

**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:	2025/62/92598/E
Site Address:	Co Op Academy Smithies Moor, Leeds Old Road, Heckmondwike, WF16 9BB
Description:	Redevelopment of school, including demolition of existing buildings and erection of replacement single storey school building with external works including provision of a forest school, hard and soft PE and play spaces, car and cycle parking, bin store, sub-station, pedestrian, vehicle access, and landscaping
Recommending Officer:	Katie Chew

DECISION – Full Planning Permission – Approve

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

Nick Hirst

AUTHORISED OFFICER

Date: 22/12/2025

Officer Report

Application: 2025/92598

Application Site: Co Op Academy Smithies Moor, Leeds Old Road, Heckmondwike, WF16 9BB.

Proposal: Redevelopment of school, including demolition of existing buildings and erection of replacement single storey school building with external works including provision of a forest school, hard and soft PE and play spaces, car and cycle parking, bin store, sub-station, pedestrian, vehicle access, and landscaping.

Site Description

The site currently hosts a two-storey school with associated hard outdoor area, including a MUGA to the site's rear, grassed areas, parking, and access. The site is within a predominantly residential area and is directly adjacent to an existing school to the north and playing fields to the south. There is a rugby pitch to the east of the site which is not included within the application boundary.

Access is taken to the west from Leeds Old Road.

Description of Proposal

The application seeks planning permission for the redevelopment of the existing school site, including demolition of the existing buildings and the erection of a replacement single storey school building with external works including the provision of a forest school, hard and soft PE and play spaces, car and cycle parking, bin store, sub-station, pedestrian, vehicle access, and landscaping.

The building would be situated within the eastern portion of the site and would have a gross external area of circa 1,632.20sqm. The school is to comprise of a linear single storey (with small 1.5 storey protrusion to house the main hall and plant access) flat roof structure, and is to internally offer:

- 2 Infant Classrooms
- 4 Junior Classrooms
- Reception Classroom
- Nursery Playroom
- Primary Practical
- Assembly Hall
- Kitchen
- Library
- SEN Classroom
- Reception areas
- Staff Room

- Plant rooms
- Several small stores
- Several toilets and coat rooms

The building is to be predominantly faced in brick slip cladding in Buff with neutral mortar colour. Elements of Swisspearl fibre cement cladding (stone – 65061) and brick slip cladding in Black (Anthracite) with dark grey mortar colour will also be utilised throughout to create features on the building. Windows, curtain walling and doors are to comprise PPC aluminium in Black Grey (RAL 7021). A flat roof is proposed which would comprise bio-solar roof arrangement (combined green roof and solar photovoltaic system).

The new school building is to accommodate up to 236 pupils aged between 3 to 11 years old, this reflects the existing arrangements. The existing building is not considered to be fit for purpose and is financially exhaustive for the Co-op Academies Trust in terms of operational and maintenance costs. The redevelopment of the school is therefore being progressed by the DfE under the UK Government's School Rebuilding Programme (SRP). This is discussed in more detail further within the educational development section of this report.

Access is to be taken from the existing entrance/exit, with the 2 existing pedestrian accesses onto Leeds Old Road also retained. The vehicular access will lead to a new car parking area, accommodating 20 car parking spaces, including 2 accessible, 4 Electric Vehicle and 1 mini-bus spaces. Cycle parking is also provided for 40 bicycles.

Soft landscaping is provided throughout the site.

History of negotiations/amendments received

The applicant sought pre-application advice for the erection of a school (app ref: 2023/20900). A formal advice letter was issued 30/11/2023. In summary, the letter advised that the proposal may result in a departure of the local Urban Green Space policy and that adequate alternative provision of equivalent, or better in size and quality would be provided, should any green space or MUGA's be lost. Other advice and/or details on expectations were offered on matters such as design and impact on neighbours, with input from the Council's technical consultees such as Highways, Drainage and Environmental Health also provided.

The current application was received 16/09/2025. Following receipt of consultation responses which identified several areas of concern, including, but not limited to, highways and access, trees and coal mining risk. Following several discussions, amended/additional details were received throughout the planning process which sought to overcome the above concerns and are deemed to be sufficient to allow Officers to move the decision to a recommendation of approval.

Relevant Planning History

2015/90962 - Erection of 3 non-illuminated signs. Advertisement consent granted.

2008/92346 - Repositioning of 2400mm high weldmesh fence. Granted.

2005/95255 - Erection of security fencing. Granted.

2000/93610 - Formation of disabled access ramp. Conditional full permission.

Pre-application

2023/20900 – Pre-application advice for a school. The pre-application advice concluded:

In principle, the replacement school could be considered acceptable subject to complying with Urban Green Space policy requirements, which would need to be demonstrated with the submission of any future application.

A noise impact assessment, CEMP, lighting specification and an odour risk assessment alongside full detailed plans and elevations are required with any future application in order to assess if any significant harm would be caused to visual or residential amenity. Similarly additional information is required to determine if the scheme could be supported with regard to highway safety, land contamination, biodiversity, trees, flood risk and the sports use of the site.

Consultation Responses

KC Conservation & Design – No objections.

KC Designing Out Crime – No objections.

KC Ecology Unit – No objections, subject to conditions.

KC Environmental Health – No objections, subject to conditions.

KC Highways Development Management –KC Highways have raised concerns in respect of site access and parking provision at the site. Following receipt of further justification from the applicant, it is considered that, on balance, the scheme as submitted is acceptable. This is discussed in more detail within the highway safety section of this report.

KC Lead Local Flood Authority – No objections, subject to conditions.

KC Landscape – KC Landscape initially requested the submission of some additional information and revisions to the plans to remove reference to *Prunus lusitanica*. The applicant sought to submit/amend these details and therefore KC Landscape now have no objections, subject to conditions.

KC Sport & Physical Activity – No objections, subject to conditions.

KC Trees – Whilst KC Trees initially had concerns over the removal of three trees from G7, following receipt of these comments the applicant sought to confirm that the loss of these trees is necessary to facilitate the construction access into the site. KC Trees deemed this to be acceptable subject to conditions.

KC Education – No objections.

The Mining Remediation Authority – No objections, subject to the imposition of conditions.

Sport England – No objections, subject to the imposition of conditions.

Yorkshire Water – No objections, subject to conditions.

Parish/Town Council

N/A.

Local Ward Members

The site is within Heckmondwike ward, where members are:

- Councillor Kendrick
- Councillor Arshad
- Councillor Butt

Members were consulted on the 23/09/2025. No comments were received.

Representations

The application has been advertised as a Major development that represents a departure from the Local Plan¹ via site notices, along with being advertised within a local newspaper. This is in line with the Council's adopted Statement of Community Involvement.

The end of public comments was 30/10/2025. Two public comments have been received to date; this is summarised below.

- The proposed development includes the construction of a new road with an access on White Lee Road. This access would be adjacent to the existing access to Fairfield school and would entail losing a vehicle layby that was only constructed last year. An existing access point into the playing field (to the south) should be utilised. After completion of

¹ Although, for reasons identified later in this report, the proposal was concluded to not represent a departure from the Local Plan on final assessment.

the project the road could be used as off-road parking for the playing fields if a little thought is employed in its design.

Officer note: Noted. The applicant has responded to say that they did look into utilising the existing access into the playing field however given that the road would need to be widened to deal with site vehicles, this would result in the loss of 3-4 trees. The new access proposed will only result in the loss of 2 trees. Further to this, the current access is positioned and used by the rugby club to access both fields, so a further secondary gate would need to be installed for the rugby clubs facilities to access both areas. Primarily the reason for the revised position is there is not sufficient space following vehicle tracking between the gate and the edge of the pitch to allow a vehicle to complete the turns and sweeps within its current position to enter the 'pitch area' turn right to follow the edge of the rugby pitch and up to the site entrance, without encroaching into the current rugby pitch area. The new temporary entrance has been considered in this position to deal with the length of vehicles that would be entering and exiting site to cause minimal impact to the current highway network without oversailing traffic lanes and impacting on the current green space and its use.

- The appearance of the new building is bland, industrial and rather uninspiring. Could the building materials be more interesting in texture or colour if the main shape cannot be changed.

Officer note: Noted. The applicant has responded to say that whilst the main form of the building cannot be changed, they have looked to introduce different brick bonds within the main façade to provide a more playful vista whilst keeping true to the materials present in the immediate vicinity of the project.

- The plans indicate a gas heating boiler – why not air or ground source heat pumps. It is not clear if solar panels are to be included, but the roof offers plenty of space to do so.

Officer note: Noted. The proposals do include an Air Source Heat Pump and Biosolar roof arrangements, as shown within the submitted proposed roof plan.

- Flat roofs are historically not a good idea in the UK and can be a major source of future maintenance/repair issues.

Officer note: Noted. The applicant has responded to say that the utilisation of a flat roof for the purposes of a school building (and wider uses for larger buildings within the UK) is common practice. In this instance the flat roof will be warranted for a minimum period of time in line with the DfE's requirements.

Planning Policy Background

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications are determined in accordance with the Development Plan unless material considerations indicate otherwise. The statutory Development Plan for Kirklees is the Local Plan (adopted 27/02/2019).

The application site is located within Urban Greenspace and a High Coal Risk Area. It is also important to note that a Yorkshire Water public sewer runs throughout the middle of the site.

