



Oakenshaw Cross

Application for Planning Permission and
Listed Building Consent for retrospective
removal and proposed reinstatement

Planning Statement

v1.1

21/11/2025



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Document Control

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Approvals

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V1.0	Peter Gillan MPlan MRTPI MCIHT	SLC Property	20.11.2025
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1 Introduction

1.1 Applicant and Agent

- 1.1.1 SLC Property (SLCP) (the Agent) has been instructed on behalf of Kirklees Council (KC) (the Applicant) to prepare and submit an application for planning permission and listed building consent for the retrospective removal and reinstatement of the Oakenshaw Cross located at the Wyke Lane – Cross Street – Sykes Lane junction in Oakenshaw.
- 1.1.2 As part of this instruction, SLC Property have authored this Planning Statement in order to satisfy the validation requirements as prescribed in relevant legislation and policy. This Planning Statement has been authored by Jo Rogers BA (Hons) MSc MRTPI (Senior Chartered Planner) and reviewed by Peter Gillan MPlan MRTPI MCIHT (Associate Director – Planning) both of whom have acted with prudence and diligence in accordance with their obligations as chartered members of the Royal Town Planning Institute. The content of the document has been informed through detailed discussions and pre-application engagement with key stakeholders and statutory consultees, including Historic England, and relevant officers of the Local Planning Authority and Local Highway Authority, as well as other officers of Kirklees Council and the wider project team.
- 1.1.3 It is important to note that while other works, including landscaping, are referenced within this Planning Statement, it has been confirmed by the Local Planning Authority that such works constitute ‘permitted development’ and can be undertaken by Kirklees Council under its powers, without the requirement for formal planning permission. Notwithstanding, referenced to such works is included within this Planning Statement to provide a complete picture of the proposed works, though consent is sought only for the retrospective removal and proposed reinstatement of the cross.

1.2 Purpose of this Statement

- 1.2.1 This Planning Statement is submitted to Kirklees Council as the Local Planning Authority in support of an application for planning permission and listed building consent for the retrospective removal of the Oakenshaw Cross from the middle of the highway junction at Wyke Lane – Cross Street – Sykes Lane and its proposed reinstatement on the verge bounded by Cross Street – Wyke Lane..
- 1.2.2 This Planning Statement presents an overview of the removal, including:
- a description of the cross and its previous siting
 - rationale for the removal of the structure
 - an overview of the works undertaken
- 1.2.3 The Planning Statement also presents an overview of the proposed reinstatement, including:
- A summary of the proposals
 - A description of the consideration given to the siting of the cross
 - A summary of engagement undertaken with Historic England

- A summary of material considerations including thematic surveys, policy considerations and relevant legislation.

1.2.4 The Planning Statement presents a proportionate and robust justification and case for the proposed development to be granted both planning permission and listed building consent. In doing so, the Planning Statement confirms that the proposals are in accordance with the relevant policies of the statutory development plan, as well as supporting the objectives of other material planning considerations which should be given significant weight in the determination of this application, including the National Planning Policy Framework.

1.2.5 This Planning Statement should be read in conjunction with the full suite of plans and other documents submitted in support of this application for planning permission and listed building consent, as set out below:

Drawing/ Document Name	File title	Drawing/ Document Reference
Site Location Plan	Planning application – site plan	HD/25/67355 /PL-1A
Site Plan – existing	Planning application – existing	HD/25/67355 /PL-2A
Site Plan – interim	Planning application – interim	HD/25/67355 /PL-3A
Elevations – existing (1)	Planning application – existing cross elevation	HD/25/67355 /PL-4A
Elevations – existing (2)	Sections – as existing	Y19/102
Details – Sundial face	Elevation of carved stone with sundials	XT16 Fig.1
Details – carved detail	Elevation of carved stone from top of column	XT16 Fig. 2
Details – column	Plan of column	XT16 Fig. 3
Details – plinth base	Plan of stone A, column plinth base	XT16 Fig. 4
Details – Arrangement/ plan of plinth	Plan and elevation of monument (base)	XF80 Fig. 3
Details – Arrangement of stone steps	Site Plan	XF80 Fig. 2
Details – Stone steps level A & B	Recording prior to relocation (1 of 3)	Y19/Sk01
Details – Stone steps level C & D	Recording prior to relocation (2 of 3)	Y19/Sk02
Details – Top details and shaft	Recording prior to relocation (3 of 3)	Y19/Sk01
Elevations/ sections – proposed		
Cross Location – proposed	Proposed Location of Cross	LA-01
Contours/ topographical	Topographical survey	LA-02
General Arrangement and path – proposed	General arrangement and detail drawing	LA-03
Cross and banking section – proposed	Cross section and contours	LA-04
Details – furniture and interpretation	Furniture and Interpretation	-
Details – Historical disc	Historical disc	-
Materials – proposed	Material proposal	-
Landscape sections – proposed	Landscape sections indicative sketches	-
Landscaping street scene – proposed	Visual design reference	-
Arboricultural survey	To be provided	-



