

Consultation Response from KC, Highways Development Management
2026/91615 Land off, Roslyn Avenue, Netherton, Huddersfield, HD4 7EW
Discharge of details reserved by Conditions 14 (Phasing Plan), 15 (Construction Ecological Management Plan (CEMP)), 16 (Construction Environmental Management Plan: Biodiversity), 17 (Phase 2 Investigation), 18 (Remediation Strategy), 19 (unexpected contamination), 20 (verification), 21 (Surface water drainage scheme), 22 (Flood routeing), 23 (temporary surface water), 24 (Arboricultural method statement), 25 (road condition survey), 26 (highway structures), 27 (retaining wall spec), 28 (Written Scheme of Archaeological Investigation (WSI)), 29 (Ecological Design Strategy (EDS)), 30 (PROW HUD/228/10 improvement spec), 31 (road, footway, and footpath spec), 32 (site access spec), 33 (internal estate streets spec), 34 (Local Equipped Area of Play (LEAP) spec), 35 (Travel Plan), 36 (Cycle store details), 37 (ancient woodland information boards spec), and 38 (ancient woodland information packs spec) on previous permission 2025/91870 for variation of conditions 5 (plans and specifications), 29 (Ecological Design Strategy), 32 (site access works and road marking improvements), 34 (play area), 37 (information boards), 39 (vehicle parking areas surface and drainage), 41 (bin storage area and waste collection point) on previous outline permission 2023/93503 for residential development of 82 dwellings and associated works, with layout and access as considerations.
Date Responded: 16 September 2026 Responding Officer: Sheila Henley Responding Ref: K3-24/14

Reference to planning approvals 2025/91870 and 2023/93503 with cross reference to DOC 2026/92267.

Condition 15 (CEMP) of planning approval 2025/91870 is not satisfied and must not be discharged at this stage. It requires amendment to address various elements set out in this planning condition.

Condition 25 (Highway condition survey) is not satisfied and must not be discharged at this time. Details of the agreement of the extent of the survey scope with Highways and the survey are necessary.

Conditions 26 (Highway surface water features) and 27 (Retaining wall spec) refer to Highway Structures response 24/08/2026 requiring approvals before these can be discharged.

Condition 30 (PROW upgrade spec) is not satisfied. Revisions to specification, and various details are required, including clarification over a missing section of path to the play area, drainage, and levels.

Conditions 31 (Internal roads, footways, and footpaths spec), and 32 (Site access works) are not satisfied. Drawings need to reflect appropriate revisions and confirmation of the technical approvals for road adoption and highway works will be advised separately. These conditions cannot be discharged before receipt of such confirmation.

Condition 35 (Travel Plan) is satisfied to be considered for discharge subject to implementation.,

Condition 36 (Cycle store details) is satisfied in part subject to positioning details prior to consideration for its discharge and installation.

Condition 32 (site access works and road marking improvements) of planning approval 2023/93503 is not satisfied and must not be considered for discharge pending confirmation of technical approvals.

Conditions 39 (vehicle parking areas surface and drainage) and 41 (bin storage area and waste collection point) are not subject to discharge being related implementation.

Further comments are provided below:

From planning approval 2025/91870:

Condition 15 (Construction Environment Management Plan (CEMP)) states: Prior to development commencing within a given phase, a Construction (Environmental) Management Plan (C(E)MP) for that phase 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;
- Means of 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.

The submitted Construction Environment Management Plan & Method Statement dated October 2025 identifies:

- Any phasing of development: Referenced at page 6 and in Fig 1 with start of works in January 2026. Details are superseded and need reflect the build route shown on Build Route Rev D or later given the slippage in the dates and requirements for technical approvals and formal agreement with Kirklees Highways under s38 Highway Agreement.
- A timetable of all works: Broad dates are shown within keys of Fig 1 and Build Route Rev D but require to be updated given the slippage.