Kirklees Local Plan (LP):

- LP1 – Achieving Sustainable Development
- LP2 – Place Shaping
- LP3 – Efficient and Effective Use of Land and Buildings
- LP7 – Location of New Development
- LP20 – Sustainable Travel
- LP21 – Highways and Access
- LP22 – Parking
- LP24 – Design
- LP26 – Renewable and Low Carbon Energy
- LP27 – Flood Risk
- LP28 – Drainage
- LP30 – Biodiversity & Geodiversity
- LP32 – Landscape
- LP33 – Trees
- LP47 – Healthy, Active and Safe Lifestyles
- LP49 – Educational and Health Care needs
- LP50 – Sport and Physical Activity
- LP51 – Protection and Improvement of Local Air Quality
- LP52 – Protection and Improvement of Environmental Quality
- LP53 – Contaminated and Unstable Land
- LP61 – Urban Green Space

Supplementary Planning Documents

- Kirklees Highways Design Guide (2019)
- Open Space SPD (2021)

Other Guidance Documents

- Biodiversity Net Gain Technical Advice Note (2021)
- Planning Applications Climate Change Guidance (2021)
- West Yorkshire Low Emissions Strategy and Air Quality and Emissions Technical Planning Guidance (2016)
- Waste Management Design Guide for New Developments (2020)

National Policies and Guidance:

National planning policy and guidance is set out in National Policy Statements, primarily the National Planning Policy Framework (NPPF) 2024 (updated 2025), and the Planning Practice Guidance Suite (PPGS) first launched 06/03/2014, 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. Most specifically in this instance, the below chapters are of most relevance:

- Chapter 2 – Achieving sustainable development
- Chapter 4 – Decision-making
- Chapter 8 – Promoting health and safe communities
- 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

Other relevant national guidance and documents:

- MHCLG: National Design Guide (2021)
- DCLG: Technical Housing Standards – Nationally Described Space Standard (2015)

Climate Change

The Council approved Climate Emergency measures at its meeting of full Council on 16/01/2019, and the West Yorkshire Combined Authority has pledged that the Leeds City Region would reach net zero carbon emissions by 2038. A draft Carbon Emission Reduction Pathways Technical Report (July 2020, Element Energy), setting out how carbon reductions might be achieved, has been published by the West Yorkshire Combined Authority.

On 12/11/2019 the Council adopted a target for achieving 'net zero' carbon emissions by 2038, with an accompanying carbon budget set by the Tyndall Centre for Climate Change Research. National Planning Policy includes a requirement to promote carbon reduction and enhance resilience to climate change through the planning system, and these principles have been incorporated into the formulation of Local Plan policies. The Local Plan predates the declaration of a climate emergency and the net zero carbon target; however, it includes a series of policies which are used to assess the suitability of planning applications in the context of climate change. When determining planning applications, the Council would use the relevant Local Plan policies and guidance documents to embed the climate change agenda.

Summary of Principal Planning Issues

The following matters are considered in the assessment below –

- Principle of development
- Urban design
- Residential amenity
- Highway safety
- Other matters
- Conclusion

Principle of Development:

Paragraph 48 of the National Planning Policy Framework (the Framework), which is a material consideration in planning decisions, confirms that planning law requires applications for planning permission to be determined in accordance with the development plan, unless material considerations indicate otherwise. This approach is confirmed within Policy LP1 of the Kirklees Local Plan, which states that when considering development proposals, the Council would take a positive approach that reflects the presumption in favour of sustainable development contained within the Framework. Policy LP1 also clarifies that proposals that accord with the policies in the Kirklees Local Plan would be approved without delay, unless material considerations indicate otherwise.

Education Development

Paragraph 100 of the National Planning Policy Framework recognises the importance of ensuring that there is sufficient choice of school places available to meet the needs of existing and new communities, and that Council's should give great weight to the need to create, expand or alter schools; and work with school promoters to identify and resolve key planning issues before applications are submitted.

The relevant Local Plan Policy for education facilities is LP49. It outlines the following:

Proposals for new or enhanced education facilities would be permitted where:

- a. They would meet an identified deficiency in provision;*
- a. The scale, range, quality and accessibility of education facilities are improved;*
- b. They are well related to the catchment they are intended to serve to minimise the need to travel or they can be made accessible by walking, cycling and public transport.*

The submitted Planning Statement at section 1.2 sets out that the school has been identified by the DfE for inclusion in its School Rebuilding Programme as the school is currently operating as a one-form entry primary school in a three-storey building, which originally functioned as a secondary school until it was closed in the 1990's. Parts of the ground, first and second floor are left unused. After the closure of the secondary school, the buildings re-opened as 'Leeside Community Primary School', following this the school was re-named as 'The John Curwen Co-operative Primary Academy' before it went into special measures and is now named 'The Co-op Academy Smithies Moor'.

The building is not considered to be fit for purpose for local needs and is financially exhaustive for the Co-op Academies Trust in terms of operational and maintenance costs. The redevelopment of the school is therefore being progressed by the DfE under the UK Government's School Rebuilding Programme (SRP), dedicated to rebuilding schools that are assessed to require replacement, based on a building condition assessment. The programme champions the provision of high-quality learning environments in line with the UK's latest government standards, alongside low energy solutions delivering net zero carbon in operation.

Returning to Policy LP49, the proposal is considered to improve the current education facilities, providing a better suited scale and quality of accommodation for the primary school, than what is there at present. The amended layout and scale would ensure that all the building is utilised and is of a high-quality, low energy construction, being both more effective and efficiently utilised, and therefore would comply with LP49(b). Regarding LP49 (c), the proposal seeks to utilise an existing school site and therefore has an established and defined catchment, which the proposal would more effectively serve without wastage. Transport considerations are addressed within the highway safety section of this report, but in summary the proposal is deemed to be on balance acceptable.

The proposal complies with the objectives of LP49. In accordance with Paragraph 100 of the NPPF great weight should be attributed in favour of a development which supports/improves education.

Urban Green Space

The application site falls within Urban Green Space and therefore Policy LP61 is relevant and states the following:

Development proposals which would result in the loss of urban green space (as identified on the Policies Map) would only be permitted where...

- a. An assessment shows the open space is clearly no longer required to meet local needs for open space, sport or recreational facilities and does not make an important contribution in terms of visual amenity, landscape or biodiversity value; or*

- a. *Replacement open space, sport or recreation facilities which are equivalent or better in size and quality are provided elsewhere within an easily accessible location for existing and potential new users; or*
- b. *The proposal is for an alternative open space, sport or recreation use that is needed to help address identified deficiencies and clearly outweighs the loss of the existing green space.*

The protection set out in this policy also applies to smaller valuable green space not identified on the Policies Map.

Consideration must be first given to whether the proposal results in a 'loss of Urban Green Space'.

The new school is proposed to be constructed within the eastern portion of the site (behind the existing school building). This revised location would result in the loss of a MUGA and some open Urban Green Space. Specifically, the pockets of land to the north/north-east of the MUGA to the rear of the site.

The application is supported by a General Arrangement External Area Provision drawing which outlines that the existing site accommodates 1,244sqm of green space (which includes soft outdoor PE, soft informal and social area, and habitat), whereas the proposed scheme is said to provide 3,328sqm of green space. This would be by virtue of the reduction in the overall footprint of the school by around 2,103.8sqm. A hard PE area is also provided to the southern boundary of the site, to replace the lost MUGA.

Considering the above, as the proposal will provide a net increase in quantity as well as the quality of facilities, it is considered that the proposal would provide replacement open space, sport or recreation facilities which are equivalent or better in size and quality within the site. This is supported by Sport England and KC Sports & Physical Activity, with their comments discussed in more detail below. Therefore, the proposals would accord with LP61 of the Kirklees Local Plan and would not be considered a departure in this instance.

Impact on Sport Provision

Local Plan Policy LP47 states:

The Council will, with its partners, create an environment which supports healthy, active and safe communities and reduces inequality. Healthy, active and safe lifestyles will be enabled by [the relevant sub-points being]:

- a. *Facilitating access to a range of high quality, well maintained and accessible open spaces and play, sports, leisure and cultural facilities;*

c. The protection and improvement of the stock of playing pitches.

Local Plan Policy LP50 states:

The Council will seek to protect, enhance and support new and existing open spaces, outdoor and indoor sport and leisure facilities where appropriate, encouraging everyone in Kirklees to be as physically active as possible and promoting a healthier lifestyle for all.

Paragraph 104 of the NPPF states:

Existing open space, sports and recreational buildings and land, including playing fields and formal play spaces, should not be built on unless:

- a) An assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or*
- a) The loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a sustainable location; or*
- b) The development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.*

The redevelopment of the school is proposed which would result in the new school buildings being located on an area of playing field and the Multi-Use Games Area. Construction access/compound areas would also be located on the playing field. Sport England were consulted on the proposals and note that an area of natural turf playing field is to be lost through the proposals however, this piece of land would be unable to contain a playing pitch, or even part of a playing pitch and nonetheless, the applicant has sought to replace this area with a 'soft PE' area. Sport England request that this area is designed, constructed and maintained in accordance with its guidance 'Natural Turf for Sport' to ensure it would be constructed and maintained to be fit for purpose, secured via condition.

