

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:	2025/44/91264/E
Site Address:	Low Farm, Wakefield Road, Grange Moor, Huddersfield, WF4 4BB
Description:	Discharge of details reserved by conditions 6 (Construction Management Plan), 7 (Construction Environmental Management Plan) on previous permission 2021/93644 for erection and operation of grid-connected solar photovoltaic farm to supply up to 49.9MW, with ancillary infrastructure and landscaping and biodiversity enhancements
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: 24-Jul-2025

Officer Report

Application: 2025/91264

Application Site: Low Farm, Wakefield Road, Grange Moor, Huddersfield, WF4 4BB

Proposal: Discharge of details reserved by conditions 6 (Construction Management Plan), 7 (Construction Environmental Management Plan) on previous permission 2021/93644 for erection and operation of grid-connected solar photovoltaic farm to supply up to 49.9MW, with ancillary infrastructure and landscaping and biodiversity enhancements.

Consultations

K.C. Highways: Provided comments dated 02/07/2025, which is detailed throughout this report. Further comments were received 22/07/2025, via email, in response to the applicant's answers to the original outstanding matters.

Wakefield LPA: At application stage Wakefield LPA were consulted and requested that the CMP condition be imposed, with a view of ensuring no undue impacts upon their local road network. Wakefield were re-consulted as part of this DOC submission and commented '*I confirm that we do not have any comments to make in relation to the discharge of condition application*'.

KC Environmental Health: Considered at Environmental Health surgery dated 24/07/2025, where Environmental Health confirmed no objection to the details submitted.

Assessment:

Condition 6: Construction Management Plan

6. Notwithstanding the submitted details, prior to development commencing, a schedule of the means of access to the site for construction traffic (a Construction Management Plan (CMP)) shall be submitted to, and approved in writing, by the Local Planning Authority. The schedule shall include the point of access for construction traffic, details of the times of use of the access, the routing of construction traffic to and from the site, construction workers parking facilities and the provision, use and retention of adequate wheel washing facilities within the site. It shall also include details of a site manager and point of contact for residents in the event of any issues arising through the construction process. Unless otherwise agreed in writing by the Local Planning Authority, all construction arrangements shall be carried out in accordance with the approved schedule throughout the period of construction.

Reason: *Due to the nature of the site and local road network, so as to ensure adequate arrangements are approved which allow heavy vehicles to safely access the site, in the interest of the safe and efficient*

operation of the highway in accordance with Policy LP21 of the Kirklees Local Plan. This is a pre-commencement condition, given the need to ensure safe access to the site and on-site arrangements, prior to construction traffic attending the site.

In support of Condition 6 the following document has been submitted:

- Construction Management Plan, authored by Transport Planning Associates Ltd, Ref: 2403-067/CMP/01, Rev 03/A, dated 03/07/2025, received 03/07/2025.

The submitted document has been reviewed by KC Highways Development Management (HDM), with initial concerns raised within their comments received 03/07/2025:

Construction workers parking facilities - No details of the compound are provided showing parking, turning facilities, welfare facilities or storage

Wheel washing facilities – The Approved Hydrock Construction Management plan is as follows.

A proprietary wheel cleaning bay is proposed to be provided on site at the exit of the construction compound(s). The specific equipment employed will be dependent on availability during the construction phase. The wheel wash facilities will be securely constructed with no overflow and the effluent will be contained for proper treatment and disposal. Water bowsers shall only be used as a contingency measure under specific circumstances. In cases where wheel washers will be used, the corresponding areas shall be protected by silt fencing as appropriate. The site entrances / exits will be monitored to ensure that no materials are deposited on the public carriageways. The locations of the wheel wash facilities will be located as close to the point on access as reasonably practicable. This should be repeated as these proposals just refer to if required.

Highway Inspections

The Approved Hydrock Construction Management plan refers to Highway inspections as follows.

