicised this application via site notice which had a final expiration date on: 17th October 2025.

No representations have been received.

Consultation Responses

The Coal Authority:

The application site falls within the defined Development High Risk Area. The Coal Authority's information indicates that the site lies in an area where historic unrecorded underground coal mining is likely to have taken place at shallow depth. Voids and broken ground associated with such workings may pose a risk to ground stability and public safety. They note that the application is proposing the formation of a car park within an existing car park and this would not appear to require significant groundworks or earthworks. The Coal Authority's Planning & Development Team therefore does not consider that a Coal Mining Risk Assessment is required to support the proposal and we do not object to this planning application.

K.C. Ecology:

The Preliminary Ecological Appraisal and updated BNG baseline metric are reasonable and acceptable.

K.C. Trees:

No objections.

K.C. Lead Local Flood Authority:

The LLFA notes that the surface of the proposed car park extension is currently grass which drains through the subsoil without any reported flooding issues. Further, the proposal for the car park surfacing is a porous asphalt layer placed over 350mm thick Type 1 sub-base, thereby mimicking the current drainage method. As there will be no increase in the risk of flooding, the LLFA accepts the proposal to extend the parking area. Kirklees Flood Management and Drainage as the Lead Local Flood Authority, supports this application and has no recommended drainage conditions.

K.C. Highways Development Management:

States that they consider that on balance the application is acceptable on highways grounds.

K.C. Highway Structures:

The proposed development does not entail the creation of a new highway retaining wall or modification to an existing highway retaining wall and as such no structures conditions will be necessary.

Policy

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

The site is allocated as a housing land allocation upon the Kirklees Local Plan Proposals Map. It is also within a high coal risk area for development.

Kirklees Local Plan Policies

- **LP 1** – Achieving sustainable development
- **LP 2** – Place shaping
- **LP 21** – Highways and access
- **LP22** - Parking
- **LP 24** - Design
- **LP 28** – Drainage
- **LP 30** – Biodiversity & Geodiversity
- **LP 51** – Protection and improvement of local air quality
- **LP 52** – Protection and improvement of environmental quality
- **LP 53** – Contaminated and unstable land

National Policies and Guidance:

A consultation draft of the National Planning Policy Framework (the Framework) was published on 16 December 2025. As a consultation, the document is at an early stage and subject to change. Accordingly, for the purposes of this application, no weight is given to the current consultation document.

National planning policy and guidance is set out in National Policy Statements, primarily the National Planning Policy Framework (NPPF) published December 2024, and 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 9 – Promoting sustainable transport
- 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

Assessment

- 1) Principle of development
- 2) Impact of visual amenity
- 3) Impact of residential amenity
- 4) Impact on highway safety
- 5) Other matters
- 6) Conclusion

Principle of development:

Policy LP1 of the Local Plan states that when considering development proposals, the council will take a positive and proactive approach that reflects the presumption in favour of sustainable development contained in the NPPF.

Policy LP2 sets out that all development proposals should seek to build on the strengths, opportunities and help address challenges identified in the Local

Plan. Policy LP24 of the KLP is relevant and states that “good design should be at the core of all proposals in the district”.

The site (including the existing and proposed car park) is a housing allocation (HS42). Material weight must be given to the site’s planning history. While more of the site would be developed there has been no developer interest, no pre app enquiries, nor applications for any development of the existing Cambridge Road Car Park or former day nursery site. In any case the car park extension will not prejudice future development of the land as part of a wider housing development. This conclusion is drawn given the existing use of the wider car park area, which the proposed car parking area would tie into. The redevelopment of the housing land allocation at some point in the future is therefore possible in any event.

Were the LPA to refuse consent on the basis the allocation of the site is housing land, the realistic scenario that the site would remain in its current condition and undeveloped would likely occur. As such it is concluded refusal on such a basis cannot be substantiated given the circumstances of this case with the proposal being to serve the existing wider use of the site.

Overall, the principle of development is therefore considered acceptable. The impact of the development will be considered below.

Impact on visual amenity

Alterations effecting the appearance of large-scale sites should relate to the site’s local surroundings, appearing as enhancements to the area, whilst retaining a functional purpose in favour of development. In terms of visual amenity, policies are set out within Policy LP2 and LP24 of the Local Plan, and Chapter 12 of the NPPF. Which seeks to respect current character whilst providing usable amenity spaces.