- Hours of works: Noted at Page 7 as 07:30 to 17:00hrs Monday to Friday, and 08:00 to 13:00hrs on Saturdays with no operation on Sundays or Public Holidays. This falls within the period specified in Decision Notices Note to minimise noise disturbance.
- Construction access arrangements: Page 7 references “development entrance” on Roslyn Avenue and equivalent to the position of the permanent access which is acceptable.
- Construction vehicle sizes and routes: – Page 7 references vehicle types and sizes as 15-20 contractor vehicles (vans pick-up trucks, etc), 5-10 site visitors (cars) and 6-10 delivery vehicles (vans, rigid and articulated lorry) per day. Fig 2 suggests construction access to be from the B6108 (eastwards and westwards), which is acceptable. Construction routes are suggested, also, along Lea Lane and Moor Lane. These are unacceptable and unnecessary, and the red arrows should be omitted from Fig 2 for these roads.
- Numbers and times of construction vehicle movements: Addressed at Page 7 as above.
- Locations of HGV waiting areas and details of their management: Page 7 notes that signage is to be positioned at the entrance to Chapel Street restricting entry to Harron Homes Construction access into Chapel Street / Henry Frederick Avenue before 08:00 or after 15:30hrs. The delivery hours of site will be restricted to the same, and to be notified to contractors and suppliers at the point of raising each order. Deliveries of sizeable items are to be coordinated to ensure adequate unloading and loading on-site during the construction period. Clarification is necessary over any waiting points should the need arise outside of these construction periods.
- Parking for construction workers: Page 9 and Fig 3 indicate that parking of vehicles of the site operatives and visitors is to be within site and within the proposed compound area. Confirmation is necessary that this can accommodate up to 30 vehicles as stated at Page 7 and above.
- Loading and unloading of plant and materials: Page 9 indicates a temporary offloading area near the site entrance, but this is not illustrated on Fig 3 and details are necessary.
- Storage of plant and materials: These arrangements are addressed at pages 9 and 20 and shown on Fig 3.
- Signage: This is references at Pages 7, 8 and 11, but it and the locations are not fully illustrated. Details are necessary.
- Lighting during construction works: Details of plot, vehicle and compound lighting are addressed at page 13.
- 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: These are addressed at page 10, but no details of the wheel wash method is indicated or illustrated on Fig 3.
- Street sweeping: This is addressed at page 10. The Developer is reminded that this is a last resort. Every effort must be made to make sure mud, grit and dirt does not spread onto public highways in the first place.
- Measures to control and monitor the emission of dust and dirt during construction: Referenced at page 14 but methods are not indicated and required, including to the relevant AQM guidance and adherence thereto, suppression techniques and sheeting.
- Site waste management: This is addressed at Pages 15 to 17, including details of waste streams, recycling and disposing of waste resulting from the construction works. A waste management plan” needs to be appended to a revised CEMP.
- 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: Page 12 suggests noise controls to be agreed between Harron Homes, and their contractors is unacceptable with reference required to BS 5228 and its adherence. Details are necessary.
- Artificial lighting used in connection with all construction-related activities and security of the construction site: This is addressed at Page 13 and indicated above.
- Site manager and resident liaison officer contacts, including details of their remit and responsibilities: There is Insufficient information provided. Names, ‘phone numbers, remits and responsibilities are required to be submitted.

- Means of engagement with local residents and occupants or their representatives: This is referenced at Page 12 but requires additional detail of advance notice to residents of any noisy works proposed, such as piling. A letter drop must be conducted within 14 days of such events.
- Engagement with the developers of nearby sites to agree any additional measures required in relation to cumulative impacts (should construction be conducted at nearby sites during the same period): No details are provided and required.