Whilst Sport England have provided a trigger point of this soft PE area being 'made available for use within three months of first occupation of the new school building hereby permitted', the applicant has raised concerns over this timeframe and provided Officers with a Programme of Works which sets out that the soft PE provision would not be able to be completed until later on in the development build out (more like within 9 months from the occupation of the building). This is due to the school being occupied throughout the construction and the tight nature of the site severely limited options for construction layout and function, given that the school must be operational to address local needs. Furthermore, as outlined above the Sport England consultation response confirmed that the area of soft PE works is not officially required by Sport England's policy, but is welcomed. However,

notwithstanding the applicant's necessary programme, Officers would wish to see this brought forward to accord with Local Plan Policy LP47. Given the above, it is considered reasonable and fair to provide some flexibility on the recommended trigger point by Sport England, to ensure that the soft PE area can be brought forward. Officers therefore recommend, should planning permission be granted, that the trigger point be extended and reworded to 'made available for use within ten months of first occupation of the new school building hereby permitted'. This provides the required 9 months, with an extra month to allow for some contingency / delay in the programme works. Such a condition is therefore recommended, to ensure the delivery of the necessary facilities, as per the Local Plan and requirements of Sport England, while acknowledging the challenges faced by developing a site such as this, while ensuring the school may operate.

In addition to the above, Sport England acknowledge that whilst the existing MUGA would be lost an area identified as 'Hard PE' is proposed and would be like a MUGA; this is therefore considered to be a sufficient replacement. The phasing however, does raise a concern as the replacement MUGA would not be developed until the last phase whereas the existing MUGA would be removed in the first phase of the development. Whilst Sport England would typically object to this, they are aware that the proposed replacement MUGA would be in a better condition than the existing and so in the long-term this would be a better facility for the school.

Sport England are also aware that there is community use of the playing field and changing rooms, the submitted information states that the existing changing rooms would be accessible until the replacement changing rooms are available for use, consequently there should be no impact on the community use/accessibility. Sport England recommend that this is secured via condition, which officers support and recommend.

Finally, KC Sports & Physical Activity provided comments on the application, noting that they are supportive of the proposal and know that great efforts have been made to protect the rugby league club's access to the pitch and changing facilities. The redevelopment of the school would see other elements essentially re-provided in different parts of the site, KC Sports & Physical Activity note that where possible securing the conditions in the planning consent should happen, so that all parties understand their obligations. Accessibility to the changing rooms is to be secured via condition, should planning permission be granted, as noted above.

In summary, the proposal would result in the loss of a MUGA, playing field and playground area however, the proposals seek to provide a soft PE area (to replace the playing field), hard PE area (to replace the MUGA), forest school and adventure play area. These are concluded to overall provides better, and more useable, facilities for the school than those existing at the site at present. Accordingly, the proposal is deemed to comply with the aims and objectives of LP47 of the Kirklees Local Plan and Paragraph 100 of the NPPF.

Sustainable development and Climate Change

As set out at Paragraph 7 of the NPPF, the purpose of the planning system is to contribute to the achievement of sustainable development. The NPPF goes on to provide commentary on the environmental, social and economic aspects of sustainable development, all of which are relevant to planning decisions.

The application is supported by a Climate Change Statement which details what consideration has been given to measures to limit harmful impacts. This includes, but is not limited to:

- The new school will be a fossil fuel-free all electric building with LTHW generated by ASHP system located externally on the roof. The kitchen hot water will be generated by a dedicated packaged ASHP unit.
- Automatic monitoring of all energy sub-metering, out-of-range alarms will be triggered when the energy consumption of the building exceeds the typical consumption levels to highlight to the facilities staff that excessive energy use has occurred.
- End user training is to be provided to all electrical systems installed.
- The room-by-room ventilation, heating and lighting controls ensure that energy efficiency is maximised in every space where the amount of air delivered is variable to suit the space. The building contains separate zoning to ensure energy is not wasted elsewhere in the facility.
- The proposed development will be net-zero carbon in operation and constructed from energy-efficient materials to increase the new developments energy efficiency.
- Where possible, local materials will be sourced for the construction of the development.
- A photovoltaic panel array will be installed to the roof of the building to offset energy consumption.
- The building is orientated c.53 degrees off the parallel, at this orientation the longest section of roof predominantly faces south.
- Rooflights have been incorporated to the internal small group rooms to increase natural daylight.

Regarding climate change, measures would be necessary to encourage the use of sustainable modes of transport. Adequate provision for cyclists (including cycle storage and space for cyclists), electric vehicle charging points, and other measures have been proposed or would be secured via condition (referenced where relevant in this assessment). Drainage and flood risk minimisation measures would need to account for climate change. A development at this site which is entirely reliant on employees/children travelling by private car is unlikely to be considered sustainable. These factors will be considered where relevant within this assessment.

Principle of development; conclusion

The site is located within Urban Green Space, of which the proposal would result in the partial loss of however, the proposal would provide replacement open space, sport or recreation facilities which are equivalent or better in size and quality within the site; this is supported by Sport England and KC Sports & Physical Activity, subject to conditions as recommended above. It is therefore concluded that the proposals would accord with LP61 of the Kirklees Local Plan and would not be considered a departure from Policy LP61 the Kirklees Local Plan.

The proposal would also change the site's sporting provision with the new school buildings being located on an area of playing field and the Multi-Use Games Area. Construction access/compound areas would also be located on the playing field. However, Sport England confirmed that that the area of natural turf playing field which is to be lost through the proposal would be unable to contain a playing pitch, or even part of a playing pitch but, nonetheless, the applicant has sought to replace this area with a 'soft PE' area. In addition, the existing MUGA would be lost however, this would also be replaced with an area identified as 'Hard PE' is proposed and would be like a MUGA. This is therefore considered to be a sufficient replacement, which would be in a better condition than the existing. Accordingly, the proposal is deemed to comply with the aims and objectives of LP47 of the Kirklees Local Plan and Paragraph 100 of the NPPF.

The building is not considered to be fit for purpose and is financially exhaustive for the Co-op Academies Trust in terms of operational and maintenance costs. The redevelopment of the school is therefore being progressed by the DfE under the UK Government's School Rebuilding Programme (SRP). The proposal is also considered to improve the current education facilities, providing a better suited scale and quality of accommodation for the primary school, of low energy construction, when compared to what is there at present. The proposal also seeks to utilise an existing school site and therefore has an established and defined catchment. Transport considerations are addressed within the highway safety section of this report, but in summary the proposal is deemed to be on balance acceptable. The proposals therefore would comply with LP49 (b) & (c) of the Kirklees Local Plan and Paragraph 100 of the NPPF.

Planning decisions must be taken in accordance with the development plan, unless there are material considerations that indicate otherwise. In this case the harm of this loss of Green Space is negligible and would be replaced elsewhere in the site with more improved facilities, there are also public benefits in respect to local education. Furthermore, adequate consideration of, and mitigation for, climate change has been evidenced. Therefore, the principle of development is deemed to be acceptable. Consideration must now be given to the local impact, outlined below.

Urban Design

Chapters 11 and 12 of the NPPF, and Local Plan Policies LP2, LP7 and LP24 are relevant to the proposed development in relation to design, as is the National Design Guide.

The proposals seek to demolish the existing school building and replace it with a new school building, which will have a smaller footprint (circa 880sqm). The new school building would be located within the eastern portion of the site, which would result in a revised layout pushing existing outdoor amenity areas, and new outdoor areas to the front of the school. These amenity areas include a hard PE area to the south, soft PE area within the middle of the site, and car parking to the north. Pockets of planting are provided throughout. The footprint of the new building has been kept a reasonable distance from the site's boundaries, with the principal elevation of the new school being designed to face out towards Leeds Old Road, with amenity spaces to the front, as outlined above. The layout of the development is considered to be acceptable.

The school is to consist of a single-storey flat roof structure, with a small 1.5 storey protrusion to house the main hall and plant access. This is a reduction in both scale and massing when compared the existing 2 storey structure, therefore the massing and scale of the proposed building is considered acceptable.

The roof of the new school comprises a flat roof design which would incorporate a combined green roof and solar photovoltaic system. Whilst some views may be able to be gained further afield of the solar panels, this is not considered detrimental to visual amenity as solar panels are modern features which are typical of contemporary developments and are welcomed for the wider benefits.

Externally, materials include brick slip cladding in with neutral mortar colour. Elements of Swisspearl fibre cement cladding (stone – 65061) and brick slip cladding in Black (Anthracite) with dark grey mortar colour would also be utilised throughout to create features on the building. Due to a mix of materials within the area, and within the existing school building, the use of such materials is deemed to be suitable in principle subject to a condition requiring samples of the materials to be submitted prior to their use, this is to ensure a suitable quality end product.

Windows, curtain walling and doors are to comprise PPC aluminium in Black Grey (RAL 7021). Officers consider that the window design, material and colour are suitable and sympathetic in appearance to the new building, and the surrounding area.

In terms of architectural features and materials to be used within the building, these are considered to be acceptable and suitable. The school has been designed with a simple and contemporary vernacular, which is not considered to appear overly dominant or visually imposing in this location. The new scheme is also considered to be neater and more concise than the existing

building, having less prominence in the setting while appearing visually attractive.

KC Conservation & Design have been consulted on the proposals and note that the materials selection has taken into consideration the existing context palette, including red and orange brick from the surrounding residential properties, as well as the colour pallets for neighbouring assets. Vertically orientated windows grouped to reflect the rooms layout behind, allow natural light to flood into classrooms and create an attractive rhythm to the horizontal form. The robust buff and black brick building envelope grounds the building, it is to be constructed using buff and black brick slips installed and pointed off-site with grey/black mortar, fixed to the external wall prefabricated panels. Additional mortar will be applied at joints on site for a seamless finish.