Drawing/ Document Name	File title	Drawing/ Document Reference
Planning statement (including DAS and Ecology note)	634 SLC Oakenshaw Cross LBC Planning Statement 21112025	-
Heritage Statement	14106-OakenshawCross_HS_02	-
Preliminary junction design	Highway design – general construction	HD-25-67355-GC-1A
Transport Statement	Oakenshaw Cross Highways Statement-20251121	-



1.3 Pre-Application Engagement with the Local Planning Authority and Historic England

- 1.3.1 Detailed discussions with key stakeholders and the observations, guidance and comments provided by local planning authority officers and Historic England have informed the nature, extent and scope of the information submitted in support of this application, as listed above.

2 Background to the Scheme

2.1 Original Siting of the Cross

- 2.1.1 Until its removal in 2022, the cross was situated on the junction of Wyke Lane, Cross Street and Sykes Lane in Oakenshaw, BD12 7EE. Since its erection in the eighteenth century, the roads have been upgraded to modern highways standards including through resurfacing in tarmac, as well as the roads upon which the Cross is erected becoming increasingly used by motor vehicles, including HGVs.
- 2.1.2 The site is comprised of two areas; (1) RLB1 (below) is in the middle of a currently active highway junction which is used for vehicular traffic, comprising Wyke Lane – Cross Street – Sykes Lane; and (2) an area of grass verge bounded by Cross Street – Wyke Lane (RLB2 below).
- 2.1.3 The junction and connected roads are lined with buildings (which are primarily residential in nature) and associated curtilages; trees; a grass verge also hosting an electricity substation; walls, paved footpaths; and associated street furniture.

