

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

2026/91733 Huddersfield Open Market, Brook Street, HD1 1RY

Discharge of details reserved by conditions 7 (crime prevention measures), 8 (Remediation Strategy), 15 (CNEMP) and 21 (CEMP) on previous permission 2025/92443 for external works to Market Building and wider site including alteration and demolition of modern additions to the Market building, new glazed screens, new WC and welfare facilities, provision of services and lighting including associated works, remodelling to the stone annexe, alterations to catering facilities, and self-contained commercial units, works to floor surfaces of Market Building. Use of Market Building for a mix of uses (sui generis) including retail, hot food takeaway, drinking establishment, restaurant / café uses, market office, public welfare facilities, storage facilities as well as provision of areas that provide a mix of fixed and flexible indoor and outdoor market stalls. Creation of areas for open market, siting of associated structures, installation of new fixed market stalls demolition of external bin store and creation of waste compound area, storage compounds, vehicular parking, remodelling and surfacing of areas of hardstanding, street furniture, car park layout, installation of parcel lockers, landscaping and associated works (Listed Building within a Conservation Area)

Date Responded: 10/08/2026

Responding Officer: CNB

Responding Ref: K5-7NE/22

This application is for the discharge of conditions 7 (crime prevention), 8 (remediation strategy), 15 (CNEMP) and 21 (CEMP) on previous permission 25/92443 for the renovation of Huddersfield Open Market.

These comments will address the discharge of condition 21 only.

Condition 21

Development shall not commence until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The CEMP must include, as a minimum, details of the following:

- i) Parking provision for site operatives and visitor vehicles;
- ii) The location(s) for the loading and unloading of plant, equipment and materials;
- iii) Proposed access routes for construction traffic and how such traffic will be managed;
- iv) Wheel washing facilities and any other measures to prevent the transfer of mud and debris being brought on to the public highway
- v) numbers and sizes of vehicles expected to access the site
- vi) details of use of a banksman and traffic management including signage (types and location) for directing construction traffic where required,
- vii) the location of welfare facilities within the site during construction works

All demolition, engineering and construction works must be undertaken in accordance with the approved CEMP(s) which must be fully implemented and adhered to throughout the construction phase(s) of the development.

Reason: To ensure suitable access management arrangements are in place to accord with policies LP21 and LP22 of the Kirklees Local Plan and the Council's adopted highways Design Guide.

A Construction Environment Management Plan Rev D was submitted with the DoC application dated 9th June 2026 from Willmott Dixon Construction Ltd.

i) Parking provision for site operatives and visitor vehicles

These are to be on the surrounding public car parks, excluding the adjacent Tesco car park, and the parking provision is to be conveyed to contractors as part of the site induction. This is acceptable.

ii) The location(s) for the loading and unloading of plant, equipment and materials

This is indicated on a drawing in the CEMP and is within the gated compound and this is acceptable.

iii) Proposed access routes for construction traffic and how such traffic will be managed

These routes are clearly shown on ariel photographs within the CEMP and are suitable for construction vehicles and as such are acceptable.

It should be noted, however, that there is currently roadworks at the junction of A62 Castlegate and St John's Road and some movements are not available from Castlegate and so the access may need to be temporarily re-routed via either Fitzwilliam Street or Viaduct Street.

Deliveries are to be managed via a booking system and will access the site via Brook Street with the delivery vehicles being escorted through the site to ensure the safety of market users. This is acceptable.

iv) Wheel washing facilities and any other measures to prevent the transfer of mud and debris being brought on to the public highway

There is no reference to wheel washing facilities within the CEMP, however the site is urban in nature and there is no excavation of earth due to be carried out and so the possibility of vehicles dragging mud or debris on to the highway is very low. The CEMP states that dust is to be monitored and controlled to mitigate impact on the surrounding roads and where materials are to be removed from site the vehicles will be covered before leaving, this is acceptable.

v) numbers and sizes of vehicles expected to access the site

This information is not included within the CEMP, however, the number of anticipated contractors on site is given as approximately 80, however not all of these will access the site by vehicle. It has been proposed within the CEMP that the majority of deliveries and movement of contractor vehicles will take place outside the peak traffic hours with deliveries timed for after 7am to allow market traders to set up, however the sizes of the vehicles expected to access the site and the approximate numbers will need to be provided.

vi) details of use of a banksman and traffic management including signage (types and location) for directing construction traffic where required

A Banksman is proposed to be on site at all times to guide delivery and contractor/plant through the site for highway safety reasons and the access point will be indicated in the delivery pre-booking process so deliveries access via the correct gate. The delivery access route has been designed so that there should be no requirement for reversing of delivery vehicles within the site. This is acceptable.

vii) the location of welfare facilities within the site during construction works

These are shown on the included route plans and are to be located on the site of the existing car park and this is acceptable.

Due to the lack of details relating to the numbers and sizes of vehicles expected to access the site especially given that the access is within a town centre location and will be adjacent to an operating public market, we cannot currently support the discharge of condition 21.