25 (road condition survey) states: *Prior to the commencement of development (including ground works), a survey of the existing condition of the highway (the extent of highway to be surveyed to be agreed with the Local Planning Authority in advance) shall be carried out jointly with the Local Highway Authority and submitted to and approved in writing by the Local Planning Authority. The survey shall include all highway features, including carriageway and footway surfacing, verges, kerbs, edgings, street lighting, signage and road markings. Upon completion of each phase of the development hereby approved (or at any earlier stage to be agreed with the Local Planning Authority in advance) a post-construction survey of the agreed extent of highway shall be carried out and the post-construction survey and a scheme of remedial works shall be submitted to and approved in writing by the Local Planning Authority. The approved remedial works shall be carried out following the completion of all construction works related to each phase of development and prior to the occupation of the final dwelling associated with each phase of the development hereby approved unless otherwise agreed in writing by the Local Planning Authority. Should any highways defects (affecting highway safety) attributable to the construction traffic or activities of the development hereby approved be identified during the construction period, remediation of these highway defects shall also be implemented in accordance with details to be submitted to and approved in writing by the Local Planning Authority.*

No dilapidation details are submitted other than a photo 8523 - Highway dilap survey photo which is insufficient. No scope indicating the extent of works in on record as having been submitted to HDM for agreement and is necessary.

26 (highway structures) states: *Prior to development commencing within a given phase, a scheme detailing locations and including cross-sectional information, together with the proposed design and construction details of all new surface water attenuation tanks / pipes / manholes located within the proposed highway footprint of that phase shall be submitted to and approved in writing by the Local Planning Authority. The development of that phase shall be undertaken in accordance with the approved details, which shall thereafter be retained.*

Refer to Highway Structures team response 25 June 2026.

27 (retaining wall spec) states: *Prior to the commencement of development within a phase of development, full details of any proposed temporary or permanent:*

- Retaining walls (including building retaining walls); and
- Retaining structures

supporting and/or adjacent to the proposed adoptable highway or existing public highway (including PROWs), as well as full details of any proposed modifications to existing highway retaining walls or structures within that phase, shall be submitted to and approved in writing by the Local Planning Authority.

Refer to Highway Structures team response 25 June 2026.

30 (PROW HUD/228/10 improvement spec) states: *Prior to above ground works commencing, a scheme for the upgrade of public footpath HUD/228/10 within the site, its associated links from the estate streets, and the provision of the two new footpath links each identified on Site Layout drawing PL01 rev G, as "footpath link", shall be submitted to and approved in writing by the Local Planning Authority. Notwithstanding the submitted information, the scheme shall include details of the program of works and phasing of delivery, detailed drawings showing levels and sections, gradients, construction details, surface materials, drainage, and boundary treatments for each respective footpath and footpath link. Thereafter the approved works shall be implemented in accordance with the approved details and shall be retained so thereafter.*

The alignment of the PROW HUD/228/10 is acceptable, but gradients and levels require confirmation given the proximity of the attenuation tank that may necessitate suitable drainage and fencing from the community orchard. Details of its drainage are not submitted and are necessary too.

The footpath construction detail in stone with timber edging is unacceptable as shown on Drawings SD/S/2 – Footpaths, and EE100008-207 P4 - Kerbing and Surfacing Layout Sheet 1 as well as previously illustrated on the Landscape Masterplan 2837 rev G drawing submitted for information with 2025/92541. The surface and sub-base materials require revision to a clear permeable tarmac or flexible surface on top of a strong subbase to provide greater durability and reduced risk of loss during severe weather events.

Concrete edging or a suitable alternative will be necessary too. Timber is unacceptable due to lack of durability.

The location and species selection of the proposed community orchard should be reviewed to ensure fruit-bearing trees are positioned sufficiently away from the PROW and other public access path routes across the public open space area.

Fruit drop onto pedestrian paths should be avoided in the interests of public safety and maintenance.

In addition, trees should be managed to maintain clear visibility, retain natural surveillance in accordance with Secure by Design principles, and provide appropriate canopy clearance above areas accessible to pedestrians. Root damage can be an issue too.

The Kerbing and Surfacing Layout EE100008-207 P4 - Sheet 3 does not appear to show the second point of access to the equipped play area, and this should be clarified/amended on the drawings. The submitted landscape master plan R-2837-1G Masterplan 500 A1 (1) shows at path west.



