

KIRKLEES METROPOLITAN COUNCIL INVESTMENT & REGENERATION SERVICE

DEVELOPMENT MANAGEMENT

Town and Country Planning Act 1990 (as amended)

DELEGATED DECISION TO DETERMINE APPLICATIONS FOR CONSENT, AGREEMENT OR APPROVAL REQUIRED BY CONDITION

Reference No:	2025/44/90303/W
Site Address:	former Deighton Centre, Deighton Road, Deighton, Huddersfield, HD2 1JP
Description:	Discharge of details reserved by condition 5 (CEMP) on previous permission 2023/93350 for development of former Deighton Centre (previously Deighton High School) for Social Emotional and Mental Health School (use class F1) comprising single and two storey educational buildings; roof mounted photo-voltaic panels; sensory garden spaces; multi-use games areas; landscaping; hardstanding areas; carparking; access with secure fencing and ancillary development
Recommending Officer:	Katie Chew

DECISION – Discharge of Condition – 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: 20-Feb-2025

Application: 2025/90303

Application Site: former Deighton Centre, Deighton Road, Deighton, Huddersfield, HD2 1JP

Proposal: Discharge of details reserved by condition 5 (CEMP) on previous permission 2023/93350 for development of former Deighton Centre (previously Deighton High School) for Social Emotional and Mental Health School (use class F1) comprising single and two storey educational buildings; roof mounted photo-voltaic panels; sensory garden spaces; multi-use games areas; landscaping; hardstanding areas; carparking; access with secure fencing and ancillary development.

Assessment

Condition 5 (CEMP)

5. No development shall take place, until a Construction Environmental Management Plan (CEMP) has been submitted to, and approved in writing by, the Local Planning Authority. The Construction Management Plan shall provide:

- A timetable of all works;*
- Details of vehicle sizes and routes, times of vehicle movements, identify the location of any HGV waiting areas and include details of the management of said areas;*
- Details of the parking of vehicles of site operatives and visitors;*
- Details and location of signage;*
- Details of loading and unloading of plant and materials;*
- Details of storage of plant and materials used in constructing the development;*
- 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 within the site;*
- Measures to control and monitor the emission of dust and dirt during construction;*
- A Site Waste Management Plan, detailing recycling/disposing of waste resulting from demolition and construction works;*
- Details of mitigation of noise and vibration arising from all construction related activities to (these details should also include suitable restrictions on the hours of working on the site including times of deliveries);*
- Details of artificial lighting used in connection with all construction related activities and security of the construction site;*
- Site manager and resident liaison officer contact details (including their remit and responsibilities); and*
- Details of engagement with local residents and occupants or their representatives.*

The development shall be carried out strictly in accordance with the approved CEMP and no change there from shall take place without the prior written consent of the Local Planning Authority.

Reason: To safeguard the amenities of the occupiers of nearby properties in accordance with Policies LP24, LP51 and LP52 of the Kirklees Local Plan and Chapter 15 of the National Planning Policy Framework. This pre-commencement condition is necessary to ensure measures to avoid obstruction to the wider highway network, to avoid increased risks to highway safety, and to prevent or minimise amenity impacts are devised and agreed at an appropriate stage of the development process.

In support of Condition 5, the following document has been submitted:

- Construction Environmental Management Plan, Contract Number: 511277, Rev 01, authored by Wates, dated 17/02/2025, received 18/02/2025.

This document has been reviewed by KC Environmental Health (ENVH) comments received 06/02/2025, and KC Highways Development Management (HDM), comments received 11/02/2025 and 20/02/2025. Consultation responses are discussed in more detail below, where relevant.

A timetable of all works

A timetable for all of the works is provided within Section 2 of the submitted CEMP, this outlines that the overall construction period will be for 75 weeks, with works commencing in May 2025. Target completion will be October 2026.

