

Consultation Response from KC, Highways Development Management (HDM)
2024/91722 Heckmondwike Hub Bus Station, Royle Fold, Heckmondwike, WF16 0HW
Discharge of details reserved by Condition 3. (materials) 5. (retaining walls) 7. (phase I desk study) 8 & 9. (phase II intrusive site investigation report) 12. (CEMP) 15. (CMP) & 19. (parking) of permission 2022/92471 for Redevelopment of Heckmondwike Bus Station including a new concourse building with waiting room, Changing Places WC, driver offices, 6 No. bus stands, landscaping, and associated works
Date Responded: 09/07/24
Responding Officer: A Darwin
Responding Ref: K9-3SW/6

RECOMMENDATION: Conditions 5, 15 & 19 can be discharged –
See comments below.

Introduction

Information has been submitted to discharge conditions Condition 3. (materials) 5. (retaining walls) 7. (phase I desk study) 8 & 9. (phase II intrusive site investigation report) 12. (CEMP) 15. (CMP) & 19. (parking) of permission 2022/92471 for the Redevelopment of Heckmondwike Bus Station, including a new concourse building with waiting room, Changing Places WC, driver offices, 6 No. bus stands, landscaping, and associated works.

Of the above conditions, conditions 5, 15 & 19 are within the remit of HDM, with comments relating to each of these conditions provided below:

Condition 5 – Highway Retaining Walls

The Councils Highways Structures Team have confirmed that based on the information provided, the proposed development does not entail the construction of any new or modifications highway retaining structures, and as such, they have confirmed that condition 5 can be discharged.

Condition 15 – Construction Management Plan (CMP)

Condition 15 requires that a Construction Management Plan (CMP) is submitted for approval, prior to works commencing. As such, a CMP document prepared by Carter (but with no date or document reference) has been submitted to discharge the pre-commencement element of the condition.

HDM have reviewed the document against the various details that are specified in the condition, with comments as follows:

Development program and phasing

Section 2 of the CMP states:

'The anticipated contract duration is 55 weeks and will be delivered in one singular phase.'

Whilst the above is the only information provided regarding the development program/phasing, HDM do not require any further details for DoC purposes. However, it is noted that more detailed program information relating to the off-site highway will need to be agreed with the Council Highway Design Team when agreeing the design and delivery of these works, which must ensure that adequate access is maintained to other premises accessed from Royle Fold and St George Street.

Hours of works

The CMP confirms at Section 3.4 that the working hours will be as follows:

Monday – Friday - 0730-1800

Saturday - 0730-1300

These working hours are acceptable to HDM. However, in the Environmental Health consultation response, it has been mentioned that no working hours have been provided in the accompanying CEMP document required by condition 12. Therefore, once the Environmental Health Team have confirmed their agreement of the working hours, any changes to these suggested working hours would need to be reflected in a revised CMP.

Details of construction access arrangements

All construction activities (except for the off-site highway and car park works) are to be undertaken within the secure site compound. Access for pedestrians is proposed via a secure gated access on to Royle Fold, and for vehicles via separate access and egress points on to Royle Fold and St Georges Street respectively. All inbound delivery vehicle traffic will be required to wait in a holding area on Royle fold prior to gaining access to the secure site, and will be 'banked' on exit. A plan showing these arrangements is included in Appendix A of the CMP and is acceptable.

Construction vehicle sizes and routes

Section 3.3 and Appendix A of the CMP confirms that the existing one-way system on Royle Fold / St Georges Street will be utilised to gain access to the site, with all construction vehicle traffic being required to turn right on entry to Royle Fold from Westgate rather than arrive via Northgate, to minimise congestion on the local highway network, which is acceptable.

No construction vehicles sizes have been confirmed in the CMP. However, extensive swept path analysis was provided at the application stage, which confirms that all types of HGV traffic could adequately enter and circulate the site. Therefore, no further details are required. That said, the contractor will need to ensure during the site set-up that the access and egress gates are of sufficient width to accommodate all forms of construction traffic, enabling these vehicles to enter/exit in forward gear (as confirmed in section 3.3 of the CMP).

Numbers and times of construction vehicle movements

Section 3.3 confirms that a delivery schedule will be implemented that avoids deliveries between 08.00am-09.30am and 15.00pm-17.00pm (e.g. during network peak periods), and will prevent multiple vehicles arriving at the same to time, to avoid congestion of delivery vehicle movements. Due to space restrictions on site, 'Just in time' delivery arrangements will be put in place for materials deliveries, which should ensure that there isn't a concentration of delivery vehicle movements at any one time. These arrangements are acceptable.

Locations of HGV waiting areas and details of their management

A HGV waiting area is proposed on Royle Fold, prior to the construction site access, as shown on the plan at Appendix A. All drivers will be required to stop in the waiting enter on arrival, and will then call site to be permitted access into the secure site compound. These arrangements are acceptable.