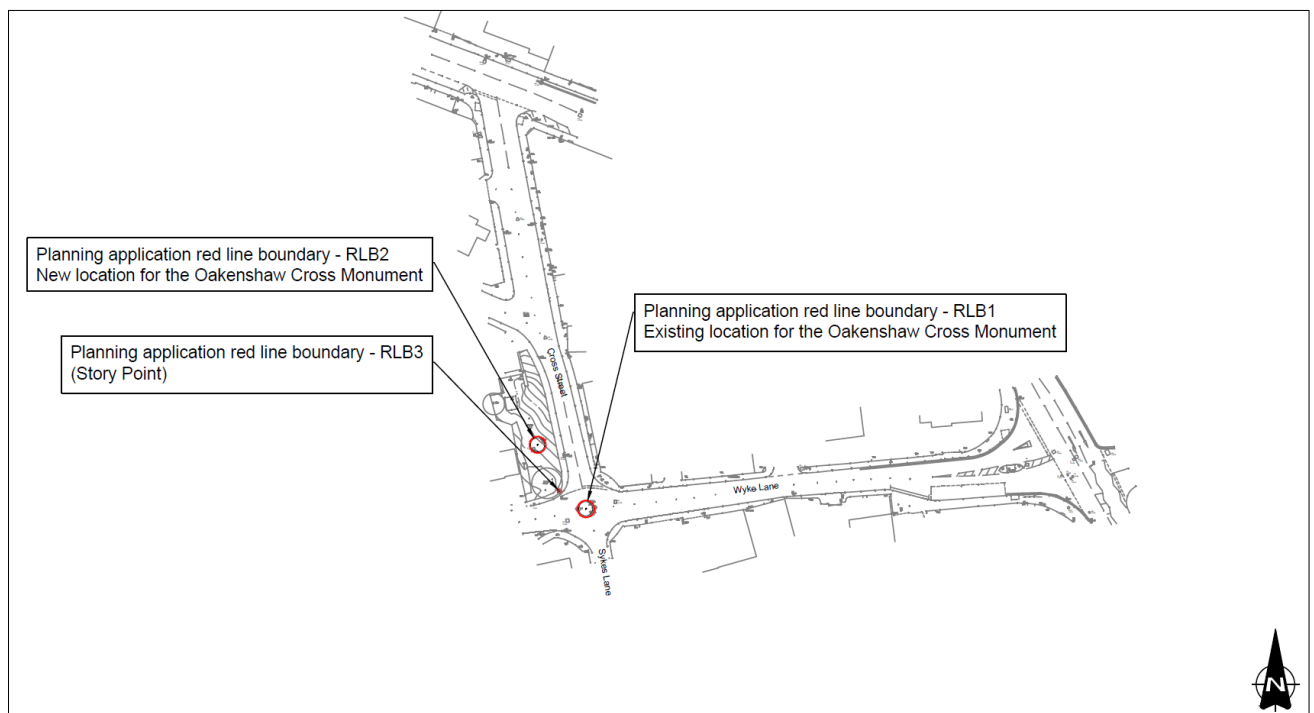


Figure 1 Extract from site location plan

2.2 Listed Structure

- 2.2.1 The Cross is included within the National Heritage List for England, which is administered and managed by Historic England.

2.2.2 The Historic England [official list entry](#)¹ has been identified below:

Heritage Category:	Listing
Grade:	II
List Entry Number:	1184674
Date first listed:	13 th January 1984
List Entry Name:	The Cross
Statutory Address:	The Cross, Wyke Lane

Details

SE 12 NE SPENBOROUGH MB WYKE LANE OAKENSHAW

1/183 The Cross

II

Market cross, probably late C.18. Slender stone column, with 4 engaged colonnettes, on 4-step circular podium. The column is surmounted by an elaborate finial, the square base of which has a sundial to each face. Important village centre site.

Listing NGR: SE1735127786

¹ <https://historicengland.org.uk/listing/the-list/list-entry/1184674?section=official-list-entry>