An inspection of the existing highways servicing the site should be undertaken with the Council Highways Officer (if applicable), prior to work commencing the site, with further inspections at agreed intervals. A detailed record will be produced of the existing conditions of the verges, track surfaces, passing places and junctions. Any damage that arises because of the site, will be re-instated.

These proposals are omitted and should be repeated.

Site manager and point of contact for residents

No specific details of a site manager and point of contact for residents in the event of any issues arising through the construction process are provided.

Following receipt of the above comments, the applicant sought to submit an amended Construction Environmental Management Plan (ref: 2403-067/CEMP/01, dated July 2025), and a Construction Management Plan (ref:2403-067/CMP/01, dated July 2025), both received 03/07/2025. The below is officers' assessment undertaken against these revised documents.

Points of access for construction traffic

Section 4 of the Construction Management Plan outlines that there are to be six primary access points to serve the solar farm, including an additional access to serve the sub-station area. The access point locations are shown in Figure 4.1 of the CMP. All of the proposed access points are to be taken via the A642 Wakefield Road via existing agricultural entrance points.

The above details are considered to be acceptable.

Details of the times of use of the access

Paragraphs 2.5 & 2.6 of the CMP outline the operating hours of the site, which will include the times of use of the accesses. These are as follows:

Site open for non-noise invasive works – no heavy machinery nor deliveries:

- Mon-Fri: 07:30-18:30
- Sat: 07:30-16:30

Site fully open for all works including heavy machinery and deliveries:

- Mon-Fri: 08:30-17:30
- Sat: 09:00-13:00
- Site not open Sundays or Public Holidays

The above details are considered to be acceptable.

The routing of construction traffic

Figure 5.1 of the submitted CMP outlines the designed route for all construction vehicles associated with the construction period. This will be via M62 junction 24, down the A629 through Huddersfield, onto the A642 to the site.

The CMP also notes that the Contractor will keep informed on any proposed road closures and diversions in the local area that could affect the routing of construction vehicles. If alternative routing is required, this will be agreed in advance with the local highway authority.

The above details are considered acceptable.

Construction workers parking facilities

Parking facilities are outlined within the CMP as being located within the proposed compound area, and these will be available during the construction period.

These details are considered to be acceptable.

Provision, use and retention of adequate wheel washing facilities within the site

Paragraphs 2.10-2.12 of the CMP provide details on the proposed wheel wash facilities at the site. If required, wheel wash facilities are to be securely constructed with no overflow and the effluent is to be contained for proper treatment and disposal. In cases where wheel washers will be used, the corresponding areas shall be protected by fencing. The locations of the wheel wash facilities will be located as close to the access point as possible.

The above details are considered acceptable.

Details of a site manager and point of contact for residents in the event of any issues arising through the construction process

Section 6 of the CMP discusses site management and their role and responsibilities. This section outlines that the Site Manager is John Gannaway of BOOM Power (or a successor), with their telephone number clearly displayed.

The site manager will ensure that the CMP is integrated into all relevant activities both on and off site by all contractors and sub-contractors. The Site Manager and Health and Safety Manager will be responsible for their effective integration.

Each contractor and sub-contractor will be responsible for ensuring that their activities are undertaken in accordance with the submitted CMP and will notify the Site Manager of their measures to ensure implementation of the CMP. This process will be incorporated into the sub-contractor notes.

In terms of communication, the Site Manager will be responsible for ensuring that all staff working on the site are aware of the construction traffic issues and the requirements of the CMP, this will include meetings, notice boards, induction, training etc. The site induction will be able dust management, deliveries, routing, staff car parking and wheel washing.

The Site Manager and Health and Safety Manager will work together to ensure that both the environmental and health and safety training is enforced.

The above details are considered to be acceptable.

