

Consultation Response from KC, Highways Development Management (HDM)		
2025/92160 - Grange Moor Coachworks, Barnsley Road, Grange Moor, Huddersfield, WF4 4DR		
Discharge of details reserved by Conditions 24 (Surface Water Strategy), 25 (Exceedance), 26 (Temp Surface Water), 27 (Interceptor), 29 (Sewer Easement), 30 (Foul Water), 31 (Archaeological Investigation), 34 (Road Condition Survey), 35 (CTMP), 40 (Retaining Walls), 41 (Travel Plan) on previous permission 2023/90668 for demolition of existing buildings; erection and operation of single building comprising Sui Generis land use limited to the purpose of storage, assembly, sale and distribution of custom-built computers, laptops and their components as well as any associated development (those being a replacement wind turbine, utility provision, drainage, access, hard and soft landscaping) within the red-line boundary alongside business operations pursuant to the effective administration of the Sui Generis use		
Date Responded: 18/09/25	Responding Officer: A Darwin	Responding Ref: HDC 16-5/1

RECOMMENDATION: Further information and amendments are required in relation to Condition 34, 35 and 41. Therefore, it is recommended that these conditions are not discharged at this time. However, it is recommended that Condition 40 can be discharged.

HDM have been consulted regarding a discharge of condition application (2025/92160) relating to Conditions 34 (Road Condition Survey), 35 (CTMP), 40 (Retaining Walls) and 41 (Travel Plan) of previous permission 2023/90668.

Condition 34 (Road Condition Survey)

An 'Pre-commencement Condition Survey' Document 165875-SAN-GMR-XX-RP-C-01 P04 has been submitted to discharge the pre-commencement element of Condition 34, which states:

'Prior to the commencement of the development hereby approved (including ground works), a survey of the existing condition of the highway (the extent of highway to be surveyed to be agreed with the Local Planning Authority in advance) shall be carried out jointly with the Local Highway Authority and submitted to and approved in writing by the Local Planning Authority. The survey shall include carriageway and footway surfacing, verges, kerbs, edgings, street lighting, signing and road markings. Upon completion of the development hereby approved (or at any earlier stage to be agreed with the Local Planning Authority in advance) a post-construction survey of the agreed extent of highway shall be carried out, and the post-construction survey and a scheme of remedial works shall be submitted to and approved in writing by the Local Planning Authority. The approved remedial works shall be carried out following the completion of all construction works related to the development and prior to the occupation of the development hereby approved unless otherwise agreed in writing by the Local Planning Authority. Should any highways defects (affecting highway safety) attributable to the construction traffic of the development hereby approved be identified during the construction period, remediation of these shall also be implemented in accordance with details to be submitted to and approved in writing by the Local Planning Authority.'

The supporting document cannot be accepted in it's current form for the following reasons:

- Whilst the extent of the condition survey is broadly acceptable, the survey extents were not agreed in advance with the Local Planning Authority. Therefore, the applicants consultants should provide a plan to showing the extents of the proposed survey area for approval, with the report updated (if necessary) to cover the agreed extents.
- The plans referenced in Appendix B that show photo locations is missing.
- The report references planning application 2019/0213 at paragraph 1.1.1, which is not the correct planning reference number and should be amended.

Condition 35 (CTMP)

An 'Interim Construction Transport Management Plan' Document 165118-001-01 has been submitted to discharge the pre-commencement element of Condition 35, which states:

'Prior to the commencement of development hereby approved (including ground works), a construction Transport Management Plan (CTMP) shall be submitted to and approved in writing by the Local Planning Authority. The CTMP shall include details of:

- *Hours of works;*
- *Details of construction access arrangements;*

- *Construction vehicle sizes and routes;*
- *Numbers and times of construction vehicle movements;*
- *Locations of HGV waiting areas and details of their management;*
- *Parking for construction workers;*
- *Loading and unloading of plant and materials;*
- *Storage of plant and materials;*
- *Signing and traffic management arrangements during construction works;*
- *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;*
- *Site manager and liaison officer contacts, including details of their remit and responsibilities, and;*
- *Engagement with local residents, businesses and others stakeholders and/or their representatives.*

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

The submitted 'Interim Construction Transport Management Plan' states at paragraph 1.1.2:

'It is not possible to prepare a detailed Construction Transport Management Plan at this stage as a Principal Contractor has not yet been appointed. However, this interim document seeks to provide as much information as possible and will be updated by the Principal Contractor upon appointment.'

Whilst the interim CTMP document does provide a reasonable starting point to address some of the specific issues identified in the planning condition, there is a lack of information regarding some of the required elements. Therefore, it is recommended that the pre-commencement element of Planning Condition 35 is not discharged until all points referenced in the condition have been adequately addressed.