The smooth cladding panels above the ground floor level on the Main Hall and plant access volume, provide a modern, crisp appearance to the building mass and the strong parapet capping provides a crown linking all elevations together. It comprises of a suspended ventilated façade of fibre cement cladding panels in smooth opaque finish. The panels offer great flexibility of sizes that can accommodate the openings layout on elevations.

Taking the above assessment into consideration, Officers consider the new school building to be of a suitable layout, well designed, being an attractive building which would harmonise well with the character of the built environment. The proposed scale and massing are also deemed to be sympathetic to the context of the wider area.

Landscaping and other external works

Comprehensive landscape information has been submitted throughout the course of this application. The design seeks to complement the function and character of the proposed building, creating a holistic site that supports the overarching education and pastoral needs of pupils. KC Landscape consider the landscape proposals to be acceptable, including the planting plans. However, a condition requiring a landscaping maintenance plan is required and would be attached to the decision notice.

In terms of fencing and walling, existing fencing along the boundaries is to be retained, where it is still in a suitable condition. New Weldmesh fencing of varying heights (1.8m, 2.4m and 3m) are proposed to contain the outdoor play areas. 1.2m high Bow Top fencing is also proposed between the nursery and infants & reception areas to the front of the school. 900mm high Diamond Knee Railings are also proposed around the car park area, with a 1.8m high timber close boarded fence shown around the new bin store. Whilst Officers acknowledge that the above comprises of a significant amount of fencing throughout the school grounds, it is considered reasonable to contain the sports areas to the front of the school, in the interests of safety. Furthermore, this type of fencing is typical of modern schools and around sports facilities and thus raises no significant concerns.

Policy LP33 of the Kirklees Local Plan states that:

The Council would not grant planning permission for developments which directly or indirectly threaten trees or woodlands of significant amenity... proposals should normally retain any valuable or important trees where they make a contribution to public amenity, the distinctiveness of a specific location or contribute to the environment.

Trees within the site are neither within a Conservation Area, nor benefit from a Tree Preservation Order. Nonetheless, LP33 establishes the principle to retain trees where feasible, and, if removal is necessary, seek mitigatory replanting.

The development would require the removal of six low value trees. These tree losses would be mitigated by tree planting specified within the landscaping scheme. A further three trees of moderate value would require to be removed from the eastern boundary of the site. These trees offer good amenity value to the surrounding area and are prominently visible from White Lee Road. They also offer screening into the site. KC Trees initially had a holding objection based on a lack of information relating to the proposed loss of these three moderate value trees. Following receipt of additional information, it is now understood that the loss of these trees is necessary to facilitate the construction access into the site, and that this is deemed acceptable to KC Trees on the basis that upon completion of the development, these trees will be replaced with three Swedish whitebeam as extra heavy standards in the same location, as detailed within the Whole Site Plan and Planting Strategy. Further to this, an Arboricultural Method Statement (AMS) has been submitted, and deemed to be acceptable by KC Trees, should planning permission be granted, the AMS will be secured via condition. Officers consider these requested conditions reasonable and recommend they be imposed.

To conclude, the proposed development, subject to conditions, is considered to promote good design which would respect and enhance the character of the townscape. It is therefore considered to comply with LP24 of the Kirklees Local Plan and guidance contained within Chapter 12 of the NPPF.

Residential Amenity

Local Plan Policy LP24 requires developments to provide a high standard of amenity for future and neighbouring occupiers, including by maintaining appropriate distances between buildings.

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 occupiers.

Residential properties are located to the north, east, west and to the far south.

The closest residential properties to the new school building would be those on Leefield Road (to the south-east), circa 90+ metres away from the proposed school block, and dwellings on Leeds Old Road to the north and west. No. 78 Leeds Old Road² is nearest property to the proposed school building proper, circa 60m away, but is just 13.5/14m away from the adjacent Forest School and Hard PE area.

When compared to the existing school buildings, the new school would result in a reduction in the overall height and built footprint of circa 880sqm. Given the school's relocation, the building would be pulled further away from adjacent residential properties on Leeds Old Road. Whilst moving closer to residential dwellings located on Leefield Road, the building would still be circa 90+ metres away and it is therefore considered that the proposed school block would not result in any additional overshadowing, overbearing or overlooking impacts, when compared to the existing school building, and may result in an improved relationship between some adjacent residential properties.

It is however noted that the hard PE, soft PE and forest school are to be brought to the front of the site, closer to neighbouring properties on Old Leeds Road, and therefore due regard must also be given to sources of environmental pollution including noise, odour and light.

A school would be considered a potential noise pollutant, attributed to children at play. However, the benefits of good outdoor facilities to children are important and, as per the NPPF, great weight should be given to supporting education facilities. In this instance it must be acknowledged that the site has previously operated as a school and therefore, for parts of the site at least, there would be no material change in circumstances or a reduction in noise.

A Noise Impact Assessment authored by Ramboll dated June 2025 Ref: SRP1128-RMB-XX-XX-T-J-0002 has been submitted in support of the application. It focuses on the fixed mechanical plant and the MUGA. Based upon the measured levels, the report proceeds to calculate an upper limit for any installed mechanical plant as shown in table 1. Comment is made that the modelling is based upon all plant running at the same time as a worst-case scenario although this is unlikely to happen in real time. A compliance condition is therefore recommended, should planning permission be granted, to ensure noise levels do not exceed the measured background level.

The report states that the location of the proposed MUGA and the soft PE areas are to be moved slightly further west, therefore closer to the house at 173 Leeds Old Road, but it is not expected to have a significant impact upon the surrounding properties. KC ENVH accept this is not a new school, and would be merely replacing the existing, but they did not initially accept the comment that the noise impact during the school day is unlikely to be significantly affected without supporting evidence. KC ENVH therefore requested that an assessment be conducted in line with the Sport England –

² Potentially former school caretaker housing.

Artificial Grass Pitch (AGP) Acoustics – Planning Implications Guidance document. The applicant sought to submit an updated Noise Assessment (Rev P02), of which KC ENVH considers the updated information to be acceptable, as mitigation measures have been incorporated into the design of the MUGA with the use of rebound mesh fencing, which will use resilient (EPDM) fixings between the clamp bar and post for weldmesh fencing to reduce noise from rattles when struck by a ball. Furthermore, no community use is proposed for the MUGA; KC ENVH therefore advises that a condition be imposed, should planning permission be granted, which restricts the use of the MUGA to certain times of the day. This is considered acceptable.

In terms of external artificial lighting, an External Lighting Layout has been submitted which outlines the location and specification of all the luminaires, including the quantity, arrangement and meter type. It is considered reasonable, given the site's location adjacent to several residential dwellings, to impose a condition, should planning permission be granted, which restricts the hours of use of this external artificial lighting, in the interests of residential amenity.

KC ENVH also requested that a condition be imposed which required the submission and approval of a Construction Environmental Management Plan (CEMP) in order to protect the amenity of neighbouring occupiers from noise, dust, artificial lighting etc during the construction of the development. The applicant sought to submit a CEMP during the planning application process, of which KC ENVH considered the submitted CEMP to be sufficient, and therefore should planning permission be granted, the CEMP will be secured via a compliance condition.

In terms of odour, a commercial kitchen odour assessment authored by Miller Goodall dated 20/06/2025 Ref: AQ103333 has been submitted in support of the application. Paragraph 3.2 of the report states that the kitchen will not have an external ventilation flue, utilising internal recirculation technology based upon the cooking methods proposed i.e. no frying. Based upon this, the report proceeds to determine a low impact, which is accepted by KC Environmental Health.

In conclusion, subject to the proposed conditions, it is considered that the proposals would not result in significant and detrimental impacts on the privacy and amenity of any neighbouring occupants, complying with Policies LP24 and LP52 of the Kirklees Local Plan and guidance contained within Chapters 12 and 15 of the National Planning Policy Framework.

Highway Safety/Access

Local Plan policy LP21 requires development proposals to demonstrate that they can accommodate sustainable modes of transport and can be accessed effectively and safely by all users. The policy also states that new development would normally be permitted where safe and suitable access to the site can be achieved for all people, and where the residual cumulative impacts of development are not severe.

The NPPF states that, in assessing applications for development, it should be ensured that appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, that safe and suitable access to the site can be achieved for all users, and that any significant impacts from the development on the transport network (in terms of capacity and congestion), or highway safety, can be cost-effectively mitigated to an acceptable degree. The NPPF continues that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or if the residual cumulative impacts on the road network would be severe.

Consideration is first given to traffic generation. The site currently operates as an education facility, for 236 pupils and 34 staff. These numbers are not set to change should planning permission be granted for the new school building, although it must also be recognised that the existing building could have a higher capacity. As outlined within the submitted Transport Statement, it is therefore expected that trip rates to the new school would be like the current schools use and are already taking place on the wider local highway network. Accordingly, Officers are satisfied that the proposal would not materially increase traffic movements within the local area.

Vehicular access to the site is to remain via the current point onto Leeds Old Road. KC Highway Officers do raise concerns in respect of the access and available visibility splays, noting that the proposed access does have sub-standard visibility which is a safety concern. However, as has been set out by the applicant the Department for Education (DfE) is ultimately responsible for the overall delivery of the proposed condition-led scheme. However, as a Government body, the DfE does not enter S278 agreements unless there is clear, evidence-based justification that the development creates a new or worsened safety issue. Whilst the proposals entail the provision of a new school on the site, this is a replacement and the proposals would not increase pupil or staff numbers, nor do they increase floorspace, trip generation or operational intensity. Therefore, on balance, officers conclude that with no net change in impact, the request to upgrade/relocate the access is not proportionate, reasonable, or necessary, and does not meet the statutory tests. Furthermore, it doesn't provide the necessary circumstances to justify the DfE enter a S278 Agreement.

