

Premier Inn Huddersfield Central

CONSTRUCTION (ENVIRONMENTAL) MANAGEMENT PLAN

for Proposed Hotel Extension
on behalf of Whitbread Group Plc.

2024/7846/CEMP01

February 2025

DOCUMENT CONTROL

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for Proposed Hotel Extension

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1 INTRODUCTION

1.1 Context

1.1.1 RGP is commissioned by Whitbread Group Plc. to provide highways and transport planning input in support of an approved hotel extension at the Huddersfield Central Premier Inn, St Andrews Road, Huddersfield, West Yorkshire, HD1 6SB ("the site").

1.2 Planning Application – 2024/91828

1.2.1 A planning application (2024/91828) was submitted to and approved by Kirklees Council for "[d]emolition of existing hotel restaurant and erection of additional hotel bedrooms with breakfast room and alterations to the car park and associated works."

1.2.2 This Construction (Environmental) Management Plan (C(E)MP) is prepared to discharge condition three of the Decision Notice which states that:

"Prior to the commencement of development (including ground works), a Construction (Environmental) Management Plan (C(E)MP) shall be submitted to and approved in writing by the Local Planning Authority. The C(E)MP shall include the following details:

- *A timetable of all works;*
- *Any phasing of development;*
- *Hours of works;*
- *Point(s) of access for construction traffic;*
- *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;*
- *Signage;*
- *Measures to be taken to ensure the adjacent canal and basin wash walls, curbs and related features are protected from damage (measures to include location of plant and equipment away from wash walls, and monitoring of excavations);*
- *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 within the site;*
- *Street sweeping;*

- *Measures to control and monitor the emission of dust and dirt during construction;*
- *Site waste management, including details of recycling/disposing of waste resulting from construction works;*
- *Mitigation of noise and vibration arising from all construction-related activities, including restrictions on the hours of working on the site including times of deliveries;*
- *Artificial lighting used in connection with all construction-related activities and security of the construction site;*
- *Site manager and resident liaison officer contacts, including details of their remit and responsibilities;*
- *Engagement with local residents and occupants or their representatives; and*
- *Engagement with the developers of nearby sites to agree any additional measures required in relation to cumulative impacts (should construction be carried out at nearby sites during the same period).*

The development shall be carried out strictly in accordance with the C(E)MP so approved throughout the period of construction and no change therefrom shall take place without the prior written consent of the Local Planning Authority."

1.2.3 The Decision Notice is attached hereto at **Appendix A**.

2 MAIN CONTRACTOR

2.1 Context

2.1.1 A Main Contractor would be appointed to oversee all construction works for the site.

- Name: TBC.
- Company: TBC.
- Address: TBC.
- Telephone: TBC.
- Email: TBC.

2.1.2 The Main Contractor would be responsible for ensuring all construction works are completed in line with this Construction Method Statement and relevant planning policies within the Development Plan.

2.2 Liaison and Consultation

2.2.1 The Main Contractor would identify all neighbours and specify individuals and groups who may be affected by, and consulted with, regarding activities at the site, this would include:

- Local Planning Authority.
- Local Highway Authority.
- Local community groups.
- Neighbours and premises which may be affected by the site's activities.
- Other interested parties.

2.3 Collaboration

2.3.1 The Main Contractor would identify other construction sites locally to realise benefits to include:

- Common procurement.
- Consolidation of vehicle movements.
- Shared-waste management.

2.4 Complaints

2.4.1 The Main Contractor would establish a system and procedure for dealing with enquiries and complaints from the public. The Main Contractor would maintain a complaints logbook to detail:

- the nature of the complaint;
- the cause; and, where appropriate,
- the remedial action taken.

2.4.2 The Main Contractor would respond to any complaints in a timely a manner as practicable and take remedial action where deliverable and justifiable.

2.5 Documentation

2.5.1 The Main Contractor would ensure all documentation is accessible from site (i.e. electronic or online).

3 CONSTRUCTION PROGRAMME

3.1 Hours of Work

3.1.1 It is anticipated that the site would be operational:

- 08:00 to 18:00 – Monday to Friday.
- 09:00 to 13:00 – Saturday.

3.1.2 No works would be undertaken on Sundays, Bank or Public Holidays.

3.2 Emergency Work

3.2.1 Incidents could arise whereby it is not possible or that it is impractical to comply with the requirements of this Construction Method Statement and / or relevant planning policies within the Development Plan. In such instances, emergency works would be permitted with the local planning authority contacted with details provided to include the nature of the incident.

3.3 Construction Schedule

3.3.1 The Construction Schedule would be confirmed by the Main Contractor.

3.4 Vehicle Movements

3.4.1 The Main Contractor would confirm the number of vehicle movements associated with construction, with it ensured the site would accommodate all peak vehicle movements so as not to exceed the capacity to accommodate said vehicles.

3.4.2 However, owing to the modest scale of construction works, the overall number of construction vehicles would be relatively limited and would not have any significant impact on the surrounding highway network.

3.5 Personnel Travel Plan

3.5.1 The Main Contractor would implement a personnel Travel Plan.

3.5.2 The location of the site results in opportunities for personnel to travel by active (walking and cycling) and sustainable (public transport) modes.

3.5.3 The Main Contractor would consider the use of personnel who reside locally, to minimise the overall impact of personnel movements on the local highway network.

4 SITE SET-UP

4.1 Context

4.1.1 The site would be operational throughout the construction programme. It would be ensured sufficient parking is maintained on-site for all site users throughout construction.

4.2 Site Set-Up

4.2.1 A Site Compound Plan is attached hereto at **Appendix B**, and reproduced below, for reference.

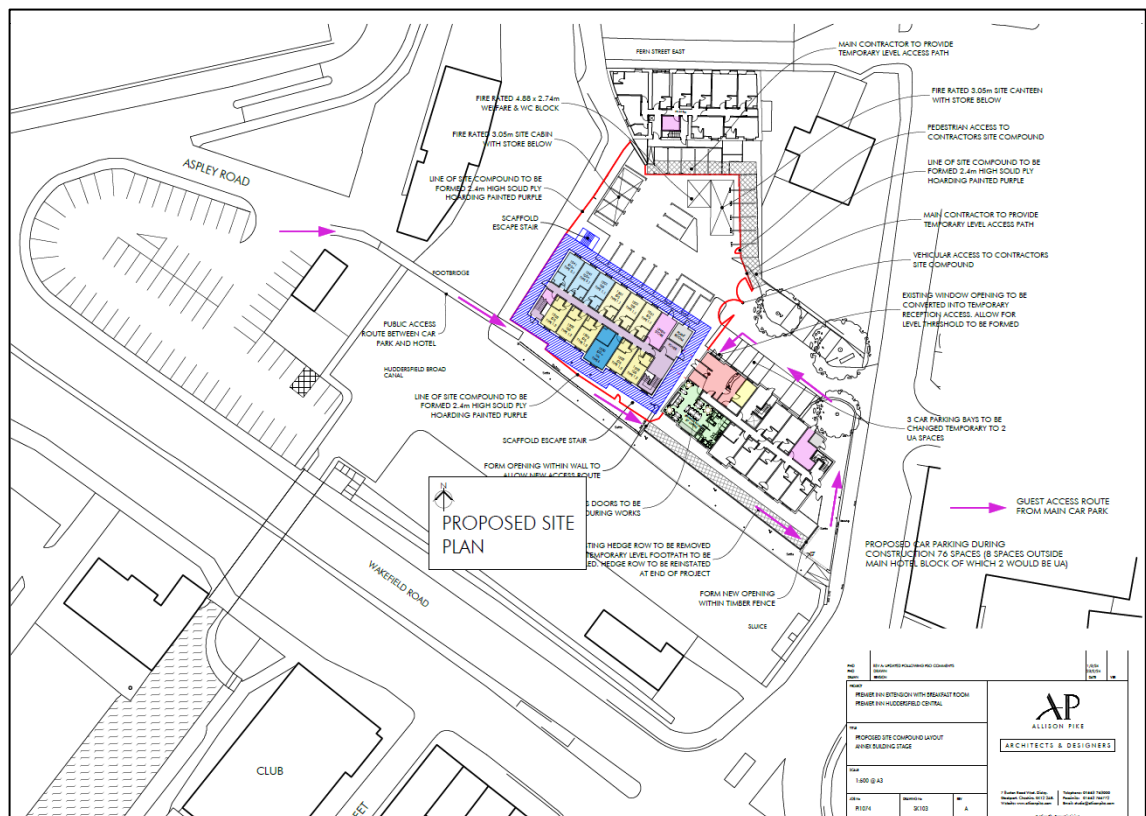


Figure 1 Site Set-Up Plan

4.2.2 As illustrated in the figure above, a construction compound would be provided on-site. The compound would comprise the following elements:

- Loading area.
- Storage areas.
- Unloading area.
- Welfare facilities.