Parking for construction workers

The plan at Appendix A of the CMP indicates a small area for 'vehicle parking' on site. Section 3.2 also confirms that 'Should additional or overflow parking be required, we will utilise the Lidl and Albion Street Car park.' These arrangements are acceptable in principle to HDM. However, the contractor will need to ensure that they have prior agreement from Lidl should they need to utilise any of their private parking provision.

Loading and unloading of plant and materials

All loading and unloading of plant and materials is proposed within the secure compound areas, which is acceptable.

Storage of plant and materials

Due to limited space within the site to store plant and material, the CMP confirms that 'Just in time' delivery arrangements will be put in place to ensure that long term on-site storage is not required, which is acceptable.

Lighting, signing and traffic management arrangements during construction works

Section 3.3 of the CMP confirms that clear way-finding and instructional signage will be strategically located to provide clear guidance to site personnel, delivery drivers and visitors, with indicative locations for the local signage shown on the plan at Appendix A. Signage showing site supervisor contact information will also be provided at the site, together with information signage regarding the temporary bus stop locations. These arrangements are acceptable.

Temporary drainage arrangements, including details of the disposal of surface water from the development including methods to manage silt.

Section 3.8 of the CMP confirms that temporary drainage arrangements will be put in place, to prevent surface water from the site draining on to the public highway. This is acceptable and the information is adequate for HDM for DoC purposes. However, the design and type of any temporary or permanent drainage arrangements will need to be agreed with the relevant authority(s).

Temporary bus stop arrangements

Section 3.3 of the CMP states that:

'We will create 4 temporary Bus stops placed in the best possible strategic locations to minimize disruption and prevent congestion. We are going to install 1 temporary bus stop on Greenside towards Leeds , 2 in front of Peacocks on Northgate, one in front of Comrades club on regent street and use the existing bus stop on Market place. Clear signs and instructions will also be placed on the Hoarding clearly showing the locations of the temporary bus stops for each bus route.'

Confirmation has also been provided by Kirklees Council Major Projects Team that the temporary bus stop arrangements are now in place and are operating adequately. Therefore, these arrangements are acceptable.

Temporary changes to pedestrian routes and associated safety measures

No specific details have been provided regarding pedestrian routes around the site during construction. However, as the construction site is to be fully enclosed by hoardings, and as the pedestrian routes surrounding the site can remain open for the duration of the works, no further details are required in the CMP. However, it is noted that more detailed program and pedestrian diversion information may need to be agreed with the Council Highway Design Team when delivering the off-site highway works, which must ensure that adequate pedestrian access is maintained on the local highway network.

Measures to be taken to minimise the deposit of mud, grit and dirt on public highways by vehicles travelling to and from the site, including the provision of adequate wheel washing facilities and street sweeping

Section 3.7 of the CMP confirms that roads sweepers and wheel washing facilities will be implemented as necessary, to ensure that mud, grit and dirt is not deposited on public highway, which is acceptable.

Measures to control and monitor the emission of dust and dirt during construction

Section 3.9 includes measures to manage dust and dirt during construction, which are acceptable to HDM.

However, it is noted that in the Environmental Health consultation response, additional information has been requested for including in the CEMP required by condition 12. Therefore, once the Environmental Health Team have confirmed agreement of the necessary arrangements, any changes may need to be reflected in a revised CMP.

Site waste management, including details of recycling/disposing of waste resulting from construction works

Section 3.7 of the CMP states: *'Waste and rubbish will be managed and regularly removed from site, so as not to accumulate causing a fire, environmental or safety hazard.'* This information is satisfactory for HDM purposes.

Site manager and liaison officer contacts, including details of their remit and responsibilities & Engagement with local residents, businesses and others stakeholders and/or their representatives

Section 3.1 of the CMP confirms the following measures will be place during the construction period:

- Letter drop and visits to neighbouring properties to communicate intentions and provide contact details, and to establish communication paths with interested parties, which will then be used throughout the duration of the works to provide updates etc.
- Contact details to be provided on signage at the site;
- Complaints procedure to be put in place to deal with any issues that may be raised;
- Project to be registered to the 'Considerate Contractors' scheme.

These arrangements are acceptable.

Condition 5 Recommendation.

In conclusion, the submitted CMP adequately addresses the pre-commencement elements of Condition 5. Therefore, HDM recommend that condition 5 can be discharged.

Condition 19 – Replacement disabled/accessible parking.

Two new replacement car parking spaces have now been provided at the Albion Street car park, as shown on drawing TCF-WSP-KIR-HECK-SK-CH-0005_P01, and as demonstrated by the photo evidence provided in support of this DoC application. Therefore, it is recommended that condition 19 can now be discharged.