Details for paths by Plots 67 and 78 are understood to be in tarmac as shown on drawing EE100008-205 P3 - Kerbing and Surfacing Layout Sheet 1 and SD/S/2 – Footpaths, but it is unclear on the landscaping plan R-2837-1G Masterplan 500 A1 (1) for the path by Plot 67. Tarmac is acceptable for both and should be illustrated on all relevant drawing. Edge treatments must be in concrete, and a revision is necessary to Drawing SD/S/2 - Footpaths

31 (road, footway, and footpath spec): *Prior to above ground works commencing, a detailed scheme for the proposed internal roads, footways and footpaths, to an adoptable standard, shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the program of works and phasing, swept paths for a 11.85m refuse vehicle, new or amended Traffic Regulation Orders, sight lines, treatment of visibility splays, verges, street trees, road markings, signage, crossings, construction specifications and details, levels and sections, kerbing, drainage including construction details for all new surface water attenuation tanks / pipes / manholes located within the proposed highway footprint, surface finishes and street lighting, and independent road safety audits covering all aspects of these works. No part of the development shall be brought into use until the internal roads serving that part of the development have been completed to basecourse in accordance with the approved plans and details. Thereafter the wearing course of the road(s) shall be implemented in accordance with the phasing strategy.*

A package of highway engineering drawings has been submitted. This includes a Proposed Highways Plan (Drawing Ref: EE100008 301) and Highways Area Plan (Drawing Ref: EE100008-306), together with a Section 38 Layout Plan (Drawing Ref: EE100008-200), kerbing and surfacing layout drawings (Drawing Refs: EE100008-205, EE100008-206 and EE100008-207), longitudinal sections (Drawing Ref: EE100008-216, Sheets P2–P4), Section 38 construction details (Drawing Refs: EE100008-218, EE100008-219 and EE100008-220), swept paths and visibility splays.

Confirmation is awaited from the Highway Agreements team and further comments will be separately provided, on the officer's return from leave. Notwithstanding, the EE100008-306 P1 - Highways Area Plan and EE100008-301 P5 - Proposed Highways Plan are not in accordance with the approved revisions under 2025/92541 which is 306 rev P3 and 301 rev P7. These should correspond or be a later version and must be resubmitted. Several other drawings are incorrectly labelled on the portal including those relating to swept paths and visibility splays and should be amended for clarity.

32 (site access spec) *states: Prior to above ground works commencing, notwithstanding the information shown on the submitted plans and information including drawing EE100008-301 rev P6, full details of the permanent site access works and the road marking improvements at the Roslyn Avenue / Henry Frederick Avenue junction shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of vehicle swept paths for a 11.85m refuse vehicle, sight lines, treatment of visibility splays, road markings, signage, crossings, construction specifications and details, levels and sections, kerbing, drainage, surface finishes and street lighting, and independent road safety audits covering all aspects of these works.*

Unless otherwise agreed in writing by the Local Planning Authority, the development shall not be brought into use until the approved works have been fully implemented.

A Section 278 package of drawings has been submitted. This includes the Section 278 Agreement Plan (Drawing Ref: 11676-HBL-XX-XX DR-C-5401 Rev. P01), Section 278 Arrangement Plan (Drawing Ref: 11676-HBL-XX-XX-DR C-5402 Rev. P01), Kerbing, White Lining and Signing Plan (Drawing Ref: 11676-HBL-XX-XX DR-C-5403 Rev. P01), Construction Details Sheet 1 (Drawing Ref: 11676-HBL-XX-XX-DR-C5461 Rev. P01), Construction Details Sheet 2 (Drawing Ref: 11676-HBL-XX-XX-DR-C-5462 Rev. P01) and the Designers Risk Assessment (Drawing Ref: 11676-HBL-XX-XX-DR-C-5480 Rev. P01).

Confirmation is awaited from the Highways Agreements team and further comments will be separately provided, on the officer's return from leave. Again, drawings must be in accordance with planning approval 2025/92541 or a latter revision. Further information is necessary.