HDM's comments relating to each of the specific points referenced in the condition are as follows:

Hours of works

The hours of working are identified as being 8am-6pm Mon-Friday and 8am-1pm on Saturday. Whilst HDM raise no objection to these working hours, these need to be consistent with those agreed to discharge Condition 15 (CEMP) that will subject to agreement with Councils Environmental Health Team. The report should also use unambiguous language to confirm that all works will be undertaken within these agreed working hours, unless prior written approval is obtained from the LPA for any works that may be proposed outside of the approved working hours (e.g. certain deliveries, as mentioned at paragraph 3.4).

Details of construction access arrangements

No details of the construction access arrangements have been provided, other than that all vehicles will access via the A637 Barnsley Road. Therefore, further details are required.

Construction vehicle sizes and routes & Numbers and times of construction vehicle movements

The Interim CTMP confirms that all HGV traffic will access the site from the wider highway network via the A642 Wakefield Road, which is acceptable.

However, there is no information on construction vehicle types and frequencies. Therefore, further information should be provided. As the construction vehicle numbers are likely to vary over the course of the construction process, estimates for the maximum number of daily/hourly vehicles should be provided during the various development phases. This is important to understand the maximum HGV numbers, as well as other light construction traffic (including staff trips) during the most intensive periods (e.g. light vehicle trips may be highest at the fit out stage).

Locations of HGV waiting areas and details of their management

The Interim CTMP does not include details of HGV waiting areas. Therefore, further details should be provided. These facilities need to be designed to ensure that no waiting vehicles will block back, or otherwise affect, the safe operation of the construction site access and the adjacent highway.

Parking for construction workers

The Interim CTMP confirms that on-site parking areas will be provided. However, no details are provided. Therefore, further information should be provided, which confirms that the facilities will be adequate to accommodate all construction staff (with peak staff numbers to be confirmed) throughout the construction process, and how it will be ensured that no off-site parking takes place.

Loading and unloading of plant and materials

The Interim CTMP confirms that loading and unloading of plant and materials will be undertaken on-site. However, no details are provided. Therefore, further information should be provided. These facilities need to be designed to ensure that no loading vehicles will block back, or otherwise affect, the safe operation of the construction site access and the adjacent highway.

Storage of plant and materials

The Interim CTMP confirms that all materials and plant will be stored safely and securely within the site compound area. However, no details are provided. Therefore, further information should be provided.

Signing and traffic management arrangements during construction works

The Interim CTMP does not include details of signing and traffic management arrangements. Therefore, further information should be provided.

It is noted that whilst any temporary on-street signage will need to be agreed separately by the Local Highway authority, and full details are not required in the CTMP report, the CTMP should include a commitment to provide all necessary traffic management arrangements and signage, to ensure the safe and efficient operation of the highway throughout the build process. This should include appropriate construction access direction signage on the local highway network, which is designed to ensure that HGV traffic does not travel via Flockton in either direction.

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

The Interim CTMP confirms that wheel wash facilities will be provided, to prevent the deposit of mud, grit and dirt on public highway; and confirms that there will be daily inspections of the highway to check on it's condition, with any minor issues being addressed by site operatives or a road sweeper will be

used. The principle of the above is accepted. However, the CTMP should confirm the location of the wheel-wash facilities, to ensure they are appropriately located within the site.

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.

The Interim CTMP confirms that *'The Construction Site Manager will act in the role of Community Liaison Officer'* and provides high level information regarding how they would engage with various stakeholders; and also confirms that their details will be provided on site notices boards. Whilst these general principle are accepted, no contact details of the Construction Site Manager are included in the report. Therefore, further details are required.

If these additional details cannot be provided at this stage (e.g. a Construction Site Manager has not been appointed at this stage), then interim contacts details should be provided, with confirmation of how this information would be updated in due course (e.g. the LPA to be informed prior to commencement of works, and at immediately updated at any time if the contact details subsequently change).

Condition 40 (Retaining Walls)

The Highway Structures Team have confirmed in their email of 12/08/25 that:

*'Based on the information provided on drawing no P3849-DR-02 Rev P01 - Proposed External Works, the design of new retaining walls at this site are not considered to impact the highway or the safety of highway users and as such outside the remit of my consideration.
In view of the above, Condition 40 (retaining walls) can be discharged.'*

In light of the above, HDM recommend that Condition 40 can be discharged.

Condition 41 (Travel Plan)

A *'Travel Plan'* Document 165119-001-01 has been submitted to discharge the pre-occupation element of Condition 41, which states:

'Prior to the occupation of the development hereby approved, a detailed Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall include proposals for enabling and encouraging the use of active and sustainable modes of transport, monitoring, review and timings for delivery. The approved Travel Plan and measures shall be implemented prior to occupation or in accordance with agreed timescales as otherwise agreed with the Local Planning Authority.'

The submitted Travel Plan has addressed some of the issues identified with the draft Travel Plan that was submitted at the planning application stage. However, the Travel Plan includes a number of areas where additional information or amendments are required; and it is recommended that Condition 41 is not discharged at this time.

These issues identified by HDM are identified in the Travel Plan Checklist provided alongside these comments, which should be incorporated into a revised Travel Plan document for review.