

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

2025/90618 Kirklees Council Building Services, Flint Street, Fartown, Huddersfield, HD1 6LG

Erection of temporary single storey office /induction building, the provision of parking for approximately 200 cars, EV charging stations and associated lighting and utilities

Date Responded: 16/05/2025

Responding Officer: CNB

Responding Ref: K5-9SE/13

This application is for the erection of a temporary single-story office and the provision of approximately 200 car parking spaces with associated facilities at the former Kirklees Council Depot on Flint Street, a 30mph two-way single carriageway link road of approximately 9.3m width with No Waiting At Any Time TRO markings opposite the site, footways on both sides and street lighting present.

The proposals are for a temporary development to provide a compound for the Trans-Pennine Route Upgrade works to operate as offices, meeting/briefing facilities and as a car park for contractors who will be bussed to locations along the section of the trans-Pennine route being worked on. The scheme is expected to have been completed by 2029 and so the development will cease to be required at this time and will be returned to its existing form. Construction at the site is expected to take approximately 12 weeks when there would be an increase in HGVs delivering to the site and this would occur during standard weekday working hours.

The application was accompanied by layout drawings (W4/VB/001 Rev FS01.3 for the site layout and D002 Rev B for the building layout) and a Transport Statement and a Travel Plan, both dated January 2025.

The proposals are for a 200-space car park, previously the council depot had approximately 235 parking spaces that were frequently oversubscribed during working weekdays. This would indicate that during the usual weekday operation of the site, the trips and parking demand would be similar (or slightly lower) than the extant use.

The proposals include night-time weekend working and this would generate new trips on the local highway network, however these would be outside the usual highway peaks with the majority of arrivals being between 9pm and 11pm. Departures are not provided and it is assumed that this would vary depending on the length taken to complete the jobs and the times that the rail network is closed for the works. It is not expected that the overnight works arrivals and departures will have a severe impact on the operation or efficiency of the local highway network.

It is noted that within the Transport Statement and the Travel Plan, the use of cycling as a mode of transport to access the site was stressed, however it is noted that no cycle parking/storage is included within the submitted plans/drawings. The Travel Plan Table 7 states that the site would have “storage for cycles, along with lockers and showers”, neither of which appear to be shown on the site layout or building floorplan drawings. We would like to see some secure cycle parking/storage including within the proposals as a minimum and this should be conditioned.

The Transport Statement also included a Construction Access Management Plan (Construction Traffic Management Principles) and this is acceptable.

An Interim Travel Plan was also submitted with the application, and this would need making up to a full travel plan as proposed within the interim travel plan.

The aims and objectives and targets of the travel plan are acceptable, however the cycling aims/targets may fall short due to the lack of cycle parking on site.

The proposed monitoring of the travel plan is acceptable, however, due to the size, type and temporary nature of the site, the council would not insist on a travel plan monitoring fee and would thus limit our

level of technical assessment and assistance accordingly. We would still like to see the formation of a full travel plan with details of the travel plan coordinator submitting and we would perform a basic review of any monitoring submitted.

With this we consider that the proposals are acceptable on highways grounds with the following conditions.

Conditions

Before development commences, details of suitable cycle storage facilities shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be provided before first occupation and shall be so retained thereafter for the lifetime of the development.

Reason: To comply with the Council's sustainability objectives and to meet the requirements set out in Local Plan Policy LP22 part g.

Within the first 3 months of any part of the development being brought into use the interim Travel Plan Dated January 2025 (Document Ref: 151667-TSA-00-TRU-REP-W-EN-001706) shall be made up to a Full Travel Plan which shall be submitted to and approved in writing by the LPA. The travel plan shall include measures to improve and encourage the use of sustainable transport. The measures will include those stated in the Interim Travel Plan and shall also include full contact details of the appointed Travel Plan Coordinator.

To support the promotion of the use of sustainable modes the travel plan will also include: how the travel plan will be managed; targets aimed at lowering car use, particularly single occupancy trips, from/to the site; a program for monitoring the travel plan and its progress and how the travel plan and its objective of more sustainable travel will be promoted. The approved travel plan shall thereafter retained throughout the lifetime of the development unless otherwise agreed in writing by the LPA.

Reason: To comply with the Council's sustainability objectives