4.2.3 The compound would be appropriately hoarded with access control to prevent unauthorised persons accessing the compound.

4.2.4 The Main Contractor would review the compound throughout the construction programme to ensure it is efficiently maintained and safe for all personnel.

4.3 Parking

4.3.1 The Site Compound Plan attached hereto at **Appendix B** confirms that during construction car parking would be provided for 76 cars.

4.3.2 RGP commissioned a car parking survey at the site between Monday 22nd and Sunday 28th April inclusive. A peak weekday demand of 48 spaces was observed, on a night where 49 of the existing 52 bedrooms were sold, equating to an occupancy rate of 94%. It should be noted that the restaurant was still operational, and therefore, this observation is considered robust.

4.3.3 It is therefore considered that the retention of 76 spaces would be sufficient to accommodate demand during the construction phase.

4.4 Construction Vehicles On-Site

4.4.1 RGP produced drawing **2024/7846/001** attached hereto demonstrates a construction vehicle (large tipper) can access the site in a forward gear, manoeuvre on-site, and egress the site in a forward gear.

4.4.2 The Main Contractor would consider the use of Contractors with vehicles that benefit from the following measures:

- Audible warning alert (i.e. reversing or when turning left).
- Blind spot sensors.
- Camera monitoring.
- Class V and VI mirrors.
- Moving off sensors.
- Side under-run protection.
- Warning signage.

4.4.3 Construction vehicles would be supported by a suitably qualified Traffic Marshal where required.

5 VEHICLE ROUTEING

5.1 Context

5.1.1 The site is located on St Andrew's Road to the east of the centre of Huddersfield.

5.2 Site Access

5.2.1 All vehicles (construction, guests and staff) would continue to access and egress the site from St Andrew's Road. The site access junction is considered of sufficient standard with the alignment of St Andrew's Road providing visibility to the north and south.

5.3 Rail and Water

5.3.1 The Main Contractor would consider opportunities for movements by rail and water.

5.4 Construction Vehicle Routeing

Access

5.4.1 The figure below illustrates an indicative vehicle access routeing plan for construction vehicles.



Figure 2 Vehicle Access Routeing Plan

5.4.2 As illustrated in the figure above, it is anticipated construction vehicles could arrive from east (Wakefield Road), south (Queensgate) or west (Southgate).

Egress

5.4.3 The figure below illustrates an indicative vehicle egress routeing plan for construction vehicles.



Figure 3 Vehicle Egress Routeing Plan

5.4.4 As illustrated in the figure above, it is anticipated construction vehicles would egress the site to Wakefield Road.

Summary

5.4.5 Construction vehicle routeing would be dependent on the origin and subsequent destination of the vehicle; however, it is considered all roads close to the site are of sufficient standard to accommodate all vehicle movements associated with construction.

5.5 Construction Vehicle Schedule

5.5.1 The Main Contractor would prepare a Construction Vehicle Schedule for all construction vehicle movements to ensure that only one vehicle is present at the site at any one time, and that movements are undertaken in a timely manner. As a Schedule would be prepared, it is not anticipated vehicle holding areas would be required.

- 5.5.2 The Main Contractor would ensure all vehicle movements are booked in advance, at minimum 48 hours prior to the day of arrival. All drivers would be requested to telephone prior to their arrival at the site so the necessary steps can be undertaken to enable a smooth and efficient delivery or collection. All drivers would be notified of the intended vehicle routing to ensure their compliance with the route.

6 EMISSION AND POLLUTION MANAGEMENT

6.1 Air

6.1.1 Air management measures would be considered for implementation at the site by the Main Contractor, the following list is not exhaustive, but provides some measures which could be adopted:

- Burning of construction waste would not be permitted on-site.
- Implementation of an 'Anti-Idle' policy, where practicable.
- Plant would be appropriately maintained to ensure it is operating in line with manufacture recommendations.
- Plant would be low- or zero-emission, where practicable.

6.2 Dust

6.2.1 Dust management measures would be considered for implementation at the site by the Main Contractor, the following list is not exhaustive, but provides some measures which could be adopted:

- A vehicle washing plant could be provided.
- A water bowser / suppression system could be provided,
- The site would be swept at the end of the working day, or as required throughout the day.
- Vehicles would be appropriately covered when transporting material to or from the site.

6.3 Light

6.3.1 Light management measures would be considered for implementation at the site by the Main Contractor, the following list is not exhaustive, but provides some measures which could be adopted:

- Lighting outside of the hours of work for the site would be designed to the minimum required to ensure safety and security.
- Lighting would be designed so as not to cause nuisance to light sensitive receptors.

6.4 Noise

6.4.1 Noise management measures would be considered for implementation at the site by the Main Contractor, the following list is not exhaustive, but provides some measures which could be adopted:

- No works would be undertaken outside of the hours of work of the site, unless in an emergency.

- Plant would be low- or zero-emission, where practicable.
- Plant would be sited away from noise sensitive receptors, where practicable.
- Plant would benefit from mufflers and silencers, where practicable.

6.5 Water

6.5.1 Water management measures would be considered for implementation at the site by the Main Contractor, the following list is not exhaustive, but provides some measures which could be adopted:

- Catchpit chambers could be installed.
- Protective coverings could be utilised.
- Provision of an emergency 'Spill Kit'.
- The site would be swept at the end of the working day, or as required throughout the day.

6.6 Canal

6.6.1 Canal management measures would be considered for implementation at the site by the Main Contractor, the following list is not exhaustive, but provides some measures which could be adopted:

- A silt trap could be installed.
- Should a water bowser / suppression system be provided, water would be discharged away from the canal.
- Should a wheel washing plant be provided, this would be located as far as is reasonably practicable from the canal.
- The site level would be graded to prevent run-off entering the canal.

7 ENVIRONMENTAL MANAGEMENT

7.1 Waste Management

7.1.1 The Main Contractor would be responsible for the careful management of waste as a result of construction works at the site, achieved by adopting the key principles of the 'Waste Hierarchy', as illustrated in the figure below.

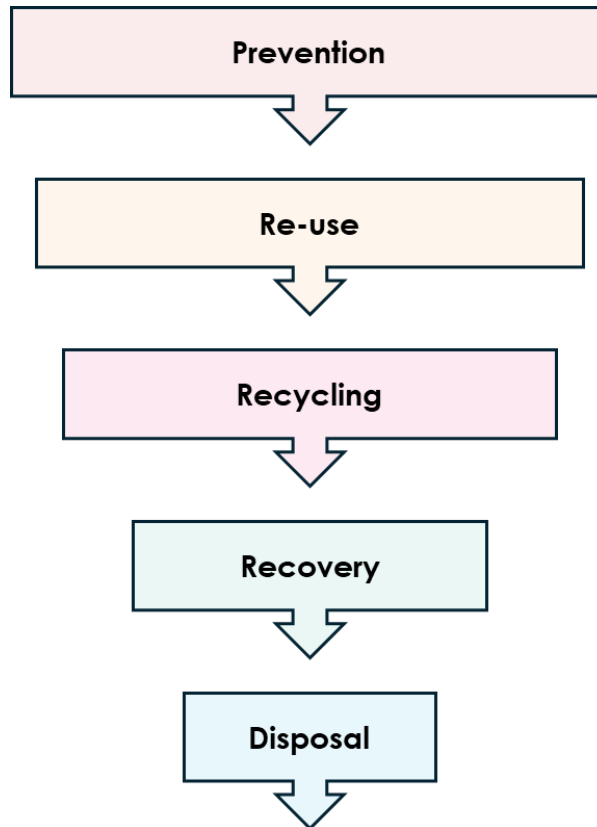


Figure 4 Waste Hierarchy

7.1.2 As illustrated in the figure above, the Waste Hierarchy gives top priority to preventing waste in the first instance and provides a procedure to follow when waste is created, including re-using, recycling, recovery and the disposing of waste as a worst case. The Main Contractor should ensure all waste is managed in accordance with the Waste Hierarchy.