Summary

KC Highways Development Management accept the Construction Management Plan (CMP) by Transport Planning Associates Ltd as outlined within their comments received 02/07/2025 and 22/07/2025. The submitted CMP details the scope of the works and measures to be taken to ensure that adequate arrangements are in place to allow heavy vehicles to safely access the site. Highway Officers have assessed the submitted CMP and note that it addresses the operational activities proposed during construction works and therefore meets the requirements of the above condition.

Officers concur with this assessment and recommend that the details of Condition 6 are approved.

However, Condition 6 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 are completed, and a note setting this out may be placed on the decision notice.

Condition 7: Construction Environmental Management Plan

7. Prior to development commencing, a Construction Environmental Management Plan (CEMP) shall be submitted to, and agreed in writing by, the Local Planning Authority. The plan shall describe in detail the actions that will be taken to minimise adverse impacts on occupiers of nearby properties. It shall include full details of:

- a) The methods to be employed to prevent mud, grit and dirt being carried onto the public highway from the development hereby approved;*
- b) Measures to control the emissions of dust and dirt during construction;*
- c) Measures to control noise and vibration arising from all construction related activities. This should include suitable restrictions on the hours of working on the site including times of deliveries, the details of which should be provided;*
- d) Details of routing and signage for construction traffic;*
- e) Details of any artificial lighting to be used in connection with all construction related activities and security of the construction site;*
- f) The location of any site compound and plant equipment/storage (including materials);*
- g) The location for contractor parking;*
- h) The erection and maintenance of security hoarding including decorative displays and facilities for public viewing;*
- i) A Site Waste Management Plan, detailing recycling/disposing of waste resulting from demolition and construction works;*
- j) Details of a site manager and point of contact in the event of any issues arising through the construction process;*
- k) Details of how this CEMP will be made publicly available by the developer*

The approved details for each phase shall be implemented at the commencement of work on site for that phase and shall thereafter be retained and employed until completion of works on site for that phase. The CEMP shall be made publicly available for the lifetime of the construction phases of the development in accordance with the approved method of publicity.

Reason: *To safeguard the amenities of the occupiers of nearby properties and the wider environment, in accordance with Policies LP24 and LP52 of the Kirklees Local Plan. This is a pre-commencement condition, given the need for adequate consideration of mitigation measures (for the amenity of residents) prior to works commencing on site.*

In support of Condition 7 the following document has been submitted:

- Construction Environmental Management Plan, Ref: 2403-067/CEMP/01, Rev 04/B, authored by Transport Planning Associates Ltd, dated 03/07/2025, received 03/07/2025.

This condition has been reviewed by both KC Highways Development Management (HDM) and KC Environmental Health (informal). KC Environmental Health Officers raised no concerns with the proposed document and deemed it to be acceptable to discharge Condition 7. KC Highways Development Management however did raise initial concerns within their comments received 03/07/2025:

Construction workers parking facilities - *No details of the compound are provided showing parking, turning facilities, welfare facilities or storage*

Wheel washing facilities – *The Approved Hydrock Construction Management plan is as follows.*

A proprietary wheel cleaning bay is proposed to be provided on site at the exit of the construction compound(s). The specific equipment employed will be dependent on availability during the construction phase

The wheel wash facilities will be securely constructed with no overflow and the effluent will be contained for proper treatment and disposal. Water bowsers shall only be used as a contingency measure under specific circumstances. In cases where wheel washers will be used, the corresponding areas shall be protected by silt fencing as appropriate.

The site entrances / exits will be monitored to ensure that no materials are deposited on the public carriageways.

The locations of the wheel wash facilities will be located as close to the point on access as reasonably practicable.

This should be repeated as these proposals just refer to if required.

Highway Inspections

The Approved Hydrock Construction Management plan refers to Highway inspections as follows.

An inspection of the existing highways servicing the site should be undertaken with the Council Highways Officer (if applicable), prior to work commencing the site, with further inspections at agreed intervals. A detailed record will be produced of the existing conditions of the verges, track surfaces, passing places and junctions. Any damage that arises because of the site, will be re-instated.