In this instance, given the commercial/urban context of the site and its surroundings, the car park extension will not appear out of character. The materials have been confirmed as Macadam surfacing which is common for car parking areas. Plans also show that there will be some planting maintained. The design and access statement states that the existing naturalised vegetation around the extension is being left in place as far as reasonably possible this will aid in create a visual break.

The wider site is already used as an existing car park and this proposal, for an extension of the same use, will develop under-utilised land within the perimeter of the existing peripheral car park site.

No additional lighting has been proposed at the site. Therefore, a condition will be attached to the permission to ensure that no additional external lighting is installed. This is necessary to prevent unnecessary light spill and glare, which could otherwise harm to visual amenity. Given the site's surrounding character, controlling further illumination will help avoid intrusive or visually disruptive lighting and ensure the development remains in keeping with the area's appearance.

As such the development will not detract from the area in accordance with Policy LP24 of the Kirklees Local Plan.

Impact on Residential Amenity

Section B and C of Policy LP24 of the Kirklees Local Plan 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.

Policy LP52 of the Kirklees Local Plan states that proposals which have the potential to increase air or environmental pollution from noise, vibration, light, dust, odour and other forms of pollution must be accompanied by evidence to show the impacts have been evaluated and measures have been incorporated to prevent or reduce the pollution, so as to ensure it does not reduce the quality of life and well-being of people to an unacceptable level or have unacceptable impacts on the environment.

The closest residential properties are located across a main road (Castlegate) at a separation distance of over 30m away, preventing concerns of overbearing or overshadowing. Car parks have the potential to cause overlooking and noise pollution. However, the wider site has operated as a car park circa 20 years. No representations have been received in objection to the proposal and this would only be an extension to a pre-existing use.

As mentioned previously, no additional lighting has been proposed at the site. Therefore, a condition will be attached to the permission to ensure that no additional external lighting is installed. This condition is considered necessary given the site's proximity to neighbouring dwellings, where any increase in illumination could lead to glare. By preventing any additional lighting, this will continue to safeguard the living conditions of nearby residents and maintain the established level of residential amenity, ensuring the development does not give rise to undue impacts.

Given the above, officers are satisfied that the proposal would not harm the amenity of neighbouring residents, in accordance with LP24, LP51 and LP52 of the Kirklees Local Plan and Chapter 12 and 15 of the NPPF.

Impact on Highway Safety

Turning to highway safety, Policies LP21 and 22 of the Local Plan and the KC Highway Design Guide SPD aim to ensure that developments have an acceptable impact on highway safety and provide sufficient parking.

The location of the car park is just outside the town centre, beyond the ring-road, and is primarily used for long-stay and commuter parking, due to its close vicinity to the railway station and town centre. The car park contained 220 spaces but has recently lost approximately 60 spaces to a compound for Kirklees Council vehicles displaced by the closure of the Flint Street Depot.

K.C. Highways Development Management and K.C. Highway Structures were consulted on the application.

K.C. Highway Structures stated that the proposed development does not entail the creation of a new highway retaining wall or modification to an existing highway retaining wall and as such no structures conditions will be necessary.

K.C. Highways Development Management stated that the TransPennine Route Upgrade (TRU) has also resulted in the temporary closure of a further 290 spaces within the area and a further loss of public parking due to the demolition of the Market Car Park, this has resulted in a shortage of public car parking serving Huddersfield town centre. The current development proposals also remove 1 additional space to allow for the access to the new parking area to be constructed.

The car park layout and access has a 6m wide access which will allow 2 cars to safely pass and has 29 spaces marked around a one-way circulation system. The spaces are a minimum of 2.5m x 5m which conform to standards and the spaces have a headway of 6m which allows for safe access/egress. A pedestrian route through the existing car park passes over the new access and suitable dropped kerbs and tactile paving has been included. The new parking area is to be surfaced with a suitable porous surfacing and all these are acceptable.