7.1.3 All waste materials generated during construction works would be held within the curtilage of the site. While it is not anticipated waste would need to be held on the public highway, should this arise, prior notice would be given to the Local Planning Authority to apply for the relevant license / permit.

Re-use and Recycle

7.1.4 Reusable materials should be preserved and retained for future use where possible.

- 7.1.5 A wide range of materials can be stored and reused, such as, asphalt, brick, concrete, plasterboard, soil, tiles and timber. Prior to the re-use of any materials, they would be tested for contamination. Where reusable materials are no longer required, they can be sold to building suppliers, for example.
- 7.1.6 Where it is not practical to reuse materials, they should be recycled where possible. A wide range of materials can be recycled, such as, card, glass, metals, plastics and wood. Recyclable waste would be stored in separate containers to be disposed of at an appropriate recycling facility.

Chemical Waste

- 7.1.7 Any chemical waste generated during construction would be held within the curtilage of the site within secure containers and removed by a qualified Contractor able to undertake such collections.

Waste Collections

- 7.1.8 Waste collections would be arranged with an appropriate organisation, according to the material to be collected.



APPENDIX A



Town and Country Planning Act 1990

**Town and Country Planning (Development Management Procedure) (England) Order
2015**

PLANNING PERMISSION FOR DEVELOPMENT

Application Number: 2024/62/91828/W

To: William Groarke,
Walsingham Planning Ltd.
Brandon House
King Street
Knutsford
WA16 6DX

For: PREMIER INN HOTELS LTD.

In pursuance of its powers under the above-mentioned Act and Order the KIRKLEES COUNCIL (hereinafter called "The Council") as Local Planning Authority hereby permits:-

DEMOLITION OF EXISTING HOTEL RESTAURANT AND ERECTION OF
ADDITIONAL HOTEL BEDROOMS WITH BREAKFAST ROOM AND
ALTERATIONS TO THE CAR PARK AND ASSOCIATED WORKS

At: PREMIER INN, ST ANDREW'S ROAD, HUDDERSFIELD, HD1 6SD

In accordance with the plan(s) and applications submitted to the Council on 23-Jul-2024, subject to the condition(s) specified hereunder:-

1. The development hereby permitted shall be begun within three years of the date of this permission.

Reason: Pursuant to the requirements of Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development hereby approved shall be carried out in complete accordance with the plans and specifications schedule listed in this decision notice, except as may be specified in the conditions attached to this permission, which shall in all cases take precedence.

Reason: For the avoidance of doubt as to what is being permitted and in the interests of visual amenity, residential amenity and other matters relevant to planning and to accord with the Kirklees Local Plan and the National Planning Policy Framework.

3. Prior to the commencement of development (including ground works), a Construction (Environmental) Management Plan (C(E)MP) shall be submitted to and approved in writing by the Local Planning Authority. The C(E)MP shall include the following details:

- A timetable of all works;
- Any phasing of development;
- Hours of works;
- Point(s) of access for construction traffic;
- 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;
- Signage;
- Measures to be taken to ensure the adjacent canal and basin wash walls, curbs and related features are protected from damage (measures to include location of plant and equipment away from wash walls, and monitoring of excavations);
- 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 within the site;
- Street sweeping;
- Measures to control and monitor the emission of dust and dirt during construction;
- Site waste management, including details of recycling/disposing of waste resulting from construction works;
- Mitigation of noise and vibration arising from all construction-related activities, including restrictions on the hours of working on the site including times of deliveries;
- Artificial lighting used in connection with all construction-related activities and security of the construction site;
- Site manager and resident liaison officer contacts, including details of their remit and responsibilities;
- Engagement with local residents and occupants or their representatives; and
- Engagement with the developers of nearby sites to agree any additional measures required in relation to cumulative impacts (should construction be carried out at nearby sites during the same period).

The development shall be carried out strictly in accordance with the C(E)MP so approved throughout the period of construction and no change therefrom shall take place without the prior written consent of the Local Planning Authority.

Reason: In the interests of amenity, to ensure the highway is not obstructed, to protect heritage assets and blue infrastructure, in the interests of highway safety, to ensure harm to

biodiversity is avoided, and to accord with Policies LP21, LP24, LP30, LP35 and LP52 of the Kirklees Local Plan.

This pre-commencement condition is necessary to ensure measures to avoid obstruction to the wider highway network, to protect heritage assets and blue infrastructure, to avoid increased risks to highway safety, and to prevent or minimise amenity and biodiversity impacts are devised and agreed at an appropriate stage of the development process.

4. Prior to the commencement of development (including ground works) a scheme detailing temporary surface water drainage for the construction phase (after site strip) shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall:

- Detail any phasing of the development and any phasing of temporary drainage provision;
- Include methods of preventing silt, debris and contaminants entering existing drainage systems, canals (including canal basins) and watercourses and details of how flooding of adjacent land would be prevented;
- Include a plan showing the location of the attenuation storage and supporting calculations, which shall be based on the critical 1 in 2 year storm (it should be assumed that once the site has been stripped that the percentage run-off will be 100%); and
- Include methods of preventing contamination of canals (including canal basins) and watercourses once the new drainage has been installed.

The maximum allowable off-site discharge rate shall not exceed 2.5 litres per second per ha, unless otherwise agreed in writing by the Local Planning Authority. The temporary works shall be implemented in accordance with the approved scheme and phasing. No phase of the development shall be commenced until the temporary works approved for that phase have been completed. The approved temporary drainage scheme shall be retained until the approved permanent surface water drainage system is in place and functioning in accordance with written notification to the Local Planning Authority.

Reason: To ensure the risk of flooding does not increase during the construction phase, to limit the siltation of any on- or off-site surface water features, and to accord with Policies LP27 and LP34 of the Kirklees Local Plan and the National Planning Policy Framework. This pre-commencement condition is necessary to ensure measures to avoid increased flood risk are devised and agreed at an appropriate stage of the development process.

5. Prior to the commencement of development (including ground works), details of the foundations of the new building relative to the canal bank shall be submitted to and approved in writing by the Local Planning Authority. The details shall include cross sectional drawings of the canal and canal wash wall showing the depth of foundations relative to the canal, and calculations to demonstrate that the structure as designed shall not impose loading onto the canal wash wall.

Reason: To ensure that the development hereby approved shall not introduce risks of land instability next to the canal, and to protect heritage assets, in accordance with Policies LP24, LP35 and LP53 of the Kirklees Local Plan and the National Planning Policy Framework.

This pre-commencement condition is necessary to ensure that any risk related to land stability and heritage assets are identified and suitable remediation measures are agreed at an appropriate stage of the development process.

6. The development hereby approved shall not be brought into first use until:
- The car park hereby approved has been laid out, surfaced and marked out into bays in accordance with the Proposed Site Plan ref AP10 rev A;
 - The car park hereby approved has been provided with surface water drainage; and
 - The marked pedestrian access route shown in yellow on the Proposed Site Plan ref AP10 rev A has been provided (without steps or other barriers to people using wheelchairs) and a sign has been erected at the St Andrew's Road site entrance informing the public that access is available to the canal towpath.

The car park, drainage, pedestrian access route and sign shall be retained and maintained thereafter throughout the lifetime of the development.

