

Consultation Response from KC, Highways Development Management (HDM)

2025/90322 - 72 Northgate, Huddersfield, HD1 6AE

Discharge of details reserved by conditions 23 (CEMP) and 24 (CMP) on previous permission 2024/92246 for redevelopment of existing site including demolition of existing car sales room (sui generis) and erection of new 2 storey police station (sui generis) with associated car parking, landscaping and infrastructure

Date Responded: 06/03/25

Responding Officer: A.Darwin

Responding Ref: HDC 5-8SE/37

RECOMMENDATION: Further information/amendments are required – See Further details below. Therefore, it is recommended that Condition 24 is not discharged at this time.

Introduction

Information has been submitted to discharge Condition 23 and 24 of planning approval reference 2024/92246. However, only matters relating to Condition 24 are within the remit of HDM, which states:

'24. Prior to commencement of the development (including ground works), a Construction Management Plan (CMP) shall be submitted to and approved in writing by the Local Planning Authority. The CMP shall include, as a minimum, details of:

- *Hours of works;*
- *Details of construction access arrangements;*
- *Construction vehicle sizes and routes (with swept path analysis testing if necessary);*
- *Numbers and times of construction vehicle movements;*
- *Locations of HGV waiting areas and details of their management;*
- *Details of parking for construction workers (including vans);*
- *Loading and unloading of plant and materials;*
- *Storage of plant and materials;*
- *Signage;*
- *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, Street sweeping arrangements; and*
- *Site manager and liaison officer contact details, including details of their remit and responsibilities.*

The development shall be carried out strictly in accordance with the CMP so approved throughout the period of construction and no change therefrom shall take place without the prior written consent of the Local Planning Authority.'

Supporting Information

The following information has been formally submitted in support of the DoC application in relation to Condition 24:

- Construction Phase Health and Safety Plan (CPHSP) – (PEP Part 2), Document Reference: SH PLN 01 Rev. 001 (or Rev. 7.1?) dated 07/10/24 by Morgan Sindall Construction.
- Environmental Management Plan (EMP) – PEP Part 3, Document Reference: SH PLN 01 Rev. 001 (or Rev. 2?) dated 07/10/24 by Morgan Sindall Construction.

In addition to the above, further information has been informally provided by the applicants Project Manager (Stephen Barrett at Morgan Sindall) to HDM, which seeks to address initial concerns raised by HDM regarding the proposed construction access strategy for the development.

HDM Comments

A dedicated Construction Management Plan (CMP) document has not been provided to date. However, the majority of information relating to Condition 24 that has been submitted, appears to be included in the PEP Part 2 document. This includes the 'Traffic Management Plan (TMP)' information contained in Appendix H (but referred as Appendix F in the report body text).

Whilst a dedicated CMP report is not strictly necessary to discharge Condition 24, it is important that all of the information specifically required by the condition is clearly provided, to enable the CMP proposals to be fully considered. At present, this is not the case, with various information being omitted or unclear. Also, some of the details that are currently proposed are not currently acceptable.

It is appreciated that the supporting documents that have been formally submitted serve a wider purpose as part of the developments CPHSP. Therefore, it is suggested that as an alternative to providing a separate dedicated CMP report, it would be acceptable for the TMP section at Appendix H of the CPHSP (PEP Part 2) document to be updated to fully address the requirements of planning condition 24.

However, the updated Appendix H TMP Section should clearly address each of the individual bullet points included in planning condition 24, without the need to cross reference to other sections of the report (or other documents). The Introduction Section in the appendix document also needs to make it clear that no changes to the TMP are to be made without the written approval of the Local Planning Authority. It is also likely to be necessary to update other sections of the wider CPHSP document, to ensure consistency with the information contained in the TMP Appendix.

Specific comments relating to each of the bullet points referenced in planning condition 24 that need to be addressed in the amended TMP Appendix are as follows:

Bullet 1 - Hours of works

The hours of work should be confirmed in the TMP Appendix. It is noted the Environmental Health Team have confirmed that the suggested working hour proposed in relation to Condition 23 are acceptable. Therefore, these times should be reiterated.

Bullet 2 - Details of construction access arrangements & Bullet 2 - Construction vehicle sizes and routes (with swept path analysis testing if necessary):

Following further discussions with the applicants Project Manager, it is understood that alternative construction access arrangements are to be proposed, to address initial concerns raised by HDM regarding the use of the William Street access (due to restricted junction visibility and other highway safety issues).