Further to the above, the applicant notes that the existing access, which was originally created to support a larger secondary school, has functioned for the established use for several years without a record of material safety issues (five years as evidenced previously, albeit notwithstanding there were two accidents prior to that period); and it has operated under the same traffic profile that will continue post-redevelopment. The relocation / upgrading of the access seeks betterment rather than mitigation, which is not a requirement that can be imposed unless the development introduces new impacts requiring mitigation, which is not the case. The highway network is currently operating safely in its existing configuration. The proposed development does

not introduce any additional risk factors or intensification, so there is no justification for imposing an improvement scheme.

Taking the above into consideration, Officers consider that it would be unreasonable to refuse this application based on access arrangements, given the current and previous use of the site and of this exact access, and that the proposals would result in no increase in student capacity or staff members. Therefore, the proposed access arrangements are deemed to be acceptable, on balance.

Regarding parking, the proposal would provide 20 staff car parking spaces (this includes 2 disabled spaces and 4 EV charging bays), this is an increase of 6 spaces at the site. The Council do not hold parking standards for schools, requiring a case-by-case assessment. In this case KC Highways consider that based on 34 FTE staff, with 80% of staff travelling by car, a total of 27 off-street parking spaces should be provided, alongside additional visitor parking spaces. Given these comments the applicant attempted to provide additional parking within the site but concluded that there is not sufficient space without impacting on the rest of the scheme and various other planning documentation. They note that by providing even an additional one or two spaces would mean the relocation or loss of trees and landscaping and would also potentially affect the proposed lighting and drainage strategy. Notwithstanding this, they are confident that the parking provision is sufficient for the proposal as it represents an increase of six spaces compared to the existing parking provision, and whilst there are 34 FTE staff employed at the site, some of these are pupil support, kitchen, and cleaning staff, which are not on site for the full school day. This effectively reduces the staff parking demand at different times of the day.

Taking the above into consideration, whilst Highways Development Management would wish to see the full 27 off-street parking spaces (alongside some visitor spaces) to be provided within the site, it is acknowledged that there are site restrictions as to why these additional spaces cannot be provided. It is also noted that there would be no increase in staff members, or pupil numbers, and therefore the provision of the 6 additional spaces (taking the on-site parking numbers to 20), is welcomed and would help to alleviate some of the on-street parking that occurs during the school day. It is therefore considered, on balance, that the proposed parking arrangements are acceptable on this occasion.

Regarding waste collection, KC Highways did raise some concerns in respect of the submitted swept paths for waste vehicles entering the site to collect waste. KC Highways wished to see the internal access road widened to allow comfortable turning and manoeuvres. The applicant's transport consultant reviewed these comments and noted that:

'Service vehicles will access and egress the site via Leeds Old Road, as they do at present - there will be no changes to the servicing vehicle frequency or size as a result of the development proposals. Therefore, there are no requirements for any amendments to the existing access

arrangement off Leeds Old Road. With regard to the internal arrangements, the proposed internal arrangement is an improvement on the existing arrangement as a formal turning area is provided on site which will enable service vehicles to access and egress the site in a forward gear and not impact on the operation of the wider highway network. It is therefore concluded that the proposed development can be serviced in a safe and efficient manner'.

Given the above justification, and that the site pupil and staffing numbers are not due to change, Officers therefore consider the scheme to be acceptable and to accord with Policy LP43 of the Kirklees Local Plan.

In summary, and on balance, Officers acknowledge that the proposed development would have a similar impact / relationship with the highway network, by virtue of not materially increasing the intensity of the site's use. Therefore, notwithstanding the desired improvements from K.C. Highways, officers are satisfied that the development would not cause material harm to the safe and efficient operation of the highway, in accordance with Policies LP21 and LP22 of the Kirklees Local Plan and Chapter 9 of the NPPF.

Other Matters

Coal legacy

The site falls within the defined High Coal Risk zone and therefore the application is supported by a Coal Mining Risk Assessment which has been reviewed by the Mining Remediation Authority.

The report identifies that shallow coal mining legacy poses a risk to stability of the site and that remedial works are required in order to ensure the safety and stability of the development. The MRA therefore request two conditions:

- No works to commence until remedial stabilization works and mitigation measures are undertaken in accordance with UK guidance.
- Prior to occupation a declaration, by a suitably qualified person, be provided to confirm the necessary remedial works have been undertaken.

Officers support the request of the MRA and recommend that these conditions be imposed, to ensure compliance with policy LP53.

Contaminated Land

Due to the scale of the development and sensitive end users, due regard must be given to ground contamination. Local Plan Policy LP53 of the Kirklees Local Plan which seeks to ensure land quality is maintained as part of new development is therefore relevant.

The applicant has submitted a Phase 1 and Phase 2 Geo-environmental and Geo-technical Factual and Interpretive Report by RSK Geosciences, ref:

323197-R02 (00), dated February 2024. Ground Investigation Summary by HEXA, dated 21/08/2025, ref: 601124-HEX-XX-XX-RP-GE-0002 and Ground Investigation Report by HEXA, dated August 2025, ref: 601124-HEX-XX-XX-RP-GE-0001 Rev P02. These have been reviewed by KC Environmental Health who note that the reports confirm that soils are not shown to be contaminated but that further investigation is required in relation to the gas risk at the site. The submitted Ground Investigation Report provides the results of the further gas monitoring and chemical testing with the author concluding that the site has been characterised as a low risk (CS1) but that the presence of underlying mine workings remains a factor and mitigation, such as grouting is likely to be required to render the site suitable for the proposed development.

KC Environmental Health therefore recommend contaminated land conditions to secure an addendum supplementary post grouting/stabilisation ground gas risk assessment. Additionally, conditions for securing a remediation strategy, implementing remediation measures and submitting a validation report are also deemed necessary, should planning permission be granted.

Air Quality

The development is not in a location, nor of a large enough scale, to require an Air Quality Impact Assessment.

However, the Council's ENVH Officers note that in an application of this nature, it is expected that facilities for charging electric vehicles and other ultra-low emission vehicles are provided in accordance with the National Planning Policy Framework and *Air Quality & Emissions Technical Planning Guidance* from the West Yorkshire Low Emissions Strategy Group. The submitted site plan from One Environments dated 24/04/2025 Ref: SRP1128-ONE-ZZ-XX-D-L-0003 shows 4 no. EVCP's, the applicant has also submitted EV Charging Point Details which include 2No Rolec ROLEC0221B Single Phase '2 way' universal car chargers (each charging podium will be c/w 2 outlets, therefore 4 outlets in total, each capable of 22kW, dependant on load balancing and available load). KC ENVH deem this to be acceptable, and therefore the above will be secured via condition, should planning permission be granted.

Ecology

Chapter 15 of the NPPF relates to conserving and enhancing the Natural Environment. Paragraph 192 of the NPPF outlines that decisions should promote the protection and recovery of priority species and identify and pursue opportunities for securing net gains for biodiversity. Paragraph 186 goes on to note that if significant harm to biodiversity resulting from the development cannot be avoided, adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused. This is echoed in Policy LP30 of the Kirklees Local Plan.

Furthermore, Policy LP30 of the KLP outlines that development proposals should minimise impact on biodiversity and provide net biodiversity gains through good design by incorporating biodiversity enhancements and habitat creation where opportunities exist.

The Ecological Impact Assessment (EclA) provides a comprehensive assessment of the site, laying out the potential impacts on the habitats and species at the site, brought about by the proposed development. The EclA determines that the habitats present on site are widespread and that individual trees within the western area of the site have been identified for retention and will receive appropriate protection during the works. In addition to this, areas of grassland within the western area of the site are to be retained/replanted and enhanced following the development. Grassland in the eastern area of the site will only be temporarily lost to facilitate construction access and will be reinstated following the works. The EclA also identifies the potential for nesting birds, roosting, foraging and commuting bats, and hedgehogs on-site which may be adversely impacted by the development, such that mitigation and compensation has been proposed in relation to these.

Whilst there is likely to be a temporal delay in achieve the biodiversity objectives for the site whilst new habitats become established, it is anticipated that in the long term there will be no significant residual effects on designated sites, habitats or protected species from the proposed development.

KC Ecology note that mitigation recommended within the EclA for birds, bats, hedgehogs and invasive species is covered within the submitted CEMP: Biodiversity, Invasive Species Management Plan, Sensitive Lighting Strategy and Biodiversity Enhancement Management Plan, which will be secured via either compliance conditions or condition 2 (approved plans), should planning permission be granted.

A Biodiversity Net Gain calculation has been undertaken using the DEFRA Metric. This sets out that the development would result in an onsite net gain of 0.31 habitat units (11.09%) and 0.20 hedgerow units (153.84%). Therefore, the trading rules are satisfied, and the proposals would not result in significant onsite gain and therefore does not need to be secured for 30 years, but will be secured via a simple landscaping condition, to ensure that it is provided and maintained for an aftercare period.

Drainage/Flooding

Policy LP28 of the Kirklees Local Plan & Chapter 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.

Policy LP27 of the Kirklees Local Plan relates to flood risk and sets out, amongst other things, a site-specific flood risk assessment and inclusion of flood mitigation measures be undertaken for developments.