Reason: In the interests of highway safety, to achieve a satisfactory layout, to enable access to amenity assets and blue infrastructure, and to encourage the use of sustainable modes of transport in accordance with Policies LP3, LP20, LP21, LP24, LP31 and LP47 of the Kirklees Local Plan and the National Planning Policy Framework.

7. Prior to development commencing on the superstructure of the development hereby approved, a scheme detailing the dedicated facilities to 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 following minimum standard for numbers and power output:

- One Standard Electric Vehicle Charging Point (of a minimum output of 16A/3.5kW) for every 10 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. The charging points installed shall be retained thereafter.

Reason: To ensure users of and visitors to the development are encouraged to use lower-carbon and more sustainable forms of transport and to mitigate the air quality impacts of the development in accordance with policies LP20, LP24, LP47, LP51 and LP52 of the Kirklees Local Plan, chapters 9 and 15 of the National Planning Policy Framework, and the West Yorkshire Low Emissions Strategy.

8. Prior to commencement of development, an assessment of the effects of 1 in 100 year storm events (with an additional allowance for climate change, blockage scenarios and exceedance events) on drainage infrastructure and surface water run-off pre- and post-development between the development and the surrounding area (both upstream and downstream of the development), shall be submitted to and approved in writing by the Local Planning Authority. No part of the development hereby approved shall be first occupied until the works comprising the approved scheme have been completed, and the approved works shall be retained thereafter.

Reason: To ensure the effective disposal of water from the development so as to avoid an increase in flood risk and so as to accord with Policies LP27 and LP28 of the Kirklees Local Plan and chapter 14 of the National Planning Policy Framework.

This pre-commencement condition is necessary to ensure that details of drainage are agreed at an appropriate stage of the development process.

9. Prior to the commencement of development, actual and potential land contamination at the site shall be investigated and a Preliminary Risk Assessment (Phase I Desk Study Report) by a suitably competent person shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure unacceptable risks to human health and the environment are identified and removed, and to ensure that the development is safely completed in accordance with the requirements of Policy LP53 of the Kirklees Local Plan and the National Planning Policy Framework.

This pre-commencement condition is necessary to ensure that contamination is identified and suitable remediation measures are agreed at an appropriate stage of the development process.

10. Where further intrusive investigation is recommended in the Preliminary Risk Assessment (Phase I Desk Study Report) approved pursuant to condition 9, groundworks (other than groundworks required for a site investigation report) shall not commence until a supplementary Phase II Intrusive Site Investigation Report by a suitably competent person has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure unacceptable risks to human health and the environment are identified and removed, and to ensure that the development is safely completed in accordance with the requirements of Policy LP53 of the Kirklees Local Plan and the National Planning Policy Framework.

This pre-commencement condition is necessary to ensure that contamination is identified and suitable remediation measures are agreed at an appropriate stage of the development process.

11. Where site remediation is recommended in the Phase II Intrusive Site Investigation Report approved pursuant to condition 10, further groundworks shall not commence until a Remediation Strategy by a suitably competent person has been submitted to and approved in writing by the Local Planning Authority. The Remediation Strategy shall include a timetable for the implementation and completion of the approved remediation measures.

Reason: To ensure unacceptable risks to human health and the environment are identified and removed, and to ensure that the development is safely completed in accordance with the requirements of Policy LP53 of the Kirklees Local Plan and the National Planning Policy Framework.

This pre-commencement condition is necessary to ensure that contamination is identified and suitable remediation measures are agreed at an appropriate stage of the development process.

12. Remediation of the site shall be carried out and completed in accordance with the Remediation Strategy approved pursuant to condition 11. In the event that remediation is unable to proceed in accordance with the approved Remediation Strategy or contamination not previously considered in either the Preliminary Risk Assessment or the Phase II Intrusive Site Investigation Report is identified or encountered on site, all groundworks in the affected area (except for site investigation works) shall cease immediately and the Local Planning Authority shall be notified in writing within two working days. Works shall not recommence until proposed revisions to the Remediation Strategy have been submitted to and approved in writing by the Local Planning Authority. Remediation of the site shall thereafter be carried out in accordance with the approved revised Remediation Strategy.

Reason: To ensure unacceptable risks to human health and the environment are identified and removed, and to ensure that the development is safely completed in accordance with the requirements of Policy LP53 of the Kirklees Local Plan and the National Planning Policy Framework.

13. Following completion of any measures identified in the approved Remediation Strategy or any approved revised Remediation Strategy, a Verification Report by a suitably competent person shall be submitted to the Local Planning Authority. No part of the site shall be brought into use until such time as the remediation measures have been completed for (that part of) the site in accordance with the approved Remediation Strategy or the approved revised Remediation Strategy and a Verification Report in respect of those remediation measures has been approved in writing by the Local Planning Authority. Where verification has been submitted and approved in stages for different areas of the whole site, a Final Verification Summary Report shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure unacceptable risks to human health and the environment are identified and removed, and to ensure that the development is safely completed in accordance with the requirements of Policy LP53 of the Kirklees Local Plan and the National Planning Policy Framework.

14. Prior to the commencement of development, a further noise assessment report by a suitably competent person shall be submitted to and approved in writing by the Local Planning Authority. The report shall include:

- An assessment of all noise emissions from the proposed development;
- Details of existing background and predicted future noise levels at the boundary of the nearest noise sensitive premises; and
- A written scheme of how the occupants of the above-mentioned noise sensitive premises will be protected from noise from the proposed development including details of all necessary noise attenuation.

The development shall not be brought into use until all works comprised within the measures specified in the approved report have been carried out in full and such measures shall be thereafter retained.

Reason: To ensure the proposed development does not cause harmful noise pollution within neighbouring noise sensitive locations, in the interest of amenity, and to comply with the aims and objectives of Policies LP24 and LP52 of the Kirklees Local Plan and Chapters 12 and 15 of the National Planning Policy Framework.

This pre-commencement condition is necessary to ensure that noise mitigation measures are agreed at an appropriate stage of the development process.

15. Prior to the commencement of superstructure works, details of storage and access for collection of wastes from the development hereby approved, and details of the management of the proposed waste storage, shall be submitted to and approved in writing by the Local Planning Authority. The submission shall include plans, elevations and sections of any bin/waste stores (including details of materials), details of measures to control odour and vermin, and measures to discourage flytipping. The works and arrangements comprising the approved details shall be implemented prior to first occupation and shall be so retained thereafter unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of visual amenity and highway safety, to protect the setting of heritage assets, to assist in achieving sustainable development, and to accord with Policies LP21, LP24 and LP35 of the Kirklees Local Plan.

16. Notwithstanding what is shown on the drawings hereby approved, prior to the commencement of superstructure works, details of all external materials to be used shall be submitted to the Local Planning Authority, and samples shall be left on site for the inspection and approval in writing of the Local Planning Authority. No materials other than those approved in accordance with this condition shall be used.

Reason: In the interests of visual amenity, to protect the setting of heritage assets, and to accord with Policies LP24 and LP35 of the Kirklees Local Plan and the National Planning Policy Framework.

17. No boundary treatments shall be erected without the prior written approval of the Local Planning Authority. Notwithstanding what is shown on the drawings hereby approved, should any boundary treatments be proposed, details thereof shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of superstructure works. The details shall include sections and details of materials and levels. The development shall be implemented in accordance with the details so approved. The approved works shall be retained thereafter.

Reason: In the interests of visual amenity, maintaining the setting of heritage assets, and to accord with Policies LP24 and LP35 of the Kirklees Local Plan and the National Planning Policy Framework.

18. Prior to the commencement of superstructure works, details of all hard and soft landscaping shall be submitted to and approved in writing by the Local Planning Authority. These shall include:

- Updated drawings 1155-SW-01 and 02 (showing the layout hereby approved, and not including the species *Euphorbia amygdaloides* 'Purpurea'); and
- Details (including samples, if requested), of paving and other hard surface materials.