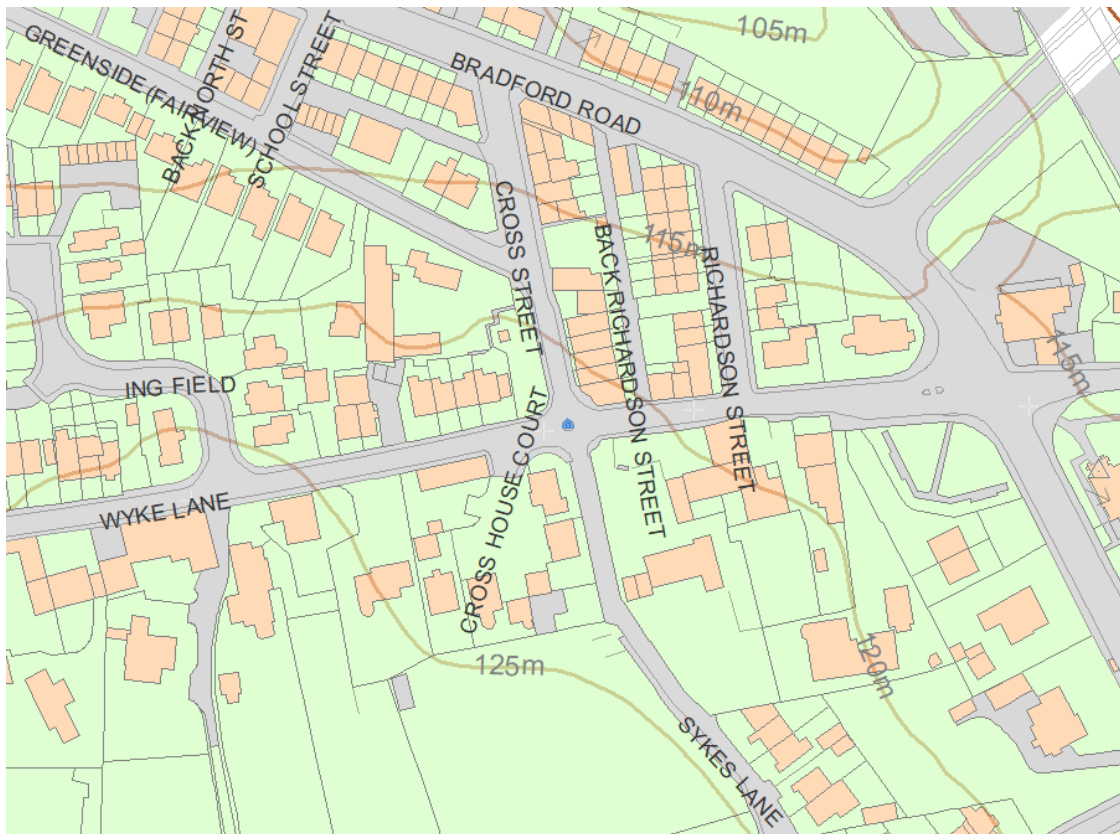


Figure 2 Historic England list entry map – Cross marked in blue (accessed 21/07/25)

2.2.3 The exact date of installation is unknown; however, the Oakenshaw cross has been in situ for over a hundred years.

2.2.4 A separate Heritage Statement which details the history of the Cross and its relationship to its setting is submitted as part of this application and should be read alongside this Planning Statement.

2.3 Planning History

2.2.5 A desktop review of the site’s planning history was undertaken on 01/07/2025 and revealed no relevant records in relation to the Cross.

2.3 Vehicular Strikes

2.3.1 The cross’ removal was necessitated by damage sustained after a series of vehicular strikes:

- May 2021: First vehicle strike by articulated lorry – damage sustained.
- November 2021: Second vehicle strike – further damage sustained.
- February 2022: Third vehicle strike by Heavy Goods Vehicle (HGV) – considerable damage, creating risk of Cross falling into road and placing road users at risk.



- 2.3.2 Following these strikes, an assessment was undertaken to establish whether the cross could be retained and repaired in situ, but it was deemed necessary to remove it both for purposes of highway safety, and for ensuring the conservation of the cross as a heritage asset.
- 2.3.3 Listed Building Consent was not sought at the time of removal, which is currently unconsented. Part of this application seeks retrospective listed building consent for the removal of the cross from its original location.
- 2.3.4 For the reasons set out within the application, it is considered inappropriate for the cross to be reinstated in its original position. An optioneering exercise was undertaken which identified that the most appropriate location for reinstatement of the cross is that which is the subject of this application for planning permission and listed building consent.

2.4 Changing relationship of the Cross to its surroundings

- 2.4.1 It is important to note that whilst the Cross remained in situ in its original location between its erection and the removal in 2022, its surroundings have not remained 'frozen in time'. Rather, there has been development and change in the village of Oakenshaw during this time, with the construction of additional, later dwellings, the tarmacking of the surrounding roads and their intensified usage by motor vehicles and HGVs, and the introduction of more modern infrastructure such as telecommunications poles and cables, streetlights and other street furniture.
- 2.4.2 Owing to its crossroad location, the Cross has become a de facto traffic calming measure. This was never its originally intended purpose, and its function should not be considered as such.
- 2.4.3 These influences have also changed how passers-by interact with the Cross as it the road segregates it from safe pedestrian access and as such the opportunity to be in close proximity to it has been removed. Three base stone steps and four placing stones remains in situ on the ground, although bollards currently surround it to prevent vehicles from driving over the buried aspects of the structure.

3 Proposed Development

3.1 Introduction

- 3.1.1 This section sets out the proposals for which planning permission and listed building consent is sought.
- 3.1.2 This application pertains to the removal of the cross from its original location (which was undertaken between March – May 2022); and to its proposed reinstatement on the grass verge on Cross Street (not yet undertaken).
- 3.1.3 For ease of reference, these two aspects of the development are dealt with separately below.