They do state that the proposal to create an additional 29 spaces including no EV charging points may be seen as encouraging people to travel by private car which would be contrary to policy aspirations to support and encourage sustainable transport modes and achieve the Council's adopted target of Net

Zero carbon emissions by 2038. However, the justification for the additional spaces is that they mitigate the loss of 60 spaces for the Kirklees vehicle compound and the 7 spaces caused due to the current proposals and this is acceptable and may provide a small amount of compensation for the current shortfall of parking within the town centre. Therefore, on balance the proposal is considered acceptable on highway grounds.

As such the development is considered to be in accordance with Policies LP21 and LP22 of the Kirklees Local Plan

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.

The proposal would provide additional parking; it is noted the site is adjacent to an air quality management area. The impact of the proposal is considered to have a level of impact in this regard, through providing additional parking which would lead to a likely maximum additional 29 two-way trips (although this has the potential to be greater still).

No electric vehicle charging infrastructure is proposed as part of this application. Given that the application site is within close proximity to an air quality zone the applicant was asked to provide justification for not including electric vehicle charging infrastructure in the proposal. They stated that on a wider scale they are working on a programme of EV installation across the district both off street and on street. Whilst the new development within Cambridge Road car park is not part of the current EV project the wider Cambridge Road parking offer will be considered as part of the wider EV project. Given the applicants planned contribution to electric vehicle charging infrastructure on a wider scale, the shortfall in the current development, as it is limited in scale, is considered acceptable.

It is therefore considered in this case that the development does not have an impact on climate change that needs any further mitigation to address the climate change emergency. The development therefore complies with Chapter 14 of the NPPF and Policy LP51 of the Kirklees Local Plan.

Ecology / Biodiversity:

Chapter 15 of the National Planning Policy Framework is 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 Biodiversity Net Gain Technical Advice Note sets out that minor developments are subject to the mitigation hierarchy outlined within Chapter 2.2 and will still be required to demonstrate a net gain for biodiversity. Chapter 2.2 of the advice note details a mitigation hierarchy of avoid, mitigate, compensate, offset and finally enhance.

As part of this application, a Biodiversity Net Gain Assessment report by Brooks Ecological and a Biodiversity Metric were submitted.

The Biodiversity Net Gain Assessment report concludes the following:

- The Site's baseline value is measured as 0.25 Habitat Units.
- Most of the Site's baseline value is accounted for by low distinctiveness habitat types.
- Development of the Site may result in the requirement to offset losses elsewhere.

K.C. Ecology had discussions with the applicant to ensure that trees felled in the last year were included in the BNG statutory metric. The BNG information was updated and it was concluded that the Preliminary Ecological Appraisal is reasonable and acceptable. The BNG report and metric indicate a net loss of 0.25 (100%) habitat units. There is a deficit of 0.3 habitat units for a statutory 10% net gain. The baseline calculations are validated.

In accordance with The Act, due regard must be given to whether the proposed net gain (including enhanced areas of existing habitat) amounts to a significant enhancement. Significant enhancements are areas of habitat enhancement which contribute significantly to the proposed development's BNG, relative to the biodiversity value before development. The Act requires that the maintenance of these significant enhancements must be secured with a legal agreement, for a minimum of 30 years.

It is a requirement of paragraph 13 of Schedule 7A of the Town and Country Planning Act 1990 that a Biodiversity Net Gain Plan is submitted to, and approved in writing by the Local Planning Authority. This is a condition in place in law which requires discharging.

Given the scale of the development it is considered the requirement of paragraph 13 and the condition in law is sufficient to ensure a net gain is achieved. An informative note will be included to this effect.

K.C. Ecology also recommended that a CEMP (Construction Environment Management Plan) be submitted to ensure the protection of biodiversity at the site. They also recommended a Biodiversity Enhancement Management Plan must be provided to the LPA prior to the commencement of works on-site. It is considered that these are necessary for the protection of biodiversity at the site and for the proposal to be in accordance with Policy LP30 of the Kirklees Local Plan and Chapter 15 of the NPPF. These will be required by a condition attached to any grant of permission.

Therefore, subject to inclusion of the recommended conditions set out by the Ecology Team and informative notes, the proposal is considered to be acceptable in regard to ecology & biodiversity.

Trees

Policy LP33 of the Kirklees Local Plan states that the Council will not grant planning permission for developments which directly or indirectly threaten trees or woodlands of significant amenity.