As discussed with HDM, it is understood that the applicant is now proposing access (in) only via William Street for the initial development phases, with egress via Broadway. During the course of the build process, highway improvements are to be implemented at the William Street / Lower William Street junction (by the Councils Highway Safety Team via a S106 contributions from the development). Once these works commence, the William Street access will become unavailable. Therefore, at this time (or potentially in advance of these works), two-way construction access would need to be via Broadway. Following completion of the William Street / Lower William Street junction works, the William Street construction access could potentially come back into operation. However, this could only be used by light van/car traffic.

Subject to the provision of acceptable swept path analysis information, the above construction access arrangements would be acceptable. This information should be confirmed in the updated TMP Appendix, and include the following:

- A description of the construction access routing, in accordance with the above principles.
- Swept Path Analysis of the largest construction vehicles that will enter/exit the site, which should include large rigid and articulated vehicle (assumes these are to be used, and can be safely accommodated). The swept paths should show the turning movements in and out of Lower William Street and Broadway/Soutgate, for both construction access arrangements, and take into account the presence of parked cars (and including adequate clearances).
- To enable access to/from Broadway, it is understood that the suspension of some of the P&D parking bays will be required, which should be confirmed in the document (including proposed extents). The location of hoarding should also be identified (hoarding licences to be agreed separately with the Highway Authority), with any hoarding maintaining safe pedestrian access along the site frontage and past the site access, and appropriate junction visibility at the construction access.

Bullet 4 - Numbers and times of construction vehicle movements

The number and times of construction vehicle movements should be quantified. Whilst precise information may not be available, an indication of the likely vehicle frequency should be provided, particular relating to large HGV movements.

The movement of large HGV's will also be difficult during weekday AM and PM network peak periods, particularly at the William Street entrance, due to queuing that occurs on Lower William Street. Therefore, these vehicle movements should be planned to avoid these time periods where possible. The TMP Appendix should also include mitigation measures to ensure safe access / egress is ensured, which should include the use of Banksmen (as has currently been indicated in the submission).

Bullet 5 - Locations of HGV waiting areas and details of their management

The TMP Appendix should include the details of HGV waiting areas and how these will be managed. It is understood that these waiting areas will be provided by insetting the site boundary fences into the William Street and Broadway accesses, to ensure that HGV's can safely wait clear of the highway before being granted access into the secure areas of the site. These arrangement are acceptable in principle. However, the information needs to demonstrate that a waiting HGV can wait on entry to the site without blocking back onto the wider highway, and without blocking passing traffic and pedestrians.

Bullet 6 - Details of parking for construction workers (including vans)

It is understood that construction worker parking will be accommodated on site for the majority of the build process. However, the information needs to confirm that the on-site parking is sufficient, to accommodate all construction workers/visitors at all times. Should this not be possible, which it is understood may be the case during the fit out stage, then some workers/visitors may need to park off site. As such, these people will need to be directed to suitable parking locations (e.g. the nearby Cambridge Road public car park), which should be confirmed, together with the management measures that will be put in place to prevent workers parking inappropriately in the local area.

Secure parking for workers to park bikes and motorbikes should also be provided within the site, and space for this should be given priority over car/van parking.

Bullet 7 - Loading and unloading of plant and materials & Bullet 8 - Storage of plant and materials

All loading/unloading of plant and materials, and storage, should be undertaken within the site. This should be confirmed, including details of the loading/storage area(s) and how this would be managed. This information should include any changes that may need to occur throughout the course of the build process.

Bullet 9 - Signage

A brief summary of the proposed signage arrangement should be provided. This is likely to include a requirement for construction access signage. Should this require signage within the highway (alongside any other TTM signage etc.), this would need to be agreed separately with the relevant team(s) within the Highway Authority (e.g. via the Street works Team).

Signage should be provided at the site entrance that includes details of the Site Manager contact details, to enable contact to be made by the public and other stakeholders, where necessary.

Bullet 10 - 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, Street sweeping arrangements

The current information indicates that wheel washing and street cleansing will occur when necessary. However, this information should be expanded to confirm what periodic and reactive cleaning will be undertaken, to ensure that the highway is maintained in a clean condition at all times, and any issues that do occur are addressed quickly.

Bullet 11 - Site manager and liaison officer contact details, including details of their remit and responsibilities.

The TMP Appendix should include the names and contact details of the Site Manager, and any other relevant contacts, to ensure that the appropriate person can be contacted to address any issues that may arise. As previously mentioned (relating to Bullet 9), this information should also be provided on site entrance signage. Any changes to these details will also need to be confirmed in writing to the Planning Authority at the earliest opportunity.

HDM Recommendation

Further information/amendments are required. Therefore, it is recommended that Condition 24 is not discharged at this time.