3.2 Removal of the Oakenshaw Cross (retrospective)

- 3.2.1 The first stage of the development comprises the removal of the Oakenshaw Cross. This includes the removal of all above-ground structures. At the time of application, three large stones remain in-situ at the original location, embedded within the road structure.
- 3.2.2 The cross was removed from its original location at the intersection of Wyke Lane – Cross Street – Sykes Lane in March 2022 by a specialist conservation contractor. The cross was transferred to a depot for secure storage.
- 3.2.3 Further work to remove the base of the cross was undertaken in May 2022 with West Yorkshire Archaeological Services (WYAS) in attendance during the work.
- 3.2.4 Kirklees Council acknowledges that the removed cross is a listed structure.
- 3.2.5 The work was undertaken as an urgent precautionary measure given the reported incidents of vehicular collision, the clear risk of the cross to increase the chances for road traffic accidents to occur, as well as the need to safeguard this important heritage asset from further damage resulting from vehicular collisions.
- 3.2.6 The application therefore seeks to regularise the removal through securing retrospective consent, together with securing approval for the proposed reinstatement of the cross in a carefully selected location.

3.3 Proposed reinstatement of the Oakenshaw Cross

- 3.3.1 The proposal is to reinstate the cross within the grass verge on the corner of Cross Street and Wyke Lane, with the cross erected approximately 20m north-northwest of its original location. This site slopes down towards the north from the junction with Wyke Lane.
- 3.3.2 The cross would be re-erected in the same manner and orientation as in its original setting, with the coat of arms facing north, the weathervanes at east and west, and the main sundial facing south. Structural reinstatement would be undertaken by a specialist conservation team.



- 3.3.3 The cross would sit on two additional steps, which would be visible from the northeast aspect. These steps would be in York stone, quarried locally or reclaimed if possible, to provide a match to the existing stonework; their purpose is to provide a stable base to the cross on the sloped topography.

3.4 Additional landscaping (permitted development)

- 3.4.1 The following works are to be undertaken utilising the Local Authority's powers as prescribed by Part 12 of the General Permitted Development Order, and therefore do not require approval to be given by the Local Planning Authority. Reference to the landscaping works are included within this statement to explain the context of the proposed reinstatement, as shown on the submitted plans and drawings; and for completeness.
- 3.4.2 A new path will lead from the pavement on Wyke Lane to the cross, to allow and invite pedestrian access. This will be comprised of a resin bound surface, and will be bordered by cobble sett edging to give a neat outline.
- 3.4.3 To the west of the path, a bench will be installed at the edge of the verge, facing the cross and providing a view of Cross Street.
- 3.4.4 An interpretation board will be provided at the southwestern corner of the verge facing the path, providing information on the history of the cross.
- 3.4.5 The grass will be retained as existing in all other parts of the verge, with the addition of an arc of seasonal bulb planting around the eastern side of the reinstated cross. Shrub planting will be added to the western border of the verge.
- 3.4.6 The existing cherry tree at the corner of Cross Street and Wyke Lane will be retained.
- 3.4.7 The 'placing stones' will be reinstated at the foot of the cross, at each end of the new stone steps.
- 3.4.8 A metal story point disc will be inserted into the new path close to its junction with the Wyke Lane pavement.

4 Transport and Highways

4.1 Introduction

4.1.1 This section provides an overview of the transport considerations pertaining to the scheme.

4.2 Original location

4.2.1 The cross was originally located in the junction of Cross Street, Wyke Lane and Sykes Lane. Whilst it had been erected during a primarily pedestrian era, it had become a de facto roundabout over time owing to its location. This was not its intended use.

4.2.2 As outlined above in section 2.3 of this Planning Statement, the cross has been struck multiple times by vehicular traffic.

