

CP/01/n1503

Planning and Development Service
Kirklees Council
Civic Centre 3
Market Street
Huddersfield
HD1 2EY

9th September 2025

Dear Sir/Madam,

Discharge of Planning Condition 9, 10 and 14 - Pursuant To Planning Permission 2022/70/94041/E for Variation of conditions 22 (Landscaping), 28 (Carbon Reduction), 29 (Solar Array) on previous permission 2022/90293 for variation condition 2 (development in accordance with the approved plans) on previous permission 2021/91508 for demolition of part of former college buildings and erection of police station, including conversion of Oldroyd Building and erection of new buildings comprising police custody suite, associated support services buildings, decked and surface car parking (MSCP), vehicle access point, boundary treatments and landscaping to enclose the eastern section of the MSCP at the lower level by constructing a wall around the area to follow the line of the car park elevations above at Kirklees College Halifax Road, Dewsbury, WF13 2AS.

nineteen47 are instructed on behalf of West Yorkshire Police [the "Applicant"] to submit the aforementioned discharge of condition application pursuant to the grant of 2022/70/94041/E.

A summary of the information that is being submitted as part of this discharge of condition application is provided below:

Condition 9

No part of the development shall be brought into use until an updated Travel Plan for the site, has been submitted to and approved in writing by the Local Planning Authority. The updated Travel Plan shall demonstrate measures to encourage alternative modes of transport for staff other than single occupancy of vehicles and include timescales for when those measures shall be put into place and shall include: a) Measures and objectives for promoting reduced car usage and increased non-car transport usage. The Travel Plan Should include promotional measures to encourage walking, cycling, powered two-wheelers, public transport, car sharing and flexible working; b) The provision of a Travel Plan Co-ordinator including details of their role and responsibilities; c) Modal travel monitoring process for the initial capture of modal travel information after the first 6 months of occupation and thereafter annually. Required to identify changes and trends in staff commuting by single occupancy car journeys and other modal methods. d) Within 12 months of occupation, objectives, and modal split targets to be agreed. e) Implementation and review timescales of the Travel Plan; f) Improvement and corrective/review mechanisms. The measures contained within the Travel Plan shall be implemented in accordance with the approved timescale, except where the monitoring evidence demonstrates that a revised timescale/measures to achieve trip targets are necessary, in which case the revised details would be implemented.

Reason: In order to encourage travel by means other than the private car.

The following information has been provided to discharge condition 9:

- 6BKD1-WSL-XX-XX-RP-H-00006-P03-Travel Plan

Condition 10

Before the development is first brought into use, a car park management and routing plan shall be submitted and approved in writing by the Local Planning Authority. This shall include details of permit parking provision within the site, details of the management of parking through the permit entry system and direction of staff to an appropriate entrance(s). The plan so approved shall be implemented before the development is brought into use and retained thereafter.

Reason: In the interests of highway safety and to have regard to the living conditions of adjoining occupier.

The following information has been provided to discharge condition 10:

- 6BKD1-P04-Car Park Management Plan
 - Redacted version: 6BKD1-P04-Car Park Management Plan_REDACTED 2

Condition 14

Before the development hereby approved is first brought into use, a scheme detailing the dedicated facilities that will be provided for charging electric vehicles and other ultra-low emission vehicles shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall meet at least the minimum standard for numbers and power output of one Standard Electric Vehicle Charging Point providing a continuous supply of at least 16A (3.5kW) for at least 10% of non-residential parking spaces. Parking spaces that are to be provided with charging points shall not be brought into use until the charging points are installed and operational. Charging points installed shall be retained thereafter.

Reason: In the interest of supporting and encouraging low emission vehicles, in the interest of air quality enhancement.

The following information has been provided to discharge condition 14:

- Signage - MSCP Level 2.5 & 03_P04_REDACT
- Signage - MSCP Level 3.5_CO1_REDACT
- 6BBKD1_Cond 14_EV Chargers_REDACT

As specified in our email, please can the relevant information be redacted from any published records. This is of relevance to the above 3 documents from condition 14 and the original version of the Car Park Management Plan.

I trust that the information provided is sufficient for the purposes of discharging the above condition. However, please do not hesitate to contact me should you have any queries.

Yours faithfully



Clare Plant
Director

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