The site is within Flood Zone 1 and therefore is at the lowest risk of flooding. Due regard has been given to whether other potential sources of flooding exist; these have been discounted. Appropriate regard has also been given to surface water flood routing (exceedance event) throughout the site.

The application is supported by a Flood Risk Assessment and Drainage Layout drawings, which have been reviewed by the Lead Local Flood Authority (LLFA).

KC LLFA have reviewed the application and have noted that they accept the submitted drainage information and that the proposed allowable discharged rate 10.2l/s, controlled by a 138mm dia hydrobrake on the outlet to storage tank no. 1 is acceptable. Along with the proposed surface water run-off which is to discharge to the 225mm dia YW surface water sewer on Old Leeds Road via the existing surface water drainage through the adjacent site. Attenuation storage is also deemed to be suitable and is to be provided for the critical 1 in 100-year rainfall event (plus climate change) such that there will be no flooding off-site or to existing/proposed buildings. KC LLFA do however note that further details will be required regarding the access and maintenance of the attenuation tanks and the maintenance strategy of the surface water drainage, together with temporary drainage proposals and confirmation of flood routing during exceedance events. This will all be secured via condition, should the application be approved.

Yorkshire Water have also been consulted on the proposals and raise no concerns but do request a condition in respect of piped discharge of surface water from the development. Again, this would be secured should planning permission be granted.

The proposals are, subject to drainage conditions, considered to accord with LP27 and LP28 of the Kirklees Local Plan and Chapter 14 of the National Planning Policy Framework.

Crime Prevention

The West Yorkshire Police Liaison Officer has made several comments and recommendations, particularly in regard to construction phase security, cycle parking and storage. These concerns have been fed back to the applicant and will be incorporated where possible.

It is therefore considered that the site can be satisfactorily developed whilst minimising the risk of crime through enhanced security and well-designed security features in accordance with Local Plan Policy LP24(e).

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.

The site is located within Urban Green Space and therefore the proposal represents a departure from the Local Plan. Planning permission decisions must be taken in accordance with the development plan, unless there are material considerations that indicate otherwise. In this case the harm of the loss is minimal and the public benefits of the proposal, to local education are considered to clearly outweigh the harm caused. Therefore, the principle of development is deemed to be acceptable.

Subject to the conditions referenced throughout the report and listed below, the proposed development is not deemed harmful to the amenity of residents, nor would it harm the safe and effective operation of the highway. Other material considerations have been assessed including drainage and ecology and likewise have been demonstrated to have acceptable impacts.

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

Recommendation: Approve.

Report Dated: 18/12/2025.

Decision Authorisation: Delegated Powers

Application Number: 2025/92598

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 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 so as to ensure the satisfactory appearance of the development on completion, and to accord with Policies LP1, LP2, LP3, LP7, LP20, LP21, LP22, LP24, LP26, LP27, LP28, LP30, LP32, LP33, LP47, LP49, LP50, LP51, LP52, LP53 and LP61 of the Kirklees Local Plan and Chapters 2, 4, 8, 9, 11, 12, 14 and 15 of the National Planning Policy Framework.

3. Development shall be carried out strictly in accordance with the Construction Environmental Management Plan: Biodiversity, ref: 2025-04-569099, Issue 1, authored by Antea Group, dated 31/10/2025, received 18/11/2025, and no change from thereon shall take place without the prior written consent of the Local Planning Authority. 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: In the interests of protecting biodiversity at the site, in accordance with LP30 of the Kirklees Local Plan and Chapter 15 of the National Planning Policy Framework.

4. Development shall be carried out strictly in accordance with the Invasion Species Management Plan, authored by Antea Group, Ref: SRP-1128-ANT-XX-XX-L-O-0006, Issue 2, dated 20/06/2026, received 18/09/2025. The Invasion Species Management Plan must be implemented during works onsite.

Reason: In order to ensure that adequate measures are in place to protect the biodiversity by preventing the accidental spread of non-native plant species within and outside the site during and after development, in line with the requirements of LP30 and LP53 of the Kirklees Local Plan and Chapter 15 of the National Planning Policy Framework.

5. The installation of lighting at the site shall be carried out in accordance with the approved lighting scheme 'External Lighting Layout', Drawing No. SRP1128-RPS-ZZ-ZZ-D-E-6322, Rev P02, received 18/11/2025. Once installed such lighting shall thereafter be retained.
Reason: In the interests of biodiversity and in accordance with Policy LP30 and Chapter 15 of the National Planning Policy Framework.
6. Development shall be carried out strictly in accordance with the Biodiversity Enhancement Management Plan, ref: 2025-04-569099, Issue 1, authored by Antea Group, dated 18/11/2025, received 18/11/2025. All features shall be retained in that manner thereafter.
Reason: In the interests of biodiversity and in accordance with Policy LP30 and Chapter 15 of the National Planning Policy Framework.
7. Following ground stabilisation works a supplementary post grouting gas risk assessment report shall be submitted to and 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.
8. Where site remediation is recommended in the approved Phase II Intrusive Site Investigation Report/s approved pursuant to condition 7 further groundworks shall not commence until a Remediation Strategy by a suitably competent person has been submitted to and approved in writing by the Local Planning Authority. The Remediation Strategy shall include a timetable for the implementation and completion of the approved remediation measures.
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.
9. Remediation of the site shall be carried out and completed in accordance with the Remediation Strategy approved pursuant to condition 8. In the event that remediation is unable to proceed in accordance with the approved Remediation Strategy or contamination not previously considered in either the Preliminary Risk Assessment or the Phase II Intrusive Site Investigation Reports is identified or encountered on site, 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. Works shall not recommence until proposed revisions to the Remediation Strategy have been submitted to and approved in writing by the Local Planning Authority. Remediation of the site shall thereafter be carried out in accordance with the approved revised Remediation Strategy.
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.

10. Following completion of any measures identified in the approved Remediation Strategy or any approved revised Remediation Strategy a Verification Report by a suitably competent person shall be submitted to the Local Planning Authority. No part of the site shall be brought into use until such time as the remediation measures have been completed for (that part of) the site in accordance with the approved Remediation Strategy or the approved revised Remediation Strategy and a Verification Report in respect of those remediation measures 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.

11. The combined noise from any fixed mechanical services and external plant and equipment shall effectively controlled so that the combined rating level of noise from all such equipment does not exceed the background sound level at any time. "Rating level" and "background sound level" are as defined in BS 4142:2014+A1:2019.

Reason: To ensure the proposed development does not cause harmful noise pollution within neighbouring noise sensitive locations, in the interest of amenity, to comply with the aims and objectives of Policies LP24 and LP52 of the Kirklees Local Plan and Chapters 12 and 15 of the National Planning Policy Framework.

12. Development shall be undertaken in accordance with Construction Environmental Management Plan, Rev P5, authored by Bowmer + Kirkland, dated 08/12/2025, received 18/12/2025. The agreed plan shall be adhered to throughout the construction of the development.

Reason: In the interests of highway safety and to safeguard the amenities of the occupiers of nearby properties in accordance with Chapters 9, 12 and 15 of the NPPF and LP21 and LP52 of the Local Plan.

13. Electrical Vehicle Charging Points shall be installed prior to the use of the new school building hereby approved commencing, in accordance with EV Charging Point Details RIBA Stage 4 – Technical Design, ref: SRP1128-HNS-01-00-D-E-9022_P02, Rev P02, authored by Hensall, dated 14/11/2025, received 27/11/2025, and no change from thereon shall take place without the prior written consent of the Local Planning Authority. Once installed, the approved electric vehicle charging points shall be maintained and retained thereafter.

Reason: In the interest of supporting and encouraging low emission vehicles, in the interest of air quality enhancement, to comply with the aims and objectives of Policies LP20, LP24 and LP47 of the Kirklees Local Plan, Chapters 2, 9 and 15 of the National Planning Policy Framework and the West Yorkshire Low Emission Strategy (WYLES).

14. The proposed 'Soft PE' playing area, as shown on plan ref. SRP1128-ONE-ZZ-XX-D-L-003 rev. P11, shall be constructed and maintained in accordance with the standards and methodologies set out in the

guidance note 'Natural Turf for Sport' and shall be made available for use within ten months of first occupation of the new school building hereby permitted.

Reason: To ensure the quality of pitches is satisfactory and they are available for use within the agreed timescale, to accord with LP50 of the Kirklees Local Plan and Chapter 8 of the National Planning Policy Framework.

15. The changing rooms hereby permitted shall be accessible and available for use prior to the existing changing rooms being unavailable for use.

Reason: To ensure continuity of use of the changing rooms and playing field thereby ensuring the students and community can continue to effectively use the playing field and to accord with LP50 of the Kirklees Local Plan and Chapter 8 of the National Planning Policy Framework.

16. The new MUGA to the west of the hereby approved school building, identified as 'Hard PE' on approved plan 'SRP1128-ONE-ZZ-XX-D-L-0003, Rev P11', hereby permitted shall be designed and constructed in accordance with Sport England Guidance 'Artificial Surfaces for Outdoor Sport' and remain in accordance with this guidance for as long as the Multi-Use Games Area remains in existence.

Reason: To ensure the development is fit for purpose and sustainable and to accord with LP50 of the Kirklees Local Plan and Chapter 8 of the National Planning Policy Framework.

17. No above ground development shall commence (excluding the demolition of existing structures) until remedial stabilisation works and any mitigatory measures necessary to address land instability arising from shallow coal mining legacy have been carried out in full in order to ensure that the site is made safe and stable for the development proposed. The remedial works shall be carried out in accordance with authoritative UK guidance.

