

<b>Consultation Response from KC Highways Development Management</b>		
<b>2025/93475 72 Northgate, Huddersfield, HD1 6AE</b>		
<b>Variation of Condition 2 (Plans) on previous permission 2024/92246 for redevelopment of existing site including demolition of existing car sales room (sui generis) and erection of new 2 storey police station (sui generis) with associated car parking, landscaping and infrastructure</b>		
<b>Date Responded:</b> 16/04/26	<b>Responding Officer:</b> M Zenner	<b>Responding Ref:</b> 5-8SE/37

**RECOMMENDATION: No objection on highways grounds.**

The applicant may wish to refine the location of the push button / swipe access unit at the Broadway site entrance to ensure it does not impede access / egress to the substation access area.

**Development Overview:**

The proposals are for an amendment to the previously approved application for the Police HQ. The submitted proposals appear to amend the access arrangements to incorporate the addition of vehicle barriers on the accesses from Broadway and Lower Fitzwilliam Street. As a result of the works there are also some elements of retaining walls and fencing that are proposed.

**Reference to Plans/Documents:**

- Proposed Fencing Layout – Dwg 6BKD2-BBA-30-ZZ-D-L-1006 Revision C08;
- Boundary Retaining Wall Sections Sheet 1 – Dwg 6BKD2-BWB-35-ZZ-D-S-6020-C07
- Boundary Retaining Wall Sections Sheet 2 – Dwg 6BKD2-BWB-35-ZZ-D-S-6021-C03

**Vehicular Access:**

It is the LHA's understanding that these proposals are to amend the vehicle access points on Broadway and Lower Fitzwilliam Street.

The vehicle access point from Lower Fitzwilliam Street proposes a barrier set back approximately 19m, stop lines on either approach and also a swipe / push button point on approach to the site. There is also the additional of a retaining wall on the west side of the access point which seems acceptable. The approach and alignment is on the straight and therefore should work acceptably.

The vehicle access point from Broadway proposes a barrier set back approximately 23m, stop lines on either approach and also a swipe / push button point on approach to the site. There is also the additional of a mesh fencing on the south side of the access and a pedestrian gate to the north side of the access point which seems acceptable.

The proposed push button point is located in close proximity to the visitor parking spaces. It is noted that there is a hatched area present adjacent to the accessible parking space (space number 1) which is envisaged to be used for access to service the substation, should this space be used for parking vehicles accessing or egressing could be impeded by the proposed location of the push button/ swipe access unit, therefore the location of the unit may require further refinement.

**Conclusion:** No objections on highways grounds to the proposals.