4.2.3 Considerable efforts have been undertaken by Kirklees Council, in conjunction with key stakeholders, to understand whether the cross could safely be reinstated within its original location in the highway, including vehicle tracking analysis. These assessments have concluded that there is insufficient space available to accommodate the cross and any required protective measures within the context of an active highway; and that to reinstate it there would both pose a risk to the integrity of the structure itself and cause a potential highways safety hazard.

4.2.4 In order to protect the cross and other site users, it has been deemed necessary to reinstate the cross in another location.

4.2.5 A separate Transport Statement is submitted as part of this application to assess the transport impacts of the proposed reinstatement of the cross in the proposed location. The Transport Statement should be read in conjunction with this Planning Statement and the full suite of submitted documents.

5 Site selection

5.1 Introduction

- 5.1.1 This section outlines the consideration given to selecting a relevant site for reinstatement of the cross.

5.2 Potential sites and engagement with Historic England

- 5.2.1 Three potential sites were considered for reinstatement of the cross. The criteria for these were: that they could be considered acceptable in heritage terms; wholly within land owned and managed by Kirklees Council and/or the community; that they were within the village of Oakenshaw; and that they were deemed accessible/visible to the public, in order to ensure the deliverability of the project.
- 5.2.2 As outlined within the full suite of information submitted in support of this application, it is considered that the highways safety impacts and the potential for hazards and potential further harm to the cross render the original location unsuitable for its reinstatement.
- 5.2.3 The Garden of Rest opposite St Andrew's church was also considered as a potential option for reinstatement, but was considered unsuitable due to the harm to the significance of the cross through severing the relationship with the original setting. This option was therefore discounted.
- 5.2.4 The verge on Cross Street was also assessed for its impact on the cross in terms of the 'harm' to its heritage significance. Due to the relationship with the original location, it was deemed to amount to 'less than substantial harm' in heritage terms. It was also considered that this location would remove the potential for further vehicular strikes, and therefore would contribute to the long-term conservation of the structure, as well as removing potential for further highway safety hazards.
- 5.2.5 The Cross Street verge was therefore selected as the most suitable site for reinstatement, with the potential to create additional landscaping to create a suitable new site for the cross.
- 5.2.6 This area will be enhanced through the 'pocket park' created with the addition of landscaping, seating, path and story point disc, as well as the retention of the historical information board. These measures will support and enhance the setting of the cross and allow it to be made accessible for the community and visitors. Sensitive materials selection will complement the reinstatement of the cross.
- 5.2.7 Pre-application engagement with Historic England confirmed that reinstatement in this location would amount to 'less than substantial harm' and that this could be mitigated through the details of the proposals.

6 Ecology

6.3 Introduction

6.3.1 This section outlines the pertinent ecological considerations pertaining to the scheme.

6.4 Site context and proposals

6.4.1 The site is within a developed village setting, with associated hard surfaces, paving and roads.

6.4.2 The site proposed for the cross' reinstatement is a simple grass verge which slopes downwards south – north. A single cherry tree is present on the southern side of the verge, with smaller shrub vegetation present on the western boundary.

6.4.3 No watercourses are present on site. Low Moor Beck is approximately 140m north of the site.

6.4.4 The reinstatement of the cross would result in the loss of a small area of grass cover, but would also provide additional planting in the form of additional shrubs on the western boundary, and spring bulbs on the eastern side of the site. The tree at the southern end of the verge will be retained, preserving its ecological value and its positive contribution to the local green infrastructure. An arboricultural report will be provided separately as part of the submission; this should be read in conjunction with this and other supporting information.

6.4.5 The site sits within the Kirklees Bat Alert Zone; notwithstanding, it is considered that the proposals will have no impact on bats due to the minimal nature of the proposals, and retention of existing natural features. The applicant welcomes early discussions with the LPA and ecologist regarding any potential conditions pertaining to bats that may be imposed on a grant of permission.

6.4.6 A desktop survey consulted the DEFRA MAGIC map which did not reveal any additional specific designations over or in close proximity to the site.



7 Planning Policy Context and Case for the Development

7.1 Introduction

7.1.1 The following chapter assesses the proposed development against the relevant planning policies. In summary, the section:

- Summarises the evidence which demonstrates how the development proposals accord with national planning policies
- Summarises the evidence that demonstrate how the development proposals accord with the statutory development plan
- Confirms that there are no material considerations in the determination of the planning application that should lead to the application being refused.

