Please see my responses below in green.

Again, it would be much appreciated if you could pass these on as a matter of urgency.

Kind regards,

Candy Day
Technical Manager

Orion Homes Limited

From: William Simcock
Sent: 27 August 2025 17:41
To: Candy Day
Subject: Whitehall Road West conditions 15, 17, 18, 19 and 28 - application 2025/92161

I am able to provide you with some feedback on these highway-related conditions.

Condition 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

The following comments have been made by Highways Development Management and Highways England:

1. It is considered that there is insufficient evidence provided with regard to how the plan will seek to reduce traffic movements via the SRN during peak hours.

We have now instructed our suppliers that there should be no deliveries before 9am and after 3pm to reduce traffic during SRN peak hours. I assume this is now acceptable and the condition can now be discharged.

2. The signage strategy apparently forms an appendix to the main document but it is missing in the version that has been submitted to Kirklees Council. Highways England have also highlighted that they will not permit signage on the Strategic Road Network.

Appendix 2 added.

3. There is insufficient information on how the site will manage the potential for debris on the public highway. (Whilst it is noted that on site wheel wash facilities are to be provided). Will there be a monitor and clean regime in place, and if so, how will this be deployed? Will laden HGVs be sheeted? This should be made clear in the construction management plan.

Attached, revised CEMP rev A. I assume this is now acceptable and the condition can now be discharged.

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. Furthermore “in accordance with details that have previously been approved in writing by the Local Planning Authority” requires the submission of additional details. The Highway Officer has suggested that you produce a separate plan showing the walls set back and the proposed construction detail for the tarmacking of the visibility splay. The details of the proposed construction would then need to be approved by section 38.

I can confirm that this wall has now been reduced to accord with the visibility splays/sightlines. I assume this is now acceptable and the condition can now 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.

This has all now been agreed and passed over to the S278 department who are to carry these works out on our behalf. I assume this is now acceptable and the condition can now 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.

The Highway Officer has confirmed that the statement that there will be no phasing is sufficient to discharge the first part of the condition. To comply with the second part, no dwelling must be occupied until the estate street has been completed.

Kind regards

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