The below table outlines an overview of the programme:

Construction Stage	Start	End
Site set-up & Bulk Excavation	May-2025	July-2025
Sub-structure	July-2025	September-2025
Super-structure	September-2025	January-2026
Envelope and Roof	November-2025	August-2026
Fit out, testing and commissioning	July-2026	October-2026

The above details are considered to be acceptable.

Details of vehicle sizes and routes, times of vehicle movements, identify the location of any HGV waiting areas and include details of the management of said areas

Within the Construction Logistics Plan which accompanies the submitted CEMP, details are provided in respect of proposed routes for vehicles visiting/delivering to the site.

Figure 4 within this document outlines the route to the site, stating that exit 25 is the main access to the site via the M62 motorway. The A644 can then be

used before turning onto Leeds Road. Deighton Road can then be accessed off of Leeds Road.

A copy of the route plan is to be given to all of the suppliers when orders are placed to ensure that drivers are fully briefed on required routes. The supplier will also be made aware that these routes are to be followed at all times unless agreed or alternate diversions are in place.

In terms of the times of vehicle movements, the CEMP states that all deliveries are to take place between 07:30-16:00 unless there is prior agreement in place with the customer. Any deliveries out of these hours will be subject to confirmation from the customer in advance, as well as Wates Construction having the availability on site to successfully receive the delivery. However, within Section 3 of the CEMP it is noted that large deliveries (any multi-axle lorries) will be carefully managed to limit the number of large deliveries and HGV movements along Deighton Road and in/out of the site during school arrival and departure times, this is due to the additional highway safety concerns that this can create. Therefore, any deliveries via multi-axle lorries will be subject to the below restrictions:

Mon – Thurs

- **0800-0900 (multi-axle deliveries are NOT permitted)**
- 0930-1500 (multi axle deliveries ARE permitted)
- **1500-1600 (multi axle deliveries are NOT permitted)**
- 1600-1800 (multi axle deliveries ARE permitted)

Fri

- **0800-0900 (multi axle deliveries are NOT permitted)**
- 0900-1400 (multi axle deliveries ARE permitted)
- **1400-1500 (multi axle deliveries are NOT permitted)**
- 1500-1800 (multi axle deliveries ARE permitted)

Sat

- No restrictions on multi axle deliveries

In terms of the proposed HGV waiting areas and management of them, vehicle holding areas include an area on Station Road of which an image is provided of this area within the CEMP. Deliveries to the site are to be booked in via Biosite and given a designated timeslot. In line with the traffic management plan, they will be directed to the holding point in the first instance to contact with the supply chain partners supervisor/waste logistics manager. Once agree and safe to enter, the delivery driver(s) will be escorted into the site via the access road off Deighton Road.

KC Highways Development Management have assessed the above document and following receipt of revisions within the CEMP, of which the originally proposed HGV waiting area at the lay-by on Wakefield Road has been

removed, Highways Officers are happy with the submitted information in respect of the above criterion, but do note that whilst the above lay-by is out of control of Kirklees Council and therefore cannot be formally authorised in terms of reserving space during the construction period, this space is still a valid parking/waiting location for goods vehicles as part of the adopted highway and therefore if the space is available this can be used by HGV's delivering to the site. Officers concur with this conclusion and deem the details submitted to be acceptable.

Details of the parking of vehicles of site operatives and visitors

Figures 3 and 4 of the Section 4 of the submitted CEMP provide details on the parking arrangements for operatives and visitors. These figures show parking compounds off Deighton Road and the existing Deighton Arena parking. At the Deighton Road compound a fence is to be installed around its boundary with a gate to manage the use of this area during construction works. This compound is to assist in preventing contractors' vehicles parking on the neighbouring residential streets around the project. The existing parking currently allocated for Deighton Arena will also be utilised by Wates Construction Ltd, alongside a small amount of parking which will be available on the site footprint once temporary tarmac hardstanding's have been installed. Although, this will majorly be utilised for material storage on site.