33 (internal estate streets spec) *states: Prior to above ground works commencing, notwithstanding the information shown on the submitted plans and information including drawing EE100008-301 rev P6, a detailed scheme for the proposed internal estate streets to an adoptable standard, shall be submitted to and approved in*

writing by the Local Planning Authority. The scheme shall include details of vehicle swept paths for a 11.85m refuse vehicle, sight lines, treatment of visibility splays, road markings, signage, crossings, construction specifications and details, levels and sections, kerbing, drainage, surface finishes, street trees and street lighting, and independent road safety audits covering all aspects of these works. Unless otherwise agreed in writing by the Local Planning Authority, the development shall not be brought into use until the approved works have been fully implemented and maintained thereafter.

As per Condition 31 above.

35 (Travel Plan) states: *Prior to the occupation of the hereby approved dwellings, notwithstanding the submitted details, a detailed Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall include proposals for enabling and encouraging the use of active and sustainable modes of transport, monitoring, review and timings for delivery. The approved Travel Plan and measures shall be implemented prior to occupation or in accordance with the timescales set out in the approved Travel Plan or as otherwise agreed in writing by the Local Planning Authority.*

Rev 1 of the Travel Plan dated January 2026 covers the salient points and is agreed. It contains measures to indicate and promote sustainable travel, including walking, cycling and public transport against clear objectives and targets. It identifies the appointment of a Travel Plan Coordinator, and role including provisions for monitoring, review and ongoing management.

Associated s106 contributions are indicated towards bus stop infrastructure, Mcards / sustainable travel fund. The Mcards / STF will require proof before release of funds.

It should be noted that a Council Travel Plan monitoring fee applies too under the s106 agreement.

36 (Cycle store details) states: *Prior to the occupation of the hereby approved dwellings, details of secure and covered cycle storage for each dwelling shall be submitted to and approved in writing by the Local Planning Authority. No dwelling shall be occupied until the approved cycle parking facilities for that dwelling have been provided.*

Drawing Cycle Store Details – A is acceptable in the form of a timber shed, but the site plan is not submitted to confirm locations are suitable.

From planning approval 2023/93503:

32 (site access works and road marking improvements) states: *Prior to above ground works commencing, notwithstanding the information shown on drawing 23046/IN/20/A and 23046/GA/01, full details of the permanent site access works and the road marking improvements at the Roslyn Avenue / Henry Frederick Avenue junction shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of vehicle swept paths for a 11.85m refuse vehicle, sight lines, treatment of visibility splays, road markings, signage, crossings, construction specifications and details, levels and sections, kerbing, drainage, surface finishes and street lighting, and independent road safety audits covering all aspects of these works. Unless otherwise agreed in writing by the Local Planning Authority, the development shall not be brought into use until the approved works have been fully implemented.*

As per Condition 32 above from planning approval 2025/91870.

33 (internal estate streets scheme): *Prior to above ground works commencing, notwithstanding the information shown on drawing 23046/IN/20/A, a detailed scheme for the proposed internal estate streets to an adoptable standard, shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of vehicle swept paths for a 11.85m refuse vehicle, sight lines, treatment of visibility splays, road markings, signage, crossings, construction specifications and details, levels and sections, kerbing, drainage,*

surface finishes, street trees and street lighting, and independent road safety audits covering all aspects of these works. Unless otherwise agreed in writing by the Local Planning Authority, the development shall not be brought into use until the approved works have been fully implemented and maintained thereafter.

As per Condition 33 above from planning approval 2025/91870.

39 (vehicle parking areas surface and drainage) states: *Prior to the occupation of any dwelling hereby approved, the dwelling's respective vehicle parking areas as shown on plan ref. 2246 PL 105 Rev. D shall be surfaced and drained in accordance with the Communities and Local Government; and Environment Agencies 'Guidance on the permeable surfacing of front gardens (parking areas)' published 13th May 2009 (ISBN 9781409804864) as amended or superseded. The vehicle parking areas shall thereafter be retained and available for use as vehicle parking.*

These are implementation requirements and no information is necessary.

41 (bin storage area and waste collection point) states: *Prior to the occupation of any dwelling hereby approved, the dwelling's respective bin storage area and bin collection point, as shown on plan ref. 2246 PL 105 Rev. D, shall be laid out and made ready for use. Thereafter each bin storage area and waste collection point shall be retained.*

These are implementation requirements and no information is necessary.