

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

2026/90607 Crown House, 12, Southgate, Huddersfield, HD1 1DE

Variation of conditions 2 (plans), 3 (C(E)MP), 9 (external materials), 10 (BEMP) and removal of conditions 7 (bin store materials), 8 (bin store fire safety strategy) on previous permission 2022/93932 for change of use of Crown House to provide student-only living accommodation (sui generis) in the form of studios (198), with ancillary concierge and communal facilities including an open plan lounge, coffee bar and gym at ground floor, with laundry, car parking, cycle store, parcel store and plant rooms at basement level and associated works including the installation of new cladding and fenestration to the elevations with a new roof garden atop the building

Date Responded: 12/05/2026

Responding Officer: CNB

Responding Ref: K5-7NE/54

This application is for the variation of conditions 2, 3, 9, and 10 and the removal of conditions 7 and 8 of previous permission 22/93932 for a change of use from office to student accommodation.

These highways comments deal with the variation of condition 2 and 3 only as the others are outside the remit of highways.

Condition 2

The development hereby permitted 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 so as to ensure the satisfactory appearance of the development on completion, and to accord with Policy LP24 of the Kirklees Local Plan and Chapter 12 of the National Planning Policy Framework.

The proposals are to swap the approved drawings for revised versions. Proposed changed drawings P210 Rev B, P211 Rev C and P212 Rev B are elevations and are not therefore covered in these comments.

P101 Rev F Proposed Floor Plan is to be replaced by P101 Rev G. The revisions to the ground floor layout drawing includes the addition of a fire exit route and the provision of toilet facilities with other minor adjustments and these will have minimal impact on highways. The changes to the basement level will have an impact on highways with the removal of the under-croft car parking and its replacement with revised plant rooms, a sprinkler system and an internal bin-store. The relocation of the bin store from external to internal has released a small area of parking adjacent to the building, however there is to be a reduction from 13 standard spaces and 2 accessible spaces down to 4 standard spaces and 1 accessible space, a total loss of 10 parking spaces.

The development is located in a sustainable edge of town centre location and is within easy walking distance of the main Huddersfield University campus and the new Health Innovation campus and because of this, and the student only use of the building, we would not require resident parking on site and so the spaces would be mostly used by staff and maintenance on a day-to-day basis. The only changes to this would be during start and end of term drop-off and pick-up. Condition 17 of 22/93932 covered the booking of parking spaces for drop-off and pick-up as part of a car park management plan. It should be noted that with 198 rooms and only 5 parking spaces, with an average dwell time of 30 minutes for drop-off/pick-up it would take almost 20 hours for a complete drop-off or pick-up if every occupant in the building required this and these details and changes to the car park size etc would need adding to the car park management plan within condition 17 when it comes in for discharge.

The relocation of the bin store is acceptable as the access to the bin store remains adjacent to the access road (Old Leeds Road) and the route of the waste collection vehicle.

With this we would not wish to object to the variation of condition 2.

Condition 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 details of:

- Any phasing of development and timetable of all works;
- Hours of works;
- Details of construction access arrangements;
- 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;
- Lighting during construction works;
- Temporary drainage arrangements, including details of the disposal of surface water from the development including methods to manage silt;
- 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, in the interests of highway safety, to ensure harm to biodiversity is avoided, and to accord with Policies LP21, LP24, LP30 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 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. The CEMP was submitted for discharge of condition 3 as part of

DoC application 25/92961 and highways comments were submitted at the time.

The existing CEMP is to be replaced by the revised version CEMP RevA. It is noted that the appendices are missing from the revised version and the original Appendix A drawing from DoC 25/92961 was used for initial assessment purposes.

- Any phasing of development and timetable of all works; - **Details of the phasing of the development is shown in Section 4.3 and 4.5 and is acceptable, however it is noted that no dates for the phasing are provided within these sections, although this is not a highways concern.**
- Hours of works; - **This is shown in Section 4.3 and 4.5 and is acceptable.**
- Details of construction access arrangements; - **These are indicated on the drawing included in Annexe A of the CEMP via Leeds Old Road, and this is acceptable.**
- Construction vehicle sizes and routes; - **The routes are included in Section 4.4 and are acceptable. The vehicle types expected to access the site are included in Section 4.5 and are acceptable.**
- Numbers and times of construction vehicle movements; - **Numbers of HGV movements are included in Section 4.3 and 4.5 and are acceptable. Details of working hours and delivery access times are included in Section 4.3 and 4.5 and are acceptable.**
- Locations of HGV waiting areas and details of their management; - **This is included in Section 4.5 and is acceptable.**
- Parking for construction workers; - **This is included in Section 4.5 and also on the drawing in Appendix A and this is acceptable.**
- Loading and unloading of plant and materials; - **These are indicated within Section 4.6 and also on the drawing in Appendix A and this is acceptable.**
- Storage of plant and materials; - **These are indicated as being on the drawing included in Annexe A of the CEMP via Leeds Old Road, and this is acceptable.**
- Signage; - **not applicable to highways**
- Lighting during construction works; - **not applicable to highways**
- Temporary drainage arrangements, including details of the disposal of surface water from the development including methods to manage silt; - **not applicable to highways**
- 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; - **This is included in Section 4.8 and is acceptable.**
- Street sweeping; - **This is included in Section 4.8 and is acceptable.**
- Measures to control and monitor the emission of dust and dirt during construction; - **not applicable to highways**
- Site waste management, including details of recycling/disposing of waste resulting from construction works; - **not applicable to highways**
- 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; - **not applicable to highways**
- Artificial lighting used in connection with all construction-related activities and security of the construction site; - **not applicable to highways**

- Site manager and resident liaison officer contacts, including details of their remit and responsibilities; - **Details provided within Section 2, acceptable**
- Engagement with local residents and occupants or their representatives; and- **not applicable to highways**
- 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). - **not applicable to highways**

With this we consider that the information provided within the revised CEMP Rev A is suitable for the variation of condition 3.