With regard to trees the Design and Access statement states that the existing naturalised vegetation on / around the car park extension is being left in place as far as reasonably possible. The loss of modified grassland in the area to be surfaced is the main loss. Removal of vegetation on to achieve the extension is being minimised. Recent removals of adjacent trees were carried out following a condition on assessment of those trees by Kirklees Arboriculture team.

K.C. Trees were consulted and they stated that there are currently no protected trees within the proposed site area, however some trees are present. The proposed removal of one Prunus and one Salix due to their condition is acceptable and the proposed new planting will mitigate this loss. Providing no dig methods will be used within the RPA of retained trees and a porous material used for the car park surface there should be little to no impact on retained trees outside of the boundary. To ensure the protection of the trees a condition will be attached to any grant of permission requiring an Arboricultural Method

Statement be submitted outlining how the construction work will be undertaken to minimise damage to the retained trees. This should include no dig techniques, tree protection measures and specific design options to lessen the impact on the trees. A condition will also be attached to ensure a porous material is used for the car park surface.

Given the above, the scheme is considered to accord with Local Plan Policy LP33 of the Kirklees Local Plan, Chapter 12 of the NPPF.

Drainage/Flooding:

Policy LP28 of the Kirklees Local Plan & Section 14 ('Meeting the challenge of climate change, flooding and coastal change') of the National Planning Policy Framework and the National Planning Policy Framework technical guidance document are considered to be relevant in terms of foul / surface water drainage. The site is not located within Flood zones 2 or 3. The application has been reviewed by the LLFA, who raised no objections and stated no additional conditions were necessary.

Land Quality / Stability:

With regard to land quality / stability, paragraphs 187, 196 and 197 of the National Planning Policy Framework and policy LP53 of the Kirklees Local Plan which seeks to ensure land stability / quality is maintained as part of new development are considered to be relevant.

The site is partially within a high coal risk area for development. The Coal Authority has been formally consulted and states that the Coal Authority's general approach in cases where development is proposed within the Development High Risk Area is to recommend that the applicant obtains coal mining information for the application site and submits a Coal Mining Risk Assessment to support their planning application. However, the application is proposing the formation of a car park within an existing car park and this would not appear to require significant groundworks or earthworks. The Coal Authority's Planning & Development Team therefore does not consider that a Coal Mining Risk Assessment is required to support the proposal, and they do not object to this planning application. Therefore, the application is deemed acceptable in this regard.

Given the extent of the proposal in terms of ground works which would be required and the proposed use, it is not considered necessary for conditions requiring an assessment of land quality to be in place upon any grant of permission. A condition requiring such an assessment, in the event unexpected contamination is encountered, is recommended however.

Subject to condition the proposal is considered acceptable in this regard.

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

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, LP21, LP22, LP24, LP28, LP30, LP51, LP52 & LP53 of the Kirklees Local Plan, and policies within chapters 2, 4, 9, 12, 14 & 15 of the National Planning Policy Framework.
3. The car park extension hereby permitted shall be surfaced in accordance with plan HD/52/61865/EXT1/CON dated April 2024 titled 'Car park extension construction details'. The development shall be completed in accordance with this plan and retained thereafter.
Reason: So as to protect to viability of the trees within close proximity to the application site and to accord with Policy LP33 of the Kirklees Local Plan and policies within Chapter 15 of the National Planning Policy Framework.
4. Notwithstanding the submitted plans and information development shall not commence until an Arboricultural Method Statement, in accordance with British BS 5837, has been submitted to, and approved in writing by, the Local Planning Authority. The method statement shall include details on how the construction work will be undertaken to minimise damage to the retained trees. This includes no dig techniques, tree protection measures and specific design options to lessen the impact on the trees. Thereafter,

for the entirety of the construction phase, the development shall be carried out in complete accordance with the Arboricultural Method Statement.

Reason: So as to protect the viability of the trees within close proximity to the application site and to accord with Policy LP33 of the Kirklees Local Plan and policies within Chapter 15 of the National Planning Policy Framework.

5. In the event that contamination not previously identified by the developer is encountered during the development, all groundworks 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. Groundworks in the affected area shall not recommence until either (a) a Remediation Strategy 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 Validation Report shall be submitted to the Local Planning Authority. Unless otherwise approved in writing by the Local Planning Authority, No part of the site shall be brought into use until such time as the site has been remediated in accordance with the approved Remediation Strategy and a Validation Report in respect of those works has been approved in writing by the Local Planning Authority.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors to accord with LP53 of the Kirklees Local Plan and policies contained within Chapter 15 of the National Planning Policy Framework.