No part of the development hereby approved shall be occupied until all hard and soft landscaping has been implemented in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority. All approved landscaping shall be retained thereafter in accordance with the approved details and approved long-term maintenance, monitoring and remedial arrangements.

Reason: In the interests of local ecological value, visual amenity and highways safety, to protect the setting of heritage assets, to minimise flood risk, to ensure the amenities of existing neighbouring residential units are protected, in the interests of creating a safer, more sustainable neighbourhood and reducing the risk of crime and anti-social behaviour, and to accord with Policies LP21, LP24, LP27, LP30, LP32, LP33, LP35, LP47 and LP63 of the Kirklees Local Plan, and chapters 8, 12 and 15 of the National Planning Policy Framework.

19. Prior to the first occupation of the development hereby approved, details of any external lighting shall be submitted to and approved in writing by the Local Planning Authority. These details shall not include low-level or bollard street lighting. The external lighting shall be designed to avoid harm to residential amenity, increased highway safety risk, risk of creating opportunities for crime and anti-social behaviour, and disturbance to wildlife. The development shall not be brought into use until the external lighting so approved has been installed and brought into use, and the external lighting shall be retained and maintained as such thereafter. Under no circumstances shall any other external lighting be installed without prior written consent from the Local Planning Authority.

Reason: In the interests of residential amenity and highway safety, to prevent significant ecological harm, to protect the setting of heritage assets, to safeguard habitat, in the interests of creating a safer, more sustainable neighbourhood and reducing the risk of crime and anti-social behaviour, and to accord with Policies LP21, LP24, LP30, LP35 and LP47 of the Kirklees Local Plan and the National Planning Policy Framework.

20. Other than where indicated on the drawings hereby approved, and other than in relation to elevations not facing the canal or canal basin, no cables, plumbing, foul pipes, vents, burglar alarm boxes, and/or CCTV cameras or related equipment and installations shall be located or fixed to any external elevation(s) of the development hereby approved. Should any such equipment or installations be considered necessary, details of these shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be completed in accordance with the details so approved.

Reason: In the interests of visual amenity, to protect the setting of heritage assets, and to accord with Policies LP24 and LP35 of the Kirklees Local Plan.

NOTE: In accordance Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021) **development may not be begun unless:**

- a) A biodiversity gain plan has been submitted to the local planning authority; and
- b) The local planning authority has approved the plan.

The biodiversity gain plan must include:

- a) Information about the steps taken or to be taken to minimise the adverse effect of the development on the biodiversity of the onsite habitat and any other habitat;
- b) The pre-development biodiversity value of the onsite habitat;
- c) The post-development biodiversity value of the onsite habitat;
- d) Any registered offsite biodiversity gain allocated to the development and the biodiversity and the biodiversity value of that gain in relation to the development;
- e) Any biodiversity credits purchased for the development; and
- f) Any such other matters as the Secretary of State may by regulations specify.

NOTE: All contamination reports shall be prepared by a suitably competent person, as defined in Annex 2 of the National Planning Policy Framework. Reports must be prepared in accordance with the following guidance:

- Land Contamination Risk Management (LCRM)
- BS 10175:2011+ A2:2017 Investigation of Potentially Contaminated Sites. Code of Practice
- Development on Land Affected by Contamination - Technical Guidance for Developers, Landowners & Consultants - (v11.2) June 2020 by the Yorkshire and Lincolnshire Pollution Advisory Group

NOTE: All noise assessments should be carried out by a competent person. Developers may wish to contact the Association of Noise Consultants <http://www.association-of-noiseconsultants.co.uk/> (020 8253 4518) or the Institute of Acoustics <http://www.ioa.org.uk> (0300 999 9675) for a list of members.

NOTE: To minimise noise disturbance at nearby premises it is generally recommended that activities relating to the erection, construction, alteration, repair or maintenance of buildings, structures or roads shall not take place outside the hours of 07.30 and 18.30 hours Mondays to Fridays, and 08.00 and 13.00 hours on Saturdays, with no working Sundays or Public Holidays. These hours should be referred to in any Construction Environmental Management Plan to be submitted to the Local Planning Authority for approval. In some cases, different site-specific hours of operation may be appropriate. Under the Control of Pollution Act 1974 (Section 60), Kirklees Environment and Transportation Services can control noise from construction sites by serving a notice. This notice can specify the hours during which work may be carried out.

NOTE: Institute of Air Quality Management document “Guidance on the assessment of dust from demolition and construction” Version 1.1 2014 provides detailed information regarding dust control. Kirklees Council has powers under Section 60 of the Control of Pollution Act 1974 to control noise from construction sites and may serve a notice imposing requirements on the way in which construction works are to be carried out. It has additional powers under Sections 80 of the Environmental Protection Act 1990 to prevent statutory nuisance including noise, dust, smoke and artificial light and must serve an abatement notice when it is satisfied that a statutory nuisance exists or is likely to occur or recur. Failure to comply with a notice served using the above-mentioned legislation would be an offence for which the maximum fine on summary conviction is unlimited.

NOTE: A Standard electric vehicle charging point is one which is capable of providing a continuous supply of at least 16A (3.5kW). A 32A (7kW) is, however more likely to be futureproof. Standard charging points for single residential properties that meet the requirements specified in the latest version of “Minimum technical specification - Electric Vehicle Homecharge Scheme (EVHS)” by the Office for Low Emission Vehicles will be acceptable. Charging points that provide Mode 3 charging with a continuous output of least 16A (3.5kW) and have Type 2 sockets would be acceptable. The electrical supply of the final installation should allow the charging equipment to operate at full rated capacity. For developments where some or all of the parking is likely to be used for shorter stay parking (30mins to 4 hours) then Fast (7-23kW) or Rapid (43kW+) charging points may be more appropriate. If Fast or Rapid charging points are proposed together with restrictions on the times that vehicles are allowed to be parked at these points then a lower number of charging points may be acceptable. The installation must comply with all applicable electrical requirements in force at the time of installation.

NOTE: If any coal mining features are unexpectedly encountered during development, this should be reported immediately to the Mining Remediation Authority on 0800 288 4242. Further information is available on the Mining Remediation Authority website.

NOTE: The Canal and River Trust have invited you to contact their Works Engineering Team via switchboard on 0303 040 4040 or via email tpwnorth@canalrivertrust.org.uk in order to ensure that any necessary consents are obtained and that the works would comply with the Trust’s Code of Practice for Works Affecting the Canal and River Trust.

NOTE: Please refer to the Environment Agency’s comments of 20/08/2024, for advice regarding flood warnings.

Plans and specifications schedule:

Plan/document type	Reference	Version	Date received
Proposed Site Plan	AP10	rev A	10/12/2024
Proposed Elevations and Floor Plans	AP11	rev A	21/01/2025
Detailed Landscape Proposals – 1 of 2	1155-SW-01		01/07/2024
Detailed Landscape Proposals – 2 of 2	1155-SW-02		01/07/2024
Proposed Drainage GA	15106-BKP-XX-XX-DR-C-0511	rev C01	01/07/2024
Drainage Details Sheet 1	15106-BKP-XX-XX-DR-S-0590	rev C01	01/07/2024
Drainage Details Sheet 2 (titled “Sheet 1” on drawing)	15106-BKP-XX-XX-DR-S-0591	rev C01	01/07/2024
Drainage Area GA	15106-BKP-XX-XX-DR-C-0501	rev C01	01/07/2024
Drainage Key Plan	15106-BKP-XX-XX-DR-C-0510	rev C01	01/07/2024
Transport Statement	RGP, 2024/7846/TS01, 11/12/2024	rev B	13/12/2024
Flood Risk Assessment	PIXB, 15106-BKP-XX-XX-RP-C-0001, 18/06/2024		01/07/2024
Biodiversity Net Gain Assessment	Arbtech, 03/10/2024	issue 3	07/10/2024
Preliminary Ecological Appraisal and Roost Assessment	Arbtech, 20/05/2024		01/07/2024
River Condition Assessment	Arbtech, 29/09/2024		07/10/2024
Climate Change Statement	William Groarke, undated		24/07/2024
Energy Strategy	Thornley and Lumb, C8809-TLP-00-XX-XX-BP-100 P01, 04/06/2024		01/07/2024
Phase I Coal Mining Risk Assessment	Enzygo, CRM.1483.058.GE.R.002.A, July 2024		24/07/2024
Noise Assessment	Environoise, 22037R01PKSW, 20/06/2024		01/07/2024

Pursuant to article 35 (2) of the Town and Country Planning (Development Management Procedure) Order 2015 and guidance in the National Planning Policy Framework, the Local Authority have, where possible, made a pre-application advice service available, complied with the Kirklees Development Management Charter 2015 and otherwise actively engaged with the applicant in dealing with the application.