KC Highways Development Management have assessed the above document and raise no concerns in respect of site operatives and visitor parking. Officers concur with this conclusion and deem the details submitted to be acceptable.

Details and location of signage

In respect of signage, Wates Construction Limited (WCL) are to work with Kirklees Council to produce an advanced notice sign, which will notify the local residents of the intended start on-site date for the project to ensure all stakeholders are informed.

A community notice board is also to be installed at the entrance to the site off Deighton Road when the site is established. This will include contact details for the site team and a process for residents to make complaints/suggestions to the project team.

The above details are considered to be acceptable.

Details of loading and unloading of plant and materials

Section 6 of the submitted CEMP notes that the site will consist of designated unloading areas. These are to be located within the centre of the site (highlighted in blue on Figure 2), with one area further to the east, and the other to the south-west and will consist of temporary tarmac hardstanding.

At Figure 5 a 'vehicle tracking' illustration has been provided which shows that an articulated lorry and a rigid vehicle can turn around within the unloading

area. This is important as due to the nature of the access road and Deighton Road; vehicles will not be able to reverse out of the site compound and must turn in the compound area.

Furthermore, WCL have a series of sub-contractor professional standards which are placed in all sub-contract orders to ensure the safe loading and unloading of vehicles. Figure 6 of the CEMP provides an example of the control measures which will be implemented within unloading areas to ensure the safety of all contractors and visitors.

The control measures include, but are not limited to:

- Ensure all deliveries are discussed at Plan Right meetings.
- Ensure pre-slinging of loads whenever possible.
- Ensure single lift bags are removed from use following the initial lift.
- Ensure mechanical lifting is used wherever possible.

The above details are considered to be acceptable.

Details of storage of plant and materials used in constructing the development

In terms of the above criterion, Section 7 of the submitted CEMP states that a designated laydown area is to be created on completion of the bulk earthworks. This will consist of a sacrificial temporary tarmac hardstanding placed on top of permanent stone build up. This area will be used for the storage of materials such as bricks, storage containers and other items.

This area may also be utilised for contractors parking where space permits during construction.

An illustration is shown at Figure 7 of the CEMP, this shows that the storage area is to be located to the south-west of the site, within the designated unloading area.

The above details are considered to be acceptable.

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 within the site

Section 8 of the CEMP relates to minimising the deposit of mud and grit on the public highway. It outlines that WCL will take the necessary precautions to minimise the introduction of mud and grit onto the public highway by leaving in-situ the existing tarmac circulation road and parking areas for as long as possible. This will help to provide a clean hardstanding area for the 'tipper' waggons to operate on. This tarmac surface will also be cleaned by a 'sweeper' during the earthworks. Figures 8 and 9 show the level of existing tarmac on the project and the type of wheel wash that is to be installed at the site.

The wheel wash is to be positioned prior to vehicle exit and will prevent mud and grit being deposited on Deighton Road during the 'cart away' operations on site. WCL are also to utilise a sweeper on Deighton Road and the site access road as on-going cleanliness and maintenance on the site entry points.

The above details are considered to be acceptable.

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

In terms of the emission of dust and dirt during construction, Section 9 of the CEMP states that the Earth Works scheme on the project involves the excavation of rock materials from the south of the site and then utilising this as engineered fill on the north of the site. As such, materials screening and sorting will be required. WCL are to utilise 'misting' techniques where required, to minimise any dust being created.

Damping down activities will be carried out to surfaces to prevent the creation of dust in dry and windy conditions. Additionally, the temporary drainage strategy scheme involves the creation of two temporary 'lagoon' soakaways. The water generated from these soakaways will be utilised for damping down activities where possible.

WCL are to engage environmental specialist 'RVT Group on the scheme for on-site monitoring and developing further control measures should they be required. The WCL 'Visual Standards' for managing noise and dust are highlighted within Figure 10 of the CEMP. These include, but are not limited to:

- Using alternative processes that don't generate as much noise.
- Ensuring that sound-reducing barriers enclose noisy operations.
- Identify and risk assess residual dust producing activities.
- Consider off-site cutting or manufacture.