These proposals are omitted and should be repeated.

Site manager and point of contact for residents

No specific details of a site manager and point of contact for residents in the event of any issues arising through the construction process are provided.

Following receipt of the above comments, the applicant sought to submit an amended Construction Environmental Management Plan (ref: 2403-067/CEMP/01, dated July 2025), and a Construction Management Plan (ref:2403-067/CMP/01, dated July 2025), both received 03/07/2025. KC Highways confirmed (via email) on 22/07/2025, that they deemed the amended CEMP and Construction Management Plan to be acceptable, and that they overcome their previous concerns. The below assessment is undertaken against these revised documents.

Methods to be employed to prevent mud, grit and dirt being carried onto the public highway from the development

Paragraphs 3.10-3.13 of the submitted CEMP provide details on wheel washing, noting that if required, a wheel washing facility will be located on the access track within close proximity to the site access. Excess water from the wheel wash facility is to be appropriately disposed of.

Should the wheel washing facility break down, in the short-term construction workers will spray wheels using a power hose, before they re-enter the public highway. A visual inspection of vehicles will also be undertaken before they depart from the site to ensure that they are not carrying debris onto the highway.

Should any mud be carried onto the highway after washing, a road sweeper is to clean the affected area of the highway immediately.

The above details are considered to be acceptable.

Measures to control the emissions of dust and dirt during construction

Within the Air Quality and Dust section of the CEMP the emissions of dust during construction works are identified and it is acknowledged that for all stages of the works, the most effective means of suppressing any dust would be by damping using a fine spray and controlling the spread of dust of local highways by use of a wheel washing facility (as discussed above). The frequency of spraying will need to be increased during dry periods as there is a greater potential for dust and for surface moisture to evaporate quickly. Furthermore, dust generating material being transported to and from the site is to be covered using sheets.

The above details are considered to be acceptable.

Measures to control noise and vibration arising from all construction related activities

In respect of controlling noise and vibration, the submitted CEMP outlines that where possible, plant and equipment utilised in construction works, will be deployed with suitable noise mitigation or specification (i.e. the quietest plant or construction method feasible). Good industry practice, such as that set out in BS 5228 Part 1 'Code of practice for noise and vibration control on construction and open sites - Noise', will be followed by the appointed contractor. The Site Manager will be responsible for considering appropriate measures and ensuring these measures are implemented. Measures to minimise noise and vibration will be explained as part of the site induction for all staff, contractors and visitors.

Furthermore, restrictive hours are provided in relation to works including heavy machinery and deliveries:

- Mon-Fri: 08:30-17:30
- Sat: 09:00-13:00
- Site not open Sundays or Public Holidays

The above details are considered acceptable.

Details of routing and signage for construction traffic

Figure 2.1 of the submitted CEMP outlines the designed route for all construction vehicles associated with the construction period. This will be via M62 junction 24, down the A629 through Huddersfield, onto the A642 to the site.

The CEMP also notes that the Contractor will keep informed on any proposed road closures and diversions in the local area that could affect the routing of construction vehicles. If alternative routing is required, this will be agreed in advance with the local highway authority.

KC Highways deem the proposed route to be acceptable. Officers concur with the conclusion.

In terms of signage for the construction traffic, paragraph 2.9 of the CEMP outlines that temporary road signage will be implemented along the designated route to inform background traffic of the ongoing construction works and to direct construction traffic to and from the site. The signs are to be located at key points along the route, including junctions. All signage is to be compliant with Chapter 8 of the Traffic Signs Manual where applicable.

The above details are considered to be acceptable.

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

The CEMP details at paragraph 3.14 that no external lighting is expected to be required during the construction phase, except for the doorways of the welfare cabins and other temporary buildings, within the temporary construction compound. These are to be externally illuminated utilising PIR sensor lighting, activated by pedestrian movement. Such lighting is to be appropriately shielded to prevent light spill away from the doorways.