7.1.2 All planning applications must be determined by the local planning authority in accordance with the development plan unless material considerations indicate otherwise. In arriving at a decision, the local planning authority is required to comply with Section 38 (6) of the Planning and Compulsory Purchase Act 2004 and the relevant Town and Country Planning Acts. As this application also seeks listed building consent, due regard has been given to the provisions laid out in Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

7.1.3 The design of the scheme and scope of the submitted proposals has been conceived with the ambition of satisfying all the relevant local and national planning, transport and environmental policies, such that the local planning authority are able to grant planning permission and listed building consent for the scheme as submitted.

7.2 National Planning Policy Framework (NPPF)

7.2.1 The National Planning Policy Framework (2024) sets out the government's priorities for where development should be encouraged, how local authorities should set out the spatial vision for their area and how planning decisions should be taken. The NPPF must be taken into account in the preparation of development plans and is a material consideration in planning decisions. Generally, the policies are consistent with those of the local plan, however any additional relevant matters have been set out in the assessment below.

7.3 Local Plan

7.3.1 The application site falls within the administrative boundaries of Kirklees Council. The Kirklees Local Plan was adopted on 27 February 2019. It comprises the strategy and policies document, allocations and designations document and associated policies map.



7.4 Achieving Sustainable Development

7.4.1 The NPPF states at paragraph 8 that the purpose of the planning system is to contribute to the achievement of sustainable development. There are three interdependent, overarching objectives that the planning system must perform in order to contribute to sustainable development:

- an economic objective;
- a social objective; and
- an environmental objective.

7.4.2 The Local Plan accords with this and the presumption in favour of sustainable development found in NPPF paragraph 11; Policy LPI sets out that this means working proactively with applicants to approve proposals wherever possible; that proposals that accord with the Local Plan will be approved without delay unless material considerations indicate otherwise; and that where the local plan is silent or out of date, the Local Authority will approve applications unless material considerations indicate otherwise.

7.4.3 The key material considerations engaged in this application are those of heritage significance, including the preservation and enhancement of a designated heritage asset; and highways safety. The submitted information demonstrates that the pertinent issues of heritage significance and highways safety have been considered; and that the proposed reinstatement of the cross in the verge will satisfy the relevant aspects of the legislative framework. (More detail on how the proposals accord with thematic policies is included below.) The proposed development should therefore be considered as sustainable development as set out in the NPPF and should be approved.

7.5 Conserving and enhancing the historic environment

Proposals affecting heritage assets

7.5.1 The NPPF states at paragraph 207 that “in determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets’ importance and no more than is sufficient to understand the potential impact of the proposal on their significance.”

7.5.2 Paragraph 212 states that “When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation (and the more important the asset, the greater the weight should be [...]).”

7.5.3 Policy LP35 of the Local Plan states that “Development proposals affecting a designated heritage asset (or an archaeological site of national importance) should preserve or enhance the significance of the asset”. It then goes on to provide parameters for approving proposals that result in ‘significant harm or loss’. The heritage statement submitted as part of this application demonstrates that the proposed reinstatement of the cross on the grass verge would amount to ‘less than substantial harm’ rather than ‘significant harm’; and that this location is considered preferable over reinstatement within the highway due to the potential for further collision being removed.

- 7.5.4 The heritage statement also outlines the benefits of reinstating the cross on the Cross Street verge, including the long-term conservation of the structure, the restoration of the potential for restored interaction with the cross and its role as a meeting point, and the provision of additional interpretation.
- 7.5.5 It is considered that the information submitted within this application is both proportionate to the significance of the designated asset, and clear in the conclusions drawn regarding the proposed development. The proposals would allow for the long-term conservation of the monument in a location that still retains a relationship with its original setting, and should be considered acceptable in the planning balance.