Building Regulations Approval is required for most work involving building operations and/or structural alterations. It is the applicant’s responsibility to find out if the work permitted by this planning permission needs approval under the Building Regulations, and if necessary to submit an application. If you are not the applicant can you please ensure the applicant is aware of this requirement. Contact Building Control on Tel No: (01484) 221550 for more information.

It is the applicant's responsibility to find out whether any works approved by this planning permission, which involve excavating or working near public highway and any highway structures including retaining walls, will require written approval from the Council's Highways Structures Section. Please contact the Highways Structures Section on Tel No. 01484-221000 Ext 74199 for further advice on this matter.

Details Reserved by Condition

- This permission has been granted subject to conditions. Some of the conditions may require you to submit further details. These conditions normally contain the wording "*submitted to and approved in writing by the Local Planning Authority*".
- You can apply online for approval of these details at the Planning Portals website at www.planningportal.gov.uk. Alternatively the forms and supporting guidance for submitting an application can be found online at www.kirklees.gov.uk/planning.
- This Authority recognises the need to ensure that you are able to develop the site as effectively and flexibly as possible. However, at the same time it must ensure that development is in accordance with the terms of the planning conditions and legal agreement and the expectations of elected members and local residents set through the decision process.
- You should note the triggers for compliance with the conditions of this planning permission. This Authority is committed to processing applications to discharge conditions in a timely manner. It is important to ensure that submissions are made as far in advance of the trigger to allow time for adequate consultation, discussion and in some circumstances publicity.
- It is important that applications to discharge conditions are accompanied by sufficient information to enable this Authority and its consultees to fully consider and determine the proposals. Whilst officers will endeavour to negotiate solutions, failure to provide a comprehensive submission may result in delay and refusal of the application.
- If you commence work without discharging conditions you are at risk of enforcement action and invalidating your permission if the planning condition is a pre commencement condition.

Development within a Coal Mining Area

The proposed development lies within an area that has been defined by the Mining Remediation Authority as containing coal mining features at surface or shallow depth. These features may include: mine entries (shafts and adits); shallow coal workings; geological features (fissures and break lines); mine gas and former surface mining sites. Although such features are seldom readily visible, they can often be present and problems can occur, particularly as a result of new development taking place.

Any form of development over or within the influencing distance of a mine entry can be dangerous and raises significant land stability and public safety risks. As a general precautionary principle, the Mining Remediation Authority considers that the building over or within the influencing distance of a mine entry should be avoided. In exceptional circumstance where this is unavoidable, expert advice must be sought to ensure a suitable engineering design which takes account of all relevant safety and environmental risk factors, including mine gas and mine-water. Your attention is drawn to the Mining Remediation Authority Policy in relation to new development and mine entries available at:

[Building on or within the influencing distance of mine entries - GOV.UK](#)

Any intrusive activities which disturb or enter any coal seams, coal mine workings or coal mine entries (shafts and adits) requires a Mining Remediation Authority Permit. Such activities could include site investigation boreholes, excavations for foundations, piling activities, other ground works and any subsequent treatment of coal mine workings and coal mine entries for ground stability purposes. Application forms for Mining Remediation Authority permission and further guidance can be obtained from The Mining Remediation Authority's website at: <http://www.gov.uk/get-a-permit-to-deal-with-a-coal-mine-on-your-property>
[What is a permit and how to get one? - GOV.UK \(www.gov.uk\)](#)

In areas where shallow coal seams are present caution should be taken when carrying out any on site burning or heat focused activities.

If any future development has the potential to encounter coal seams which require excavating, for example excavation of building foundations, service trenches, development platforms, earthworks, non-coal mineral operations, an Incidental Coal Agreement will be required. Further information regarding Incidental Coal Agreements can be found here - <https://www.gov.uk/government/publications/incidental-coal-agreement/guidance-notes-for-applicants-for-incidental-coal-agreements>

If any coal mining features are unexpectedly encountered during development, this should be reported immediately to the Mining Remediation Authority on 0800 288 4242. Further information is available on the Mining Remediation Authority website at: [Mining Remediation Authority - GOV.UK](#)

Digital Infrastructure: Fibre To The Property (FTTP)

Access to affordable and reliable broadband is necessary for Kirklees' residents, businesses, and visitors to take advantage of the growing digital economy and 'digital by default' services. Fibre optic cables direct to a property (FTTP) is the most reliable way of delivering high speed broadband connectivity and allows for gigabit internet speeds. Access to high quality digital infrastructure provides the foundations for, amongst other things:

- Economic prosperity – workforces that are digitally-literate enables business to thrive.
- Digital literacy – digital literacy and skills increase employability and people can exploit the internet for transactional, social, entertainment and learning purposes.
- New services – digital delivery can lower costs and provide innovative public and health services more conveniently.

It is therefore advised that digital infrastructure, including FTTP, and its benefits for the development be considered from the earliest feasible stage. Methods include working with Internet Service Providers to install digital infrastructure alongside other utilities or providing pre-infrastructure allowing for speedier installation at a later date.

Note: The provision of fibre infrastructure is often available from certain telecommunications providers free of charge for development over a certain scale, provided that sufficient notice is given. Notice periods are typically at least 12 months prior to first occupation. In some cases, providers may request a contribution from the developer.

Note: Where no telecommunications provider has been secured to provide fibre infrastructure by the time of highway construction, it is advised that additional dedicated telecommunications ducting is incorporated alongside other utilities to enable the efficient and cost effective provision of fibre infrastructure in the future.

The application has been publicised by notice(s) in the vicinity of the site. It is respectfully requested that the notice(s) now be removed and responsibly disposed of to avoid harm to the appearance of the area

Appeals to the Secretary of State

- If you are aggrieved by the decision of your Local Planning Authority to grant it subject to conditions, then you can appeal to the Secretary of State under section 78 of the Town and Country Planning Act 1990.
- If an enforcement notice is served relating to the same or substantially the same land and development as in your application and if you want to appeal against your Local Planning Authority's decision on your application, then you must do so within:
 - i) 28 days of the date of service of the enforcement notice, or
 - ii) within the specified period, starting on the date of this notice,whichever period expires earlier.
- If you want to appeal against your Local Planning Authority's decision then you must do so within the specified period, starting on the date of this notice.
- The "specified period" is 12 weeks where the development relates to a "minor commercial application" as defined within the Town and Country Planning (Development Management Procedure) Order 2010 (as amended), or 6 months in any other case.
- Appeals must be made using a form which you can get from the Secretary of State at Temple Quay House, 2 The Square, Temple Quay, Bristol BS1 6PN (Tel: 0303 444 5000) or online at <https://www.gov.uk/appeal-planning-decision>. Further information on the Planning Appeal process can be found online at the Planning Inspectorates website <https://www.gov.uk/government/organisations/planning-inspectorate>.
- You must use the correct Planning Appeal Form when making your appeal. If requesting forms from the Planning Inspectorate, please state the type of application that the appeal relates to so they can send you the appeal form you require.
- The Secretary of State can allow a longer period for giving notice of an appeal, but he will not normally be prepared to use this power unless there are special circumstances which excuse the delay in giving notice of appeal.
- The Secretary of State need not consider an appeal if it seems to him that the Local Planning Authority could not have granted planning permission for the proposed development or could not have granted it without the conditions they imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order.
- In practice, the Secretary of State does not refuse to consider appeals solely because the Local Planning Authority based their decision on a direction given by him.

