

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

2025/92161 Land adj, 17, Whitehall Road West, Birkenshaw, BD11 2LS

Discharge of details reserved by conditions 4-8 (intrusive investigations), 11 (Remediation Strategy and Verification Report), 12 (CEMP), 13 (noise), 14 (Arboricultural Method Statement), 15 (CMP), 16 (highway), 17 (visibility), 18 (Safety Audit), 19 (estate streets), 20 (waste collection), 21 (surface water attenuation), 24 (bin storage), 25 (bicycle storage), 26 (drainage), 28 (drainage), 29 (CEMP: Biodiversity),-30 (landscape), 34 (solar panel array), 35 (materials), 38 (boundary treatments) on previous permission 2024/92281 for erection of 23 dwellings

Date Responded:20-8-2025.

Responding Officer: Mark Berry.

Responding Ref: 8-10NW-10.

This application seeks approval to the discharge of details reserved by conditions 4-8 (intrusive investigations), 11 (Remediation Strategy and Verification Report), 12 (CEMP), 13 (noise), 14 (Arboricultural Method Statement), 15 (CMP), 16 (highway), 17 (visibility), 18 (Safety Audit), 19 (estate streets), 20 (waste collection), 21 (surface water attenuation), 24 (bin storage), 25 (bicycle storage), 26 (drainage), 28 (drainage), 29 (CEMP: Biodiversity), 30 (landscape), 34 (solar panel array), 35 (materials), 38 (boundary treatments) on previous permission 2024/92281.

15. Prior to development commencing, a Construction Management Plan (CMP) shall be submitted to and approved in writing by the Local Planning Authority. This shall include the following: i. A timetable of all works, ii. Details of point(s) of access for construction traffic, iii. Vehicle sizes and routes, iv. Times of vehicle movements, including how the plan will seek to reduce construction traffic at peak hours, v. Parking for construction workers, vi. The loading, unloading and storage of materials and plant within the site, vii. Signage, viii. Wheel washing facilities within the site and/or other measures to prevent mud and debris being deposited on the public highway. All construction arrangements shall be carried out in accordance with the approved CMP throughout the period of construction. Reason: In the interests of protecting amenity and highway safety during the construction phase, and to accord with Policies LP21, LP24 and LP52 of the Kirklees Local Plan, as well as Chapters 9 and 12 of the National Planning Policy Framework. This is a pre-commencement condition to ensure appropriate measures to protect amenity and maintain highways safety are agreed at an appropriate stage of the development process.

A construction Environmental Management Plan is provided (presumably wrongly titled) and referring to condition 14 not 15.

This includes some details of timings and hours of works, and appendix 1 and 2

Appendix 1 CEMP Plan shows a wheel wash area, an HGV waiting/loading/unloading area and a construction site parking area.

Appendix 2 is blank.

No information is provided regarding iii. Vehicle sizes and routes and iv. Times of vehicle movements, including how the plan will seek to reduce construction traffic at peak hours.

As stated in the National Highways response no reference to how the site will manage the potential for debris on the public highway. Will there be a monitor and clean regime in place, and if so, how will this be deployed or will laden HGVs be sheeted? This should be made clear in the construction management plan.

This condition should not therefore be discharged.

16. The development shall not commence until a survey of the existing condition of the highway on Whitehall Road West has been 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 white lining. Upon completion of the development and before any building is occupied a

highway condition survey identifying a scheme to reinstate any subsequent defects in the condition of the highway on Denby Lane shall be submitted to and approved in writing by the Local Planning Authority. All of the identified works shall be implemented before a part of the development is first brought into use. Reason: To ensure that any deterioration in the quality of the highway that may occur during construction is remedied in the interests of the safety and convenience of highway users, and to accord with the aims of Policies LP20-21 of the Kirklees Local Plan. This information is required pre-commencement to ensure that an accurate record of the condition of the highway is obtained so that any defects arising from construction can be accurately identified and remediated.

An acceptable survey of the existing condition of the highway on Whitehall Road West has been submitted and Highways Development Management have therefore no objection to the discharge of the first part of this condition.

17. Before construction of the dwellings hereby approved commences, the wall to the site frontage shall be set back to the rear of the proposed visibility splays as shown on approved plan number 23/24/SK/003 Rev B, and all of the visibility splays shown shall be cleared of all obstructions to visibility of over 1.0m in height above the adjacent carriageway and tarmac surfaced to current standards in accordance with details that have previously been approved in writing by the Local Planning Authority. The existing stone boundary wall shall be rebuilt to the rear of the sight lines using the existing stone before any new dwelling is first brought into use, and all visibility splays shall thereafter be retained as such.

No evidence is provided to show that this work has been undertaken, and this condition should not therefore be discharged.

18. Prior to development commencing, a detailed scheme for the provision of highway improvement works including the re-siting of an existing pedestrian crossing traffic island on Whitehall Road West with associated signing and white lining shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include construction specifications, white lining, signing, surface finishes together with an independent Safety Audits covering all aspects of the work. All the agreed works shall be implemented before any part of the development is first brought into use. Reason: To ensure that the development does not adversely affect the safe and efficient use of the highway for existing and future users and to accord with the aims of Policy LP21 of the Kirklees Local Plan. This information is required pre-commencement to allow time for the scheme to be submitted, assessed approved so that it can be implemented before any part of the new development is occupied.

This condition will require the formal approval of the Councils 278 Engineer. The 278 Engineer has requested amendments to the design of the proposed access from Bradford Road and this condition cannot therefore be discharged.

19. The construction of any new estate streets shall not commence until an Estate Street Phasing and Completion Plan has been submitted to and approved in writing by the local planning authority. The Estate Street Phasing and Completion Plan shall set out the development phases and the works that are to be completed for each phase of the development. No dwelling within each relevant phase shall be occupied until the estate street(s) that provide access to those dwelling(s) has been completed in accordance with the Estate Street Phasing and Completion Plan. Reason: To ensure that the estate streets serving the development are completed to an acceptable standard in the interests of the safety and convenience of occupants and other users of the development, in the interest of highway safety and

to accord with the aims of Policies LP20 and LP21 of the Kirklees Local Plan.

If no separate phasing of the site is proposed a plan is still required showing the works that are to be completed before dwellings are occupied.