KC Environmental Health have assessed the CEMP and note that the document lists the on-site controls within section 2.4.1 of which controls include but are not limited to, wheel wash facilities, water suppression using misting cannons, speed restrictions and appropriate damping of stockpiles. Monitoring is to be undertaken on site. KC Environmental Health accept the document provided. Officers concur with this conclusion and deem the details submitted to be acceptable.

The above details are considered to be acceptable.

A Site Waste Management Plan, detailing recycling/disposing of waste resulting from demolition and construction works

In terms of the above criterion, within Section 10 of the submitted CEMP, Figure 11 provides WCL's Visual Standard Management of Waste. This illustration outlines that project teams must:

- Ensure a waste management strategy is developed
- Ensure a site waste management is in place and reviewed monthly
- Ensure waste is stored correctly and is properly contained
- Ensure that there are sufficient bins and skips for all waste produced
- Ensure waste is only taken to an authorised disposal site
- Complete or obtain from the supply chain the appropriate duty of care documents for the waste stream
- Always segregate hazardous waste
- Ensure waste transfer notes are completed, including written description for all waste that leaves site
- Ensure records of transfers are kept for three years

Section 10 also highlights that all waste is to be recorded as part of WCL's online portal to track and monitor the environmental impact of the scheme.

Furthermore, a designated skip point is highlighted on the site logistics plan (Appendix 2) and is to form the central point for the collection of waste on the project. As an example, initiatives such as the cutting of SFS will be carried out off-site to minimise off-cuts. Internal partitions will be sized, where possible, to minimise unnecessary cuts which creates excessive waste. The use of single use plastics will be limited on the project to again remove the requirement for unnecessary waste. The vast majority of waste generated by the project will be recycled and sorted by their waste specialist.

WCL are also to engage in the 'pallet loop' scheme which is an environmental initiative by their supply chain partners to ensure the collection and re-use of wooden pallets on the scheme. They will also operate a 'closed loop' system on any temporary protection/coverings used by their supplier 'Protec'. Any temporary protection used will be collected on project completion in order to be recycled by the manufacturer as part of a 'closed loop' system.

Figure 12 also provides an extract from the Site Waste Management Plan prepared for the scheme. This highlights some of the possible mitigation measures which could be adopted as part of the scheme.

The above details are considered to be acceptable.

Details of mitigation of noise and vibration arising from all construction related activities

The submitted CEMP outlines at Section 11 that WCL are to undertake a noise and vibration assessment as part of the main works. This is to avoid the weekly monitoring of noise levels on the project utilising a handheld monitoring device. This will ensure the levels of noise being produced are not at levels which could create disturbance to residents. This will also be a requirement to ensure WCL are not placing their own workforce at risk. WCL are to utilise techniques such as acoustic barriers where required for significant load operations which produce excessive noise.

In terms of working hours, the site is to operate to the following hours during the construction phase:

- Monday – Friday: 07:00-18:00 (no noisy operations commencing until after 07:30hrs)
- Sat (where required): 07:30-16:00 (no noisy operations commencing until after 08:00hrs)
- Bank Holidays: The site does not anticipate working bank/public holidays, however if they are required to they will operate under the same hours as a Saturday.

KC Environmental Health have assessed the above document and note that the document lists various controls for noise and vibration within section 2.4.1. Assessments prior to works are to be undertaken, site monitoring will ensure appropriate controls are effectively implemented. KC Environmental Health accept the document provided. Officers concur with this conclusion and deem the details submitted to be acceptable.

Details of artificial lighting used in connection with all construction related activities and security of the construction site

In terms of artificial lighting, Section 12 of the CEMP outlines that the scheme will have a series of artificial lights to ensure the safety of their workforce but also to aid in the safety of intruders if they were to enter the site out of hours.