Please note, only the applicant possesses the right of appeal.

Purchase Notices

- **If either the Local Planning Authority or the Secretary of State refuses permission to develop land or grants it subject to conditions, the owner may claim that he can neither put the land to a reasonably beneficial use in its existing state nor render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted.**

In these circumstances, the owner may serve a purchase notice on the Council. This notice will require the Council to purchase his interest in the land in accordance with the provisions of Part VI of the Town and Country Planning Act 1990.

An important part of improving our service is to review your feedback on the way that we have dealt with your planning application(s). Please take a couple of minutes to email your comments to dc.admin@kirklees.gov.uk so that we can work on continually improving our customer service. Thank you.

Dated: 30-Jan-2025

Signed:



David Shepherd
Executive Director for Place

Decision Documents

The decision notice indicates which documents relate to the decision. These documents can be viewed online at the Planning Services website at www.kirklees.gov.uk/planning, and by clicking on the 'search planning applications and decisions' and by searching for application number 2024/62/91828/W.

If a paper copy of the decision notice or decided plans are required please email dc.admin@kirklees.gov.uk or telephone 01484 414746 with the application number. There may be a charge for this service.

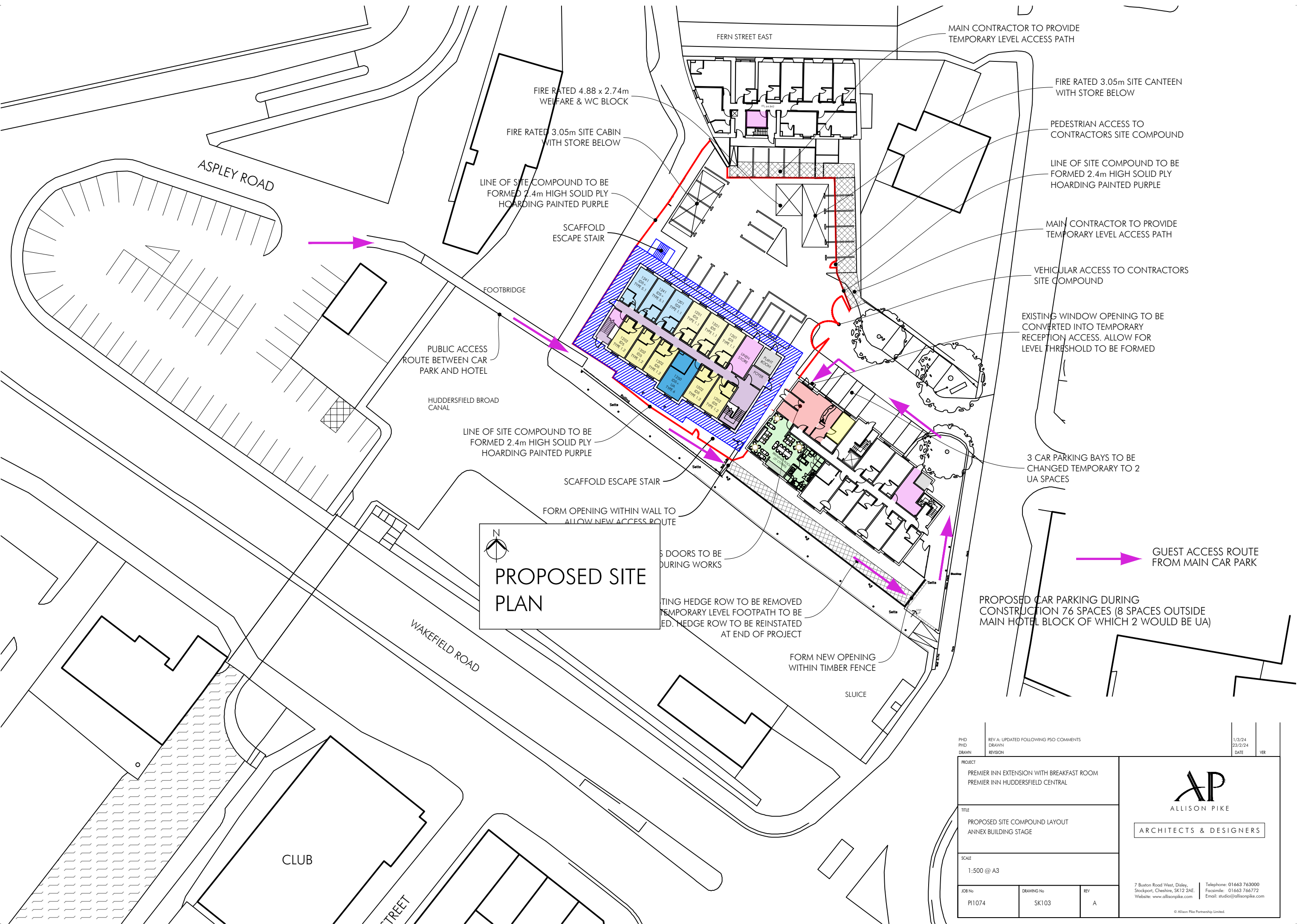
All communications should be sent to one of the following address:

E-mail: dc.admin@kirklees.gov.uk

Write to: Kirklees Council
Planning and Development Service
PO Box 1720
Huddersfield
HD1 9EL