Reason: This pre-commencement condition is required to ensure that the formulation and implementation of an appropriate scheme of remedial measures is agreed before building works commence on site, to ensure the safety and stability of the development, in accordance with paragraphs 187, 186 and 197 of the National Planning Policy Framework and Policy LP53 of the Kirklees Local Plan.

18. Prior to the occupation of the new school building hereby permitted, a signed statement or declaration prepared by a suitably competent person confirming that the site has been made safe and stable for the approved development shall be submitted to the Local Planning Authority for approval in writing. This document shall confirm the completion of the remedial works and any mitigatory measures necessary to address the risks posed by past coal mining activity.

Reason: This pre-commencement condition is required to ensure that the formulation and implementation of an appropriate scheme of

remedial measures is agreed before building works commence on site, to ensure the safety and stability of the development, in accordance with paragraphs 187, 186 and 197 of the National Planning Policy Framework and Policy LP53 of the Kirklees Local Plan.

19. Development shall not commence until a detailed design scheme detailing foul, surface water and land drainage, including agreed discharge rate of 10.2l/s with the LLFA indirectly or directly to watercourse, attenuation for the critical 1 in 100 (plus an allowance for climate change) rainfall event, attenuation construction details/design, plans and longitudinal sections, hydraulic calculations and phasing of drainage provision has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include a risk assessment and method statement, in accordance with CDM Regulations 2015, for access to and into the attenuation structures, and the scheme shall include a maintenance and management plan for surface water infrastructure. No part of the development shall be occupied until such approved drainage scheme has been provided on the site to serve the development or each agreed phasing of the development and retained thereafter.

Reason: To reduce the risk of flooding to the proposed development, in accordance with LP27 of the Kirklees Local Plan and Chapter 14 of the National Planning Policy Framework. This pre-commencement condition is necessary to ensure drainage measures are devised and agreed at an appropriate stage of the development process.

20. The development shall not commence until an assessment of the effects of 1 in 100 year storm events, with an additional allowance for climate change, blockage scenarios and exceedance events on drainage infrastructure and surface water run-off pre and post development between the development and the surrounding area (both upstream and downstream of the development), has been submitted to and approved in writing by the Local Planning Authority. No part of the development shall be brought into use (dwellings shall not be occupied) until the works comprising the approved scheme have been completed, and such approved scheme shall be retained thereafter.

Reason: To reduce the risk of flooding to the proposed development, in accordance with LP27 of the Kirklees Local Plan and Chapter 14 of the National Planning Policy Framework. This pre-commencement condition is necessary to ensure drainage measures are devised and agreed at an appropriate stage of the development process.

21. Development shall not commence until such 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 detail:

- Phasing of the development and phasing of temporary drainage provision.

- Include methods of preventing silt, debris and contaminants entering existing drainage systems and watercourses and how flooding of adjacent land is prevented.
- The strategy shall include a plan showing the location of the attenuation storage and supporting calculations, which shall be based on the critical 1 in 2-year storm. It should be assumed that once the site has been stripped that the percentage 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 that temporary surface water drainage details have been agreed at an appropriate stage in the development process, 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 LP28 of the Kirklees Local Plan and Chapter 14 of the National Planning Policy Framework.

22. There shall be no piped discharge of surface water from the development prior to the completion of surface water drainage works, details of which will have been submitted to and approved by the Local Planning Authority. If discharge to public sewer is proposed, the information shall include, but not be exclusive to:

- a) evidence to demonstrate that surface water disposal via infiltration or watercourse are not reasonably practical;
- b) evidence of existing positive drainage to public sewer and the current points of connection; and
- c) the means of restricting the discharge to public sewer to a maximum rate of 10.2 litres/second.

Reason: To ensure that no surface water discharges take place until proper provision has been made for its disposal and in the interest of sustainable drainage, and to accord with LP28 and Chapter 14 of the National Planning Policy Framework.

23. Prior to their use, and notwithstanding the submitted plans, details of all external facing materials for the new school building, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be completed using the approved materials, prior to the hereby approved building being brought into use.

Reason: In the interests of visual amenity and to accord with Policy LP24 of the Kirklees Local Plan and Chapter 12 of the National Planning Policy Framework.

24. Prior to any works commencing on site, an Ecological Design Strategy and Landscaping Plan shall be submitted to and approved in writing by the Local Planning Authority. The Ecological Design Strategy and landscaping plan shall:

- Set out what habitats / biodiversity related works are to be delivered;
- A timeline for the implementation of the works; and,
- Outline how the habitats will be managed for a period of 10 years.

Reason: To ensure a biodiversity net gain is provided on the site, in accordance with Policy LP30 of the Kirklees Local Plan, the Biodiversity Net Gain SPD and Chapter 15 of the National Planning Policy Framework.

25. Development, including demolition and construction, shall be undertaken strictly in accordance with the hereby approved Arboricultural Method Statement, ref: SRP1128-ANT-XX-XX-T-O-0002, Issue 2, authored by Antea Group, dated 17/12/2025, received 17/12/2025, and no change from thereon shall take place without the prior written consent of the Local Planning Authority.

Reason: To protect the viability of the protected trees and to accord with Policy LP33 of the Kirklees Local Plan and Chapter 15 the National Planning Policy Framework.

26. The new MUGA to the west of the hereby approved school building, identified as 'Hard PE' on approved plan 'SRP1128-ONE-ZZ-XX-D-L-0003, Rev P11', shall not be used outside the hours of:

- 08.30hrs to 17:00hrs Monday to Friday

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

27. The external artificial lighting for the site shown on hereby approved drawing no. SRP1128-RPS-ZZ-ZZ-D-E-6322, Rev P02, 'External Lighting Layout', shall only be operated between –

- 07:45hrs to 18:15hrs Monday to Friday

The external lighting shall be controlled so that it is only operated at the permitted times and at times when it is required. No external artificial

lighting shall be used unless the lighting has been installed and operated in accordance with the approved scheme.

Reason: To safeguard the amenities of the occupiers of nearby properties and promote sustainable development in accordance with Chapters 2 and 15 of the National Planning Policy Framework and LP52 of the Kirklees Local Plan.

28. Prior to commencement of the development (including ground works), a survey of the existing condition of the highway (the extent of the highway to be surveyed to be agreed with the Local Planning Authority in advance) shall be submitted to and approved in writing by the Local Planning Authority. The survey shall include all highway features, including carriageway and footway surfacing, verges, kerbs, edgings, street lighting, signage and road markings.

Upon completion of the development hereby approved a post-construction survey of the agreed extent of highway shall be carried out and the post-construction survey and a scheme of remedial works and timescale for implementation shall be submitted to and approved in writing by the Local Planning Authority. The approved remedial works shall be carried out in accordance with the agreed timescales. Should any highway defects (affecting highway safety) attributable to the construction traffic or activities of the development hereby approved by identified during the construction period, remediation of these highway defects shall also be implemented in accordance with details to be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety, to ensure the effective maintenance of the Highway, and to accord with Policy LP21 of the Kirklees Local Plan. This pre-commencement condition is necessary to ensure that the highway condition survey is undertaken at an appropriate stage of the development process, in advance of any construction works commencing that may affect the condition of the highway

29. No development shall commence on the superstructure until a Landscape Management and Maintenance Plan (LMMP), including SuDS features, has been submitted to and approved in writing by the Local Planning Authority. The LMMP shall include:

- Detailed landscape proposals (hard and soft works, planting specifications, species, sizes, densities).
- Existing trees to be retained/removed in accordance with BS5837:2012, and details of new planting to include, but not limited to, mitigatory re-planting adjacent to White Lee Road.
- Root protection/barrier measures for all new trees within 5m of the adoptable highway.
- Location/specification of play equipment, playable/educational spaces, sports facilities, surfacing, and street furniture.

- Implementation, management, and maintenance programme (watering, pruning, replacement of failed trees).
- Submission of Landscape Management and Maintenance Plan (LMMP), including SuDS features and approved in writing by the Local Planning Authority. This shall include aftercare and long-term maintenance for a minimum of five years, including SuDS, retained vegetation, slopes, hedgerows, and play equipment (with RoSPA inspections where relevant). Monitoring and remedial measures, including equipment, or furniture within five years.
- All planting shall be maintained for five years. Any tree or plant that dies, is removed, or becomes diseased shall be replaced in the next planting season with similar species and size unless otherwise agreed in writing.

Reason: To ensure appropriate landscape provision and management in accordance with Policies LP24, LP30, LP32, LP35, LP63 of the Kirklees Local Plan and Chapters 12 and 15 of the NPPF.

Note: In accordance Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021) **development may not be begun unless:**

- a) a biodiversity gain plan has been submitted to the planning authority; and
- a) The planning authority has approved the plan.

The biodiversity gain plan must include:

- a) information about the steps taken or to be taken to minimise the adverse effect of the development on the biodiversity of the onsite habitat and any other habitat;
- a) the pre-development biodiversity value of the onsite habitat;
- b) the post-development biodiversity value of the onsite habitat;
- c) any registered offsite biodiversity gain allocated to the development and the biodiversity and the biodiversity value of that gain in relation to the development;
- d) any biodiversity credits purchased for the development; and
- e) any such other matters as the Secretary of State may by regulations specify.