In terms of the security of the site, the CEMP states that the site is to be secured at all times via a perimeter fence or temporary fencing, alongside the use of CCTV which will be operational within the construction compound and security signage to deter potential intruders.

The above details are considered to be acceptable.

The location of any site compound and plant equipment/storage (including materials)

The site compound area is to be located within Parcel 1 at the west of the site. The location of the compound is shown in the Site Layout Plan attached as Appendix A to the CEMP. Figure 3.1 provides an indicative construction compound layout which identifies a delivery storage area. Storage of plant equipment and materials are to be stored at the compound for a short time prior to being utilised on site after being delivered. Certain equipment may also be delivered directly to their instal location.

The above details are considered to be acceptable.

The location for contractor parking

Figure 3.1 of the submitted CEMP provides indicative details on parking facilities, with 16 spaces shown within the compound area, during the construction period.

These details are considered to be acceptable.

The erection and maintenance of security hoarding including decorative displays and facilities for public viewing

Security has previously been discussed above, noting that the site will be secured via a perimeter fence or temporary fencing, and that CCTV will be operational within the construction compound. In terms of decorative displays, paragraph 1.7 of the CEMP states that decorative displays and facilities for public viewing are not appropriate during the construction phase and so are not included within the CEMP. However, the development does include and will deliver an education strategy and information boards, although these will not be focused on the construction phase of the project.

The above details are considered to be acceptable.

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

Refuse and recycling is to be collected on site and stored within the construction compound. It will be collected, every few days, as appropriate. No burning of waste on the site at any time is permitted.

The above details are considered to be acceptable.

Details of a site manager and point of contact in the event of any issues arising through the construction process

In terms of the details of site manager, this is to be John Gannaway of BOOM Power (or a successor), with their telephone number clearly displayed within the document. The construction site managers details will also be provided on a site-board at the site access junction should anyone in the local community have any issues.

The above details are considered acceptable.

Details of how this CEMP will be made publicly available by the developer

The submitted CEMP is to be made publicly available on the site-board at the access junction, should anyone in the local community wish to read the document.

The above details are considered acceptable.

Summary

KC Highways Development Management and KC Environmental Health accept the Construction Environmental Management Plan (CEMP) by Transport Planning Associates Ltd. 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. Highway Officers have assessed the submitted CEMP and notes that it addresses the operational activities and meets the requirements of the above condition.

Officers concur with this assessment and recommend that the details of Condition 7 are approved.

However, Condition 7 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 are completed, and a note setting this out may be placed on the decision notice.

Recommendation: Approve Details.

Report Dated: 22/07/2025

Recommended Decision Notice Text

Condition 6: Construction Management Plan

Pursuant to Condition 6, you have submitted:

- Construction Management Plan, authored by Transport Planning Associates Ltd, Ref: 2403-067/CMP/01, Rev 03/A, dated 03/07/2025, received 03/07/2025.

The submitted details are deemed to be acceptable for the initial requirements of Condition 6. However, Condition 6 does have the following ongoing requirement which must be adhered to, to ensure ongoing compliance:

Unless otherwise agreed in writing by the Local Planning Authority, all construction arrangements shall be carried out in accordance with the approved schedule throughout the period of construction.

Condition 7: Construction Environmental Management Plan

Pursuant to Condition 7, you have submitted:

- Construction Environmental Management Plan, Ref: 2403-067/CEMP/01, Rev 04/B, authored by Transport Planning Associates Ltd, dated 03/07/2025, received 03/07/2025.

The submitted details are deemed to be acceptable for the initial requirements of Condition 7. However, Condition 7 does have the following ongoing requirement which must be adhered to, to ensure ongoing compliance:

The approved details for each phase shall be implemented at the commencement of work on site for that phase and shall thereafter be retained and employed until completion of works on site for that phase. The CEMP shall be made publicly available for the lifetime of the construction phases of the development in accordance with the approved method of publicity.