APPENDIX B



PROPOSED SITE PLAN

MAIN CONTRACTOR TO PROVIDE TEMPORARY LEVEL ACCESS PATH

FIRE RATED 3.05m SITE CANTEN WITH STORE BELOW

PEDESTRIAN ACCESS TO CONTRACTORS SITE COMPOUND

LINE OF SITE COMPOUND TO BE FORMED 2.4m HIGH SOLID PLY HOARDING PAINTED PURPLE

MAIN CONTRACTOR TO PROVIDE TEMPORARY LEVEL ACCESS PATH


VEHICULAR ACCESS TO CONTRACTORS SITE COMPOUND

EXISTING WINDOW OPENING TO BE CONVERTED INTO TEMPORARY RECEPTION ACCESS. ALLOW FOR LEVEL THRESHOLD TO BE FORMED

3 CAR PARKING BAYS TO BE CHANGED TEMPORARY TO 2 UA SPACES

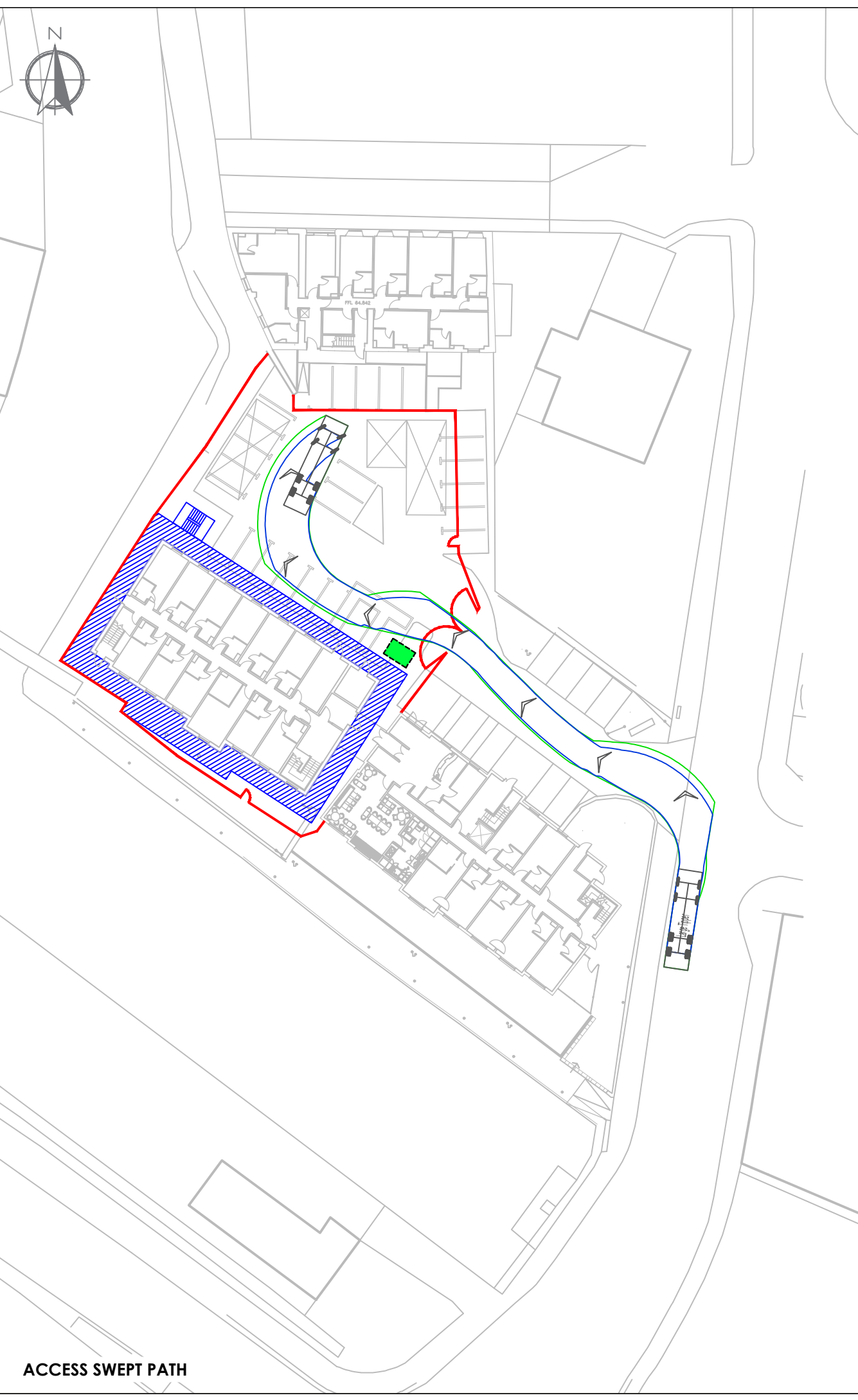
GUEST ACCESS ROUTE FROM MAIN CAR PARK

PROPOSED CAR PARKING DURING CONSTRUCTION 76 SPACES (8 SPACES OUTSIDE MAIN HOTEL BLOCK OF WHICH 2 WOULD BE UA)

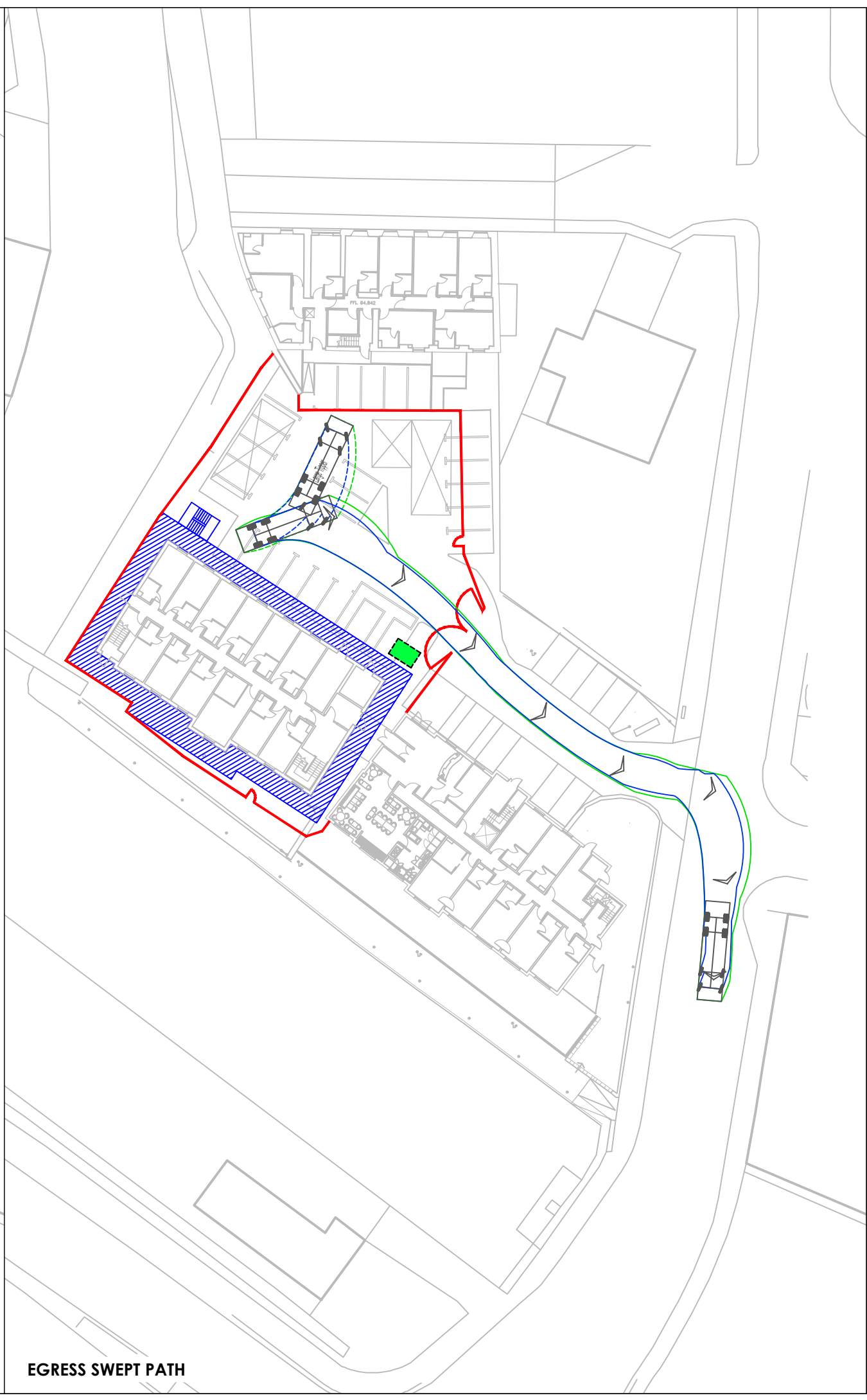
PHD PHD DRAWN REVISION	REV A: UPDATED FOLLOWING PSO COMMENTS	1/3/24 23/2/24 DATE	VER
PROJECT PREMIER INN EXTENSION WITH BREAKFAST ROOM PREMIER INN HUDDERSFIELD CENTRAL		 ALLISON PIKE ARCHITECTS & DESIGNERS	
TITLE PROPOSED SITE COMPOUND LAYOUT ANNEX BUILDING STAGE			
SCALE 1:500 @ A3		7 Buxton Road West, Disley, Stockport, Cheshire, SK12 2AE Telephone: 01663 763000 Facsimile: 01663 766772 Website: www.allisonpike.com Email: studio@allisonpike.com	
JOB No PI1074	DRAWING No SK103	REV A	© Allison Pike Partnership Limited.



DRAWINGS



ACCESS SWEPT PATH

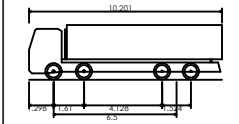


EGRESS SWEPT PATH

NOTES

This drawing has been prepared for the purpose of planning discussions and does not constitute a detailed design drawing, or construction drawing. A Design Hazard Inventory has been prepared by RGP setting out the hazards which have been designed out. This is available upon request.

- SITE COMPOUND
- SCAFFOLDING
- WHEEL WASHING FACILITY



Large Tipper	10.201m
Overall Length	2.495m
Overall Width	2.890m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

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P1	GE	FIRST ISSUE	18/02/25
Rev.	Drawn	Comments	Date

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Client	Whitbread Group PLC		
Project	Premier Inn Huddersfield Central		
Drawing Title	Swept Path Analysis Large Tipper		
Drawing No.	2024/7846/001	Rev.	P1
Scale	1:500	Drawn By	GE
		Checked By	SH
			A3



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