NOTE: Ground Investigations and groundworks

Under the Coal Industry Act 1994 any intrusive activities which disturb or enter any coal seams, coal mine workings or coal mine entries (shafts and adits) require the prior written permission of the Mining Remediation Authority since these activities can have serious public health and safety implications. Such activities could include site investigation boreholes, the piling of foundations, other ground works and any subsequent treatment of coal mine workings and coal mine entries for ground stability purposes. Failure to obtain permission to enter or disturb our property will result in the potential for court action. Application forms for Mining Remediation Authority permission and further guidance can be obtained from: www.gov.uk/get-a-permit-to-deal-with-a-coal-mine-on-your-property.

NOTE: Requirement for Incidental Coal Agreements

If any future development has the potential to encounter coal seams which require excavating, for example excavation of building foundations, service trenches, development platforms, earthworks, non-coal mining operations, an Incidental Coal Agreement will be required from the Mining Remediation Authority. Further information regarding Incidental Coal Agreements can be found at: www.gov.uk/government/publications/incidental-coal-agreement/guidance-notes-for-applicants-for-incidental-coal-agreements.

NOTE: Shallow coal seams

In areas where shallow coal seams are present caution should be taken when carrying out any on site burning or heat focused activities.

NOTE: All contamination reports shall be prepared by a suitably competent person, as defined in Annex 2 of the National Planning Policy Framework. 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: All noise assessments should be carried out by a competent person. The applicant may wish to contact the Association of Noise Consultants <http://www.association-of-noise-consultants.co.uk/> (020 8253 4518) or the

Institute of Acoustics <http://www.ioa.org.uk> (0300 999 9675) for a list of members.

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.

For further information regarding dust control, guidance can be found in the Institute of Air Quality Management (IAQM) document “*Guidance on the assessment of dust from demolition and construction*” Version 2.2 2024.

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.

NOTE: A Standard Electric Vehicle Charging Point is one which is capable of providing a continuous supply of at least 16A (3.5kW) and up to 32A (7kW). The higher output is more likely to be futureproof.

The electrical supply of the final installation should allow the charging equipment to operate at full rated capacity. The installation must comply with all applicable electrical requirements in force at the time of installation.

Plans and specifications schedule:

Plan Type	Reference	Version	Date Received
Building Elevations	C4197-HSP-00-00-DR-C-600	P01	16/09/2025
Floor Plans	C4197-HSP-00-00-DR—C-601	P01	16/09/2025
Floor Plans	C4197-HSP-00-00-DR—C-602	P01	16/09/2025
Floor Plans	C4197-HSP-00-00-DR—C-603	P01	16/09/2025
Planning GA Level 00	SRP1128-PEV-01-00-D-A-1205	C01	16/09/2025
Planning GA Level	SRP1128-PEV-	P02	16/09/2025

01	01-01-D-A-1206		
Planning Elevations	SRP1128-PEV-01-ZZ-D-A-3105	P04	12/11/2025
Proposed Sections 1 - Planning	SRP1128-PEV-01-ZZ-D-A-4105	P01	16/09/2025
Proposed Sections 2 - Planning	SRP1128-PEV-01-ZZ-D-A-4106	P01	16/09/2025
Proposed Sections 3 - Planning	SRP1128-PEV-01-ZZ-D-A-4107	P01	16/09/2025
Planning GA Level RF	SRP1128-PEV-01-RF-D-A-1207	P02	16/09/2025
Location Plan	SRP1128-ONE-ZZ-XX-D-L-0001	P02	16/09/2025
Existing Site Plan	SRP1128-ONE-ZZ-XX-D-L-0002	P02	16/09/2025
Whole Site Plan	SRP1128-ONE-ZZ-XX-D-L-0003	P11	17/12/2025
Access & Security Strategy	SRP1128-ONE-ZZ-XX-D-L-0004	P05	16/09/2025
General Arrangement External Area Provision	SRP1128-ONE-ZZ-XX-D-L-0007	P04	16/09/2025
General Arrangement Green Infrastructure Plan	SRP1128-ONE-ZZ-XX-D-L-0008	P03	16/09/2025
Tree Retention Plan	SRP1128-ONE-ZZ-XX-D-L-0009	P04	17/12/2025
Site Demolition Plan	SRP1128-ONE-ZZ-XX-D-L-0010	P01	16/09/2025
Biodiversity Enhancement Plan	SRP1128-ONE-ZZ-XX-D-L-0017	P01	16/09/2025
Whole Site Plan & Drainage	SRP-1128-ONE-ZZ-XX-D-L-0022	P01	17/12/2025
Detailed Soft Landscape Proposals – Sheet 1	SRP1128-ONE-ZZ-XX-D-L-0202	P03	17/12/2025
Detailed Soft Landscape Proposals – Sheet 2	SRP1128-ONE-ZZ-XX-D-L-0203	P03	17/12/2025
Site Sections	SRP1128-ONE-ZZ-XX-D-L-0401	P03	16/09/2025
Outline Levels	SRP1128-ONE-ZZ-XX-D-L-0402	P02	16/09/2025

Soft Landscape Typical Details	SRP1128-ONE-ZZ-XX-D-L-0606	P02	17/12/2025
Drainage Layout	SRP1128-MRG-ZZ-00-D-C-5201	P06	16/09/2025
Drainage Layout	SRP1128-MRG-ZZ-00-D-C-5202	P02	16/09/2025
External Lighting Layout	SRP1128-RPS-ZZ-ZZ-D-E-6322	P02	18/11/2025
Site Phasing Plan Section 1 Possession and Access Plan	SRP1128-BNK-XX-XX-D-X-3054	P01	16/09/2025
Site Phasing Plan Section 2 Possession and Access Plan	SRP1128-BNK-XX-XX-D-X-3054	P01	16/09/2025
Site Phasing Plan Section 3 Possession and Access Plan	SRP1128-BNK-XX-XX-D-X-3054	P01	16/09/2025
Proposed Construction Site Access Plan	4778-F01	D	07/11/2025
Biodiversity Enhancement Plan	A	C	17/12/2025
Tree Constraints Plan	2025-04-569099-3	-	16/09/2025
Construction Environmental Management Plan – Supporting Information	-	P5	18/12/2025
Construction Environmental Management Plan; Biodiversity – Supporting Information	2025-04-569099	1	18/11/2025
Highways Technical Note – Supporting Information	01 (4778)	-	07/11/2025
Coal Mining Assessment Report and Future Works Cover Letter – Supporting	6011424-HEX-00-XX-CO-GE-0001-V01	-	18/09/2025

Information			
Preliminary Risk Assessment – Supporting Information	350555-R01 (00)	Rev 00	18/09/2025
Phase 1 and Phase 2 Geo-environmental and Geotechnical Factual and Interpretive Report – Supporting Information	323197-RO2 (00)	Rev 00	18/09/2025
Commercial Kitchen Odour Assessment – Supporting Information	AQ103333	1	18/09/2025
Biodiversity Gain Plan – Supporting Information	-	-	16/09/2025
Planning Statement – Supporting Information	UK0041077.8367	-	16/09/2025
Health Impact Assessment – Supporting Information	UK0041077.8367	-	16/09/2025
Ground Investigation Report – Supporting Information	601124-HEX-XX-XX-RP-GE-0001	P02	18/09/2025
Ground Investigation Summary Technical Note- Supporting Information	601124-HEX-XX-XX-RP-GE-0002	-	16/09/2025
Crime Impact Statement – Supporting Information	COASM-TOR-SY-ZZ-RP-Y-0001	02	16/09/2025
Coal Mining Risk Assessment – Supporting Information	65208318-SWE-XX-XX-T-GE-0001	C01	16/09/2025
Climate Change	-	-	16/09/2025

Statement – Supporting Information			
Noise Assessment – Supporting Information	SRP1128-RMB-XX-XX-T-J-0002	P02	31/10/2025
Flood Risk Assessment & Drainage Strategy End of Stage 3 Report – Supporting Information	SRP1128-MRG-ZZ-XX-T-C-0003	P03	18/09/2025
Design and Access Statement – Supporting Information	SRP1128-PEV-ZZ-ZZ-T-A-9971	03	16/09/2025
Nocturnal Bat Survey Report – Supporting Information	231113/E1	-	16/09/2025
Preliminary Ecological Appraisal – Supporting Information	2484726	00	16/09/2025
Statement of Community Involvement – Supporting Information	-	-	18/09/2025
Transport Statement – Supporting Information	4778	1	16/09/2025
Travel Plan – Supporting Information	LTP/25/6469	1	16/09/2025
Habitat Condition Assessment – Supporting Information	2025-04-569099	1	18/09/2025
Invasive Species Management Plan – Supporting Information	2025-04-569099	2	18/09/2025

Ecological Review of updated Lighting Layout – Supporting Information	2025-04-569099	-	18/11/2025
Biodiversity Enhancement Management Plan – Supporting Information	2025-04-569099	1	18/11/2025
Tree Survey Report – Supporting Information	2025-04-569099	2	18/09/2025
Arboricultural Impact Assessment – Supporting Information	2025-04-569099	2	18/11/2025
Arboricultural Method Statement – Supporting Information	2025-04-569099	2	17/12/2025
Ecological Impact Assessment – Supporting Information	2025-04-569099	1	16/09/2025
The Statutory Biodiversity Metric – Supporting Information	-	2	16/09/2025
Statement of Community Involvement – Supporting Information	-	-	29/09/2025
EV Charging Point Details – Supporting Information	SRP1128-HNS-01-00-D-E-9022_P02	P02	27/11/2025

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 preapplication advice service available, complied with the Kirklees Development Management Charter 2024 and otherwise actively engaged with the applicant in dealing with the application.

In this instance additional information has been sought as part of the application process.