6. No external artificial lighting shall be erected within the site, unless and until details of size, location, orientation, lighting level and any associated fixing apparatus have first been submitted to and agreed in writing by the Local Planning Authority. The submitted scheme shall demonstrate conformance with established guidance document Conservation Trust and Institute of Lighting Professionals (2023) Bats and Artificial Lighting at Night. The submitted scheme shall demonstrate that the proposed lighting will not impact upon ecological networks and/or sensitive features. No external artificial lighting shall be erected within the site other than that which has been approved by this condition which shall be retained thereafter.

Reason: In the interests of visual amenity, residential amenity and biodiversity and in accordance with Policies LP24 & LP30 of the Kirklees Local Plan and policies within Chapters 12 & 15 of the National Planning Policy Framework.

7. Development shall not commence until a Construction Environmental Management Plan (CEMP: Biodiversity) has been submitted to and approved in writing by the local planning authority. The CEMP (Biodiversity) shall include the following:

- a) Summary of potentially damaging activities
- b) Identification of "biodiversity protection zones"
- c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (these may be provided as a set of method statements)
- d) The location and timing of sensitive works to avoid harm to biodiversity features.
- e) The times during construction when specialist ecologists need to be present on site to oversee works.
- f) Responsible persons and lines of communication.
- g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.
- h) Use of protective fences, exclusion barriers and warning signs.

The approved CEMP: Biodiversity shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.

Reason: To protect species in the interests of biodiversity and to accord with the requirements of Policy LP30 of the Local Plan and policies within the National Planning Policy Framework.

8. The development shall not be brought into use until a Biodiversity Enhancement Management Plan has been submitted to and approved in writing by the Local Planning Authority. The submitted Biodiversity Enhancement Management Plan shall include the following items:

- a) New planting and planting of additional trees within the site.
- b) Installing roosting or nesting features on existing adjacent trees that are under the same land ownership as the Site.
- c) Enhancing the existing mixed scrub by introducing native shrub planting, removal of non-native species and adding invertebrate boxes.

The development shall not be brought into use until the Biodiversity Enhancement Management Plan approved by this condition has been completed which shall be retained thereafter.

Reason: To protect species and in the interests of biodiversity to accord with the requirements of Policy LP30 of the Local Plan and policies within Chapter 15 of the National Planning Policy Framework.

NOTE: It is a requirement of paragraph 13 of Schedule 7A of the Town and Country Planning Act 1990 that a Biodiversity Net Gain Plan is submitted to, and approved in writing by the Local Planning Authority prior to the commencement of development.

Plans and specifications table: -

Plan Type	Reference	Version	Date Received
Location plan	LA01	-	21/08/2025
Existing block plan		-	21/08/2025
Existing car park layout	HD/52/61865/1200/01	-	21/08/2025
Existing car park layout and accessible spaces	HD/52/61865/1200/02	-	21/08/2025
Accessible space conversion	HD/52/61865/1200/04	-	21/08/2025
Phase 1 Accessible space conversion	HD/52/61865/1200/04	-	21/08/2025
General arrangement	HD/52/61865/EXT1/GA	-	21/08/2025
Construction details	HD/52/61865/EXT1/CON	-	21/08/2025
Existing biodiversity	LA05	2	10/11/2025
Topographical Survey	2320656 240419 T-01	-	21/08/2025
Existing landscape	LA02	-	21/08/2025
Proposed site layout	LA04	-	21/08/2025
Planting	LA03	-	21/08/2025
PEA Statutory Metric	-	2	10/11/2025
BNG Part 1 - Baseline - Statutory Metric	-	2	10/11/2025
Design and access statement	-	-	21/08/2025
Application form	-	-	21/08/2025

Pursuant to article 35 (2) of the Town and Country Planning (Development Management Procedure) Order 2015 and guidance in the National Planning Policy Framework, the Local Planning Authority has, 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. Discussions took place between the case officer, Ecology officer and applicant to ensure all information was correct within BNG calculations.