

**Consultation Response from KC,
Highways Development Management**

2023/93795 Land off, Wesley Avenue, Netherthong, Holmfirth, HD9 3UL

**Discharge condition 9 (construction management plan) on outline permission 2020/91146
(appeal decision APP/Z4718/W/21/3276678)
for erection of residential development**

Date Responded: 30/01/24

Responding Officer: CNB

Responding Ref: K3-38/2

These comments are for the discharge of condition 9 (Construction management plan) of previous permission 20/91146 (appeal decision APP/Z4715/W/21/3276678) and deal exclusively with the aspects of the CMP that relate to highways. Other aspects of the CMP that deal with on site safety arrangements are beyond the remit of highways.

The application is retrospective as works have already started on site.

The DoC application was accompanied by a Construction Phase Health and Safety Plan 4th Issue (although the cover is still marked as Issue 3) dated 1/12/23 from Heywood.

Section 3.3 Site Restrictions and Access

This section covers working hours and wheel washing facilities and is acceptable.

Section 3.4 Traffic and Delivery Management

Access routes for deliveries and HGVs

This section (and Appendix G) contains designated routes in to and from the site as access for construction traffic and deliveries. The plans were later revised in an email dated 15/01/24 which removed route B along Giles Street through the centre of Netherthong as the route was very narrow and unsuitable for delivery vehicles. The remaining route, Route A, was out to the east of the village via Dean Brook Road. The access plan only showed this route to the edge of the village and not beyond. Although this would be a better route than through Giles Street, beyond the edge of the village the route is narrower and there are no pedestrian facilities and beyond the area there are no suitable links on to the principal highway network as most of the routes to the A6024 are marked as not being suitable for HGVs or goods vehicles, including the link to the village along the B6107 and so this route would only be suitable for vehicles up to a transit van size and no larger. For this reason, we cannot accept the routings for HGVs as provided within the CMP.

The only route from the site to the principal highway network that is suitable for HGV traffic would be to head south along Dean Avenue, then on to Denham Drive and Holmdale Crescent and then turn right on to B6107 Moor Lane towards Meltham. It is unfortunate that the first section of this route is through a residential estate, but the roads are more modern than the historical layout of the rest of the village and are built to better standards and have pedestrian footways which would be safer. They are also wide enough to allow a HGV and a car to pass safely.

Parking on Surrounding Streets

This section of the CMP states that no site traffic to be parked on Wesley Avenue or surrounding streets, this should also include vehicles waiting to carry out deliveries (or collections in the case of groundworks where materials are being removed). If all large vehicles cannot access the site together, a queuing system may be required with the vehicles being asked to wait at a suitable spot away from the site and be called when their access on to the site is available.

Delivery Times

These are stated as being weekdays between 10am and 3pm with large deliveries being limited to between 11am and 2pm and these times are acceptable. These times should be strictly adhered to although we do appreciate that journey times can be variable due to traffic and events on the highway. No deliveries should be scheduled for weekends. This should include collections of earth during groundworks.

Construction Phase drawing

This may need revising to cover each of the 6 specific stages of the development process, starting with groundworks and then covering each construction phase as the areas indicated for parking and storage will eventually be built on and will no longer be available for parking, materials storage and welfare facilities.

Section 3.5 is missing from the document.

Section 3.6 Protection of Surfaces

This is covered with the pre and post development highway condition reports done in conjunction with Kirklees Highways Maintenance team.

Sections 4.0 and 4.6 contain details of contacts for the Site manager and a contact for a complaints process. This is acceptable and provides a link to the company for any local residents who have concerns, complaints or wish to provide feedback.

Section 7.6 reiterates that it will “ensure that all delivery vehicles go through the wheel wash facilities”.

Appendix C

This contains the construction phase drawing and details of dust suppression and road cleaning. This states that surrounding residential estate roads will be cleaned once a week by an external contractor, however in the early stages of the construction, especially during groundworks and prior to the internal road being constructed, this may be required on a day-to-day basis based on need.

Appendix G

This contains the Construction Traffic Routes. It is noted that Route B has been removed from the application. We would like to see the proposed route to Meltham via B6107 Moor Road added as the only suitable heavy vehicle route.

We feel that without these amendments we cannot support the discharge of condition 9 at this time and that the applicant should amend the Construction Phase Health and Safety Plan to include the changes we have highlighted.