The site will also have a full perimeter walkway with a timber post and rail handrail, strip lights are to be placed on this walkway to illuminate the access routes.

Temporary solar floodlights are also to be utilised on the site, particularly in the winter months to illuminate external work areas. These are to be angled within the site, to minimise any disturbance to local residents.

Images are provided at Figure 14 of the CEMP to show an example of the temporary lighting to be used on the project.

KC Environmental Health have reviewed the submitted CEMP and note the external construction related lighting is to be kept to a minimum and glare is to be reduced by correct angling of any solar powered spotlights. KC Environmental Health accept the document provided. Officers concur with this conclusion and deem the details submitted to be acceptable.

Site manager and resident liaison officer contact details (including their remit and responsibilities)

Section 13 of the submitted CEMP outlines the main points of contact for the scheme and their individual responsibilities.

Matthew Armstrong is identified as project manager, and their responsibilities include:

- Responsible for all liaison with the client Kirklees City Council
- Responsible for informing the client of all construction related activities and their impact
- Assisting with communication arising from interface with the local residents
- Overall responsibility for the safe delivery of the scheme
- Delegating roles where required.

Contact details for Matthew are outlined within the CEMP.

Leah Larkin is identified as Social Value Advisor, their responsibilities include:

- Responsible for arranging engagement events with local community stakeholders throughout the project
- Assisting to create employment, apprenticeship and educational initiatives on the scheme
- Assisting with creative events for fundraising and positive community engagement on the scheme.

Contact details for Leah are outlined within the CEMP.

The above details are considered to be acceptable.

Details of engagement with local residents and occupants or their representatives

Section 14 of the CEMP relates to engagement with residents and occupants, and their representatives. This section outlines that engagement will begin with a pre-start community engagement meeting prior to the start of the main works on-site. This meeting will be arranged with the assistance of Kirklees Council and local ward members which are advised as being Cllr James Homewood, Cllr Amanda Pinnock and Cllr Zarina Amin.

Contact will also be made to the neighbouring Christ Church CE School which is situated adjacent to the Joseph Norton site. The initial pre-commencement meeting is to be held with the school to run through the upcoming works and communicate how these will be safely managed to minimise any impact on the Local Community.

During the project a monthly newsletter will be produced by Wates and with the agreement of the Council and the Trust, will be published on the Council's website. This will keep anyone requiring the information updated.

Any additional information that needs to be communicated with the neighbouring residents will be done via a combination of the Council's website and a local letter drop.

It is concluded that Wates continues to engage Considerate Contractors Schemes on all of their projects to demonstrate their commitment to protecting the interests of the Environment and surrounding neighbours.

The above details are considered to be acceptable.

Summary

KC Environmental Health & KC Highways Development Management accept the Construction Environmental Management Plan (CEMP) by Wates. The submitted CEMP details the scope of the works and measures to be taken to safeguard the amenity of neighbouring properties from noise, dust and artificial lighting. Environmental Health and Highways Officers have assessed the submitted CEMP and note that it addresses the operational activities and meets with the requirements of the above condition.

Officers concur with this assessment and recommended that the details of Condition 5 are approved.

However, Condition 5 has an ongoing requirement and shall remain in place for the whole of the period of the construction phase. Thus, it cannot be fully discharged until all construction works at the site is completed, and a note setting this out may be placed on the decision notice.

Recommendation: Approve.

Report Dated: 20/02/2025.

Decision Notice Text

Condition 5 (CEMP)

Pursuant to Condition 5, you have submitted:

- Construction Environmental Management Plan, Contract Number: 511277, Rev 01, authored by Wates, dated 17/02/2025, received 18/02/2025.

The submitted details are deemed to be acceptable for the initial requirements of Condition 5. However, Condition 5 does have the following ongoing requirement which must be adhered to, to ensure ongoing compliance:

The development shall be carried out strictly in accordance with the approved CEMP and no change there from shall take place without the prior written consent of the Local Planning Authority