7.6 Transport

- 7.6.1 The NPPF states at paragraph 116 that: “Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.”
- 7.6.2 Paragraph 117 states that “Within this context, applications for development should: [...]
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards; [...]”.
- 7.6.3 Policy PL21 of the Local Plan states that “Proposals shall demonstrate that they can accommodate sustainable modes of transport and be accessed effectively and safely by all users. New development will 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. Proposals shall demonstrate adequate information and mitigation measures to avoid a detrimental impact on highway safety and the local highway network. Proposals shall also consider any impacts on the Strategic Road Network.”
- 7.6.4 It should be noted that not every scenario or proposal can be covered within the specifics of planning policy – but that the overarching thrust of both national and local planning policies pertaining to transport is to promote sustainable travel and to mitigate against the hazards associated with transport.
- 7.6.5 This application deals with the need to regularise the currently unconsented removal of the Oakenshaw Cross which was brought about by vehicular collisions. As noted elsewhere in this statement and the heritage statement, the highway network has developed around the cross which has become a de facto roundabout, although it was not originally needed nor intended to function as a traffic calming measure.
- 7.6.6 Vehicle tracking has been undertaken to analyse the possibility of further vehicular collisions or strikes, should the cross be reinstated in the original location. These have concluded that there is insufficient space around the cross to allow for all classes of vehicles to pass safely.
- 7.6.7 This then poses a threefold risk. The first is risk of harm to the cross should further strikes be sustained – which could result in the need for additional repairs, or of significant harm to the



cross, or its total loss or destruction. This would have a significant, negative impact on the heritage value of the cross.

- 7.6.8 The second risk is that of the cross being a highways safety hazard, with risk of injury to vehicles, persons or property arising from the possibility of the cross being damaged and a resulting impact from falling masonry.
- 7.6.9 The third risk is of potential harm to vehicles, property or persons as a result of poor vehicle tracking or manoeuvring to avoid the cross.
- 7.6.10 In order to avoid the above scenarios, the proposed development seeks to reinstate the cross in a location which is as close to the original location as practicably feasible, retaining the cross' relationship with the village location and allowing the history of the cross to be understood through additional interpretation. The proposed reinstatement would also allow for safe pedestrian access to the cross and the enhanced 'pocket park' that would be created to support its relocation.
- 7.6.11 Whilst the proposals contained herein are not directly addressed within the NPPF or the local plan, it is clear that the issue of highways safety has been considered as an integral part of this application and a reasonable, defensible conclusion has been reached. It should therefore be considered supportable in the planning balance and consent should be granted.

8 Conclusion

8.1 Introduction

- 8.1.1 This section brings together the information presented within this statement and provides a reasoned conclusion for the approval of this application for planning permission and listed building consent.

8.2 Accordance with national and local planning policies

- 8.2.1 This statement and the suite of supporting information that accompanies it has been submitted to Kirklees Council as the Local Planning Authority in support of an application for planning permission and listed building consent for the removal of the Grade II Oakenshaw Cross (retrospective) and its proposed reinstatement in the proximate grass verge on Cross Street. Information has been provided that is considered proportionate to the heritage asset's significance, and which is sufficient for the purposes of assessing the planning balance, confirming that there are clear and convincing planning merits for the reinstatement of the cross in the proposed location.
- 8.2.2 The proposed development has been designed with regard to relevant national and local planning and environmental policies, ambitions and aspirations and will assist in achieving many of the objectives contained therein.
- 8.2.3 The proposed development which is the subject of this application for planning permission and listed building consent has been designed to acknowledge the previous advice received from the local planning authority. The design of the development has evolved to demonstrate an understanding of the significance of the Grade II listed structure, and to promote its long-term conservation and enhancement, whilst acknowledging the importance of the site's setting and surroundings.
- 8.2.4 In the event that further information or clarification is required, the Agent and Applicant are content to provide this to the Local Planning Authority as required.

8.3 Conditional Permission and Additional Information

- 8.3.1 The Local Planning Authority is requested, wherever possible, to minimise the imposition of pre-commencement conditions to allow for the discharge of conditions in a phased manner. To that end, we would welcome early discussion in regard to any conditions to be imposed upon a grant of planning permission.
- 8.3.2 In the event that additional information, clarification or further details concerning the proposed development is required during the determination period this will be provided on request.