

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

2026/90794 Piazza Centre, Princess Alexandra Walk, Huddersfield, HD1 2RS

Discharge of details reserved by conditions 19 (travel plan), 20 (strategic service management plan) on previous permission for variation of condition 2 (plans and specifications) on previous permission 2022/93248 for demolition of existing Piazza shopping centre; part removal of Queensgate Market; demolition/retention of service tunnels; redevelopment of site to form public realm space (inc public park and gardens, play areas, public square/outdoor event space); refurbishment and change of use of existing Queensgate Market Hall into food hall (Class E (b) sale of food and drink for consumption, mostly, on the premises); refurbishment and extension of library and art gallery building to form museum (Class F.1); change of use of part market hall building and extension to form public library (Class F.1); erection of indoor event venue incorporating multi-storey car park below (Sui-Generis); erection of public gallery building (Class F.1); associated infrastructure on land and buildings at Queensgate Market, Huddersfield Library and Art Gallery and Piazza (and The Shambles) Shopping Centre (part Listed Building/part within a Conservation Area)

Date Responded: 21/04/2026

Responding Officer: CNB

Responding Ref: K5-7SW/32

This application is for the discharge of conditions 19 (travel plan) and 20 (strategic Service Management Plan) on previous permission 22/93248.

This application was accompanied by Library Travel Plan and Strategic Servicing Management Plan.

Condition 19

Prior to the first occupation of the uses hereby permitted (excluding public realm and the outdoor event space) within a component part, or combination of parts, a Travel Plan for the specified component part or parts shall be submitted and approved in writing by the Local Planning Authority. The Travel Plan for that component part, or parts shall be implemented thereafter. To support the promotion of the use of sustainable modes the travel plan will include: how the travel plan will be managed; targets aimed at lowering car use, particularly single occupancy trips, from/to the site; a program for monitoring the travel plan and its progress and how the travel plan and its objective of more sustainable travel will be promoted. The approved travel plan shall thereafter be retained throughout the lifetime of the development unless otherwise agreed in writing by the Local Planning Authority.

Reason: To comply with the council's sustainability objectives and the use of sustainable forms of transport are encouraged and to mitigate the highway and air quality impacts of the development in accordance with Policies LP20, LP21, LP24, 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.

We consider the submitted Travel Plan to be very basic and contains less detail than the Framework Travel Plan submitted and approved in principle with the original application 22/93248. The Library travel plan should be based on the framework travel plan and contain specific details in relation to management of the travel plan including the appointment of a Travel Plan Coordinator (TPC), the role and responsibilities of the TPC and when the TPC will be appointed; What methods of modal change from car to sustainable modes will be employed; SMART Targets for modal shift within the Travel Plan, the monitoring of the travel plan targets including timescales, type of monitoring to take place, expected level of returns if questionnaires are to be employed; and an action plan laying out what specific actions and measures are to be taken to achieve the targets and what measures will be put in place if the targets are not met, including how these will be funded.

The active and sustainable travel measures included in Section 4 of the submitted Travel Plan are suitable, however we will need to see details of how they will be implemented and when and how they will be reviewed and promoted throughout the lifetime of the development to include any information obtained during monitoring.

The date of 6 months after first occupation for the baseline survey is acceptable, however we will need to see details of the further annual monitoring of the Travel Plan.

It is noted that there is no reference to any monitoring fee and this would have been expected to have been included as a s106 agreement, without any monitoring fee the LPA will take a hands-off approach to assessing the monitoring of the Travel Plan and limited support will be offered.

Until the above information is included within the Travel Plan and the Travel Plan follows the baseline put in place by the Framework Travel Plan we are unable to support the discharge of Condition 19.

Condition 20

Prior to the first occupation of the uses hereby permitted (excluding public realm and the outdoor event space) within a component part, or combination of parts (as referred to in condition 3), a Strategic Service Management Plan shall be submitted and approved in writing by the Local Planning Authority in respect of each component part of the development hereby approved. The plan shall be fully implemented and the development thereafter operated in accordance with the approved service management plan throughout the lifetime of the development unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of highway safety in accordance with Policies LP20 and LP21 of the Kirklees Local Plan, as well as Chapter 9 of the National Planning Policy Framework.

The submitted Strategic Services Management Plan is considered very basic and lacking in the detail that would be required for discharge of the condition.

We would need to see specific details relating to all servicing to the area and Library and this would include expected types of servicing (including deliveries, maintenance, emergency services and waste collection) and should include details of the safe and suitable routes of access through the area to the site (including plans where appropriate), which types and sizes of vehicle could access each route safely and how the routes will avoid the need for reversing manoeuvres within the essentially pedestrian zone around the library. We would need to know the proposed times of delivery access including any times of restrictions on access to the site and how these will be monitored and enforced, including any existing or proposed TRO restrictions limiting access or deliveries.

The submitted document mentions that marshalled deliveries will be carried out during busy times but no further details of how this will be managed and who will have the responsibilities for this were included, these details should be provided.

The document says that Emergency access will be maintained at all times but no further details of how this will happen or who will have responsibility to ensure this is maintained were provided.

The submitted document mentions that electric/low emission vehicles will be encouraged but does not provide details of how this will be achieved and promoted.

Consolidated deliveries to reduce trips are mentioned but again no specific details of how this will operate or who will have the responsibility for ensuring this occurs was provided.

Without the inclusion of the specific details of how the Strategic Service Management Plan will operate we cannot support the discharge of condition 20.