



Kirklees Council

HECKMONDWIKE BUS STATION

Planning Statement





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HECKMONDWIKE BUS STATION PROPOSALS SURVEY RESPONSE REPORT

1. INTRODUCTION

1.1. OVERVIEW

- 1.1.1. This Planning Statement has been prepared by WSP on behalf of Kirklees Council (KC) (the 'Applicant') in support of a planning application for the proposed Heckmondwike Bus Station Scheme (hereafter referred to as the 'Proposed Scheme'), Heckmondwike, West Yorkshire.
- 1.1.2. It is proposed to redevelop the existing Heckmondwike Bus Hub, which was constructed in 2015.
- 1.1.3. The bus stands at the existing Heckmondwike Bus Hub are running over capacity at peak times, leading to safety and operational issues. The main bus operator along the A638 and A62 corridors has aspirations to increase service frequency along the corridors, which would require increased capacity at the Heckmondwike Bus Hub.
- 1.1.4. The Proposed Scheme comprises a new 'fit-for-purpose' bus station at Heckmondwike to provide increased capacity for bus services, improved interchange opportunities, improved waiting environment, and improved access to information.
- 1.1.5. These aims support the wider strategy, set out in KC Local Plan Policy LP19, "*to achieve a balanced and integrated transport network which makes the most efficient and effective use of road, rail, and public transport,*" in the context of KC's location between the Leeds, Sheffield and Manchester city-regions.

1.2. STRUCTURE OF PLANNING STATEMENT

- 1.2.1. This Planning Statement provides:
 - Context of the planning application;
 - Description of the Site and surroundings;
 - Description of the Proposed Scheme;
 - Relevant local and national planning policies;
 - Overall assessment of the Proposed Scheme, including the principle of development and analysis of key environmental considerations; and
 - Conclusions as to why the application is appropriate and should be granted permission.

1.3. DOCUMENTS

- 1.3.1. In addition to this Planning Statement, the planning application is accompanied by the following documents in accordance with comments received during the pre-application discussion with KC and KC's validation checklist:
 - Application Forms, including:
 - Certificate of Ownership;
 - Design / Drawings, including:
 - Location Plan;
 - Existing Site Layout;
 - Proposed Site Plan;

- Proposed General Arrangement;
- Elevations;
- Site Sections;
- Detailed External Lighting Scheme;
- Drainage Proposals; and
- Landscape Design;
- Environmental Reports, including:
 - Air Quality Impact Assessment;
 - Arboricultural Impact Assessment Report;
 - Biodiversity Net Gain (BNG) Assessment;
 - Construction Environmental Management Plan (CEMP);
 - Design and Access Statement;
 - Environmental Noise Assessment;
 - Historic Environmental Desk Based Assessment;
 - Landscape Management Plan; and
 - Transport Assessment.

1.4. LOCAL PLANNING AUTHORITY

1.4.1. KC is the Local Planning Authority (LPA) for the Proposed Scheme.

1.5. PLANNING APPLICATION FEE

1.5.1. Payment of the planning application fee in the sum of £1,386.00 has been arranged with KC Planning Services Department.

1.6. PRE-APPLICATION DISCUSSION

- 1.6.1. An initial meeting was held between the applicant team and KC's Planner on 4 June 2021, at which the Proposed Scheme was discussed at a high level. The KC Planner agreed that a request for an EIA Screening Opinion would not be required for the Proposed Scheme, as it is not located in an environmentally sensitive area and the site area is under the 1-hectare (ha) threshold. High level design comments were provided, and actions taken to investigate aspects such as surfacing materials. It was also agreed that the Proposed Scheme would next move onto a formal Pre-application process.
- 1.6.2. A Pre-application meeting took place on 11 November 2021 (**Ref. 2021/21086**). The pre-application response confirmed the elements of the Proposed Scheme for which planning permission was required, along with policy and design considerations, and the planning and environmental assessments that need to be prepared so that the planning application complies with KC's validation requirements.

1.7. RELEVANT CONSULTATION AND ENGAGEMENT

1.7.1. The pre-application consultation process comprised of key stakeholder engagement and public consultation. Identified.

- 1.7.2. The public consultation was undertaken between 13 July and 17 August 2021 and the purpose was to inform the public on the evolved design and seek feedback.
- 1.7.3. Feedback from pre-application consultation and engagement has been taken into consideration and incorporated into the design process, as set out in the Design and Access Statement (SGP, 2022). This includes requests for Accessible WC and Changing Places facilities.
- 1.7.4. A summary of the consultation exercises, a list of stakeholders contacted, and analysis of the consultation feedback is provided in the **Statement of Community Involvement** (SoCI) (see **Appendix C**) and Heckmondwike Bus Station Proposals Survey Response Report (see **Appendix D**).

2. THE SITE & SURROUNDINGS

2.1. LOCATION

- 2.1.1. The application Site (hereafter referred to as ‘the Site’) is located in the town of Heckmondwike, West Yorkshire, under the WF16 0HW postcode, and has a grid reference of approximately X: 421522, Y: 423528. The Site covers a total area of approximately 0.36 ha and is located within the administrative area of KC.
- 2.1.2. A Location Plan (**Ref. 20233-SGP-XX-00-DR-A-010001**) is included as Appendix A of this report.
- 2.1.3. The town of Heckmondwike lies roughly equidistant between Leeds to the northeast (12 km), Bradford to the northwest (10 km), and Huddersfield to the southwest (10 km). The local road network consists of A and B roads including the A638 Wakefield Road / Westgate / High Street, the A62 Huddersfield Road / Leeds Road and the B6117 Northgate / Walkley Lane / Heckmondwike Road, with access roads adjoining residential streets and commercial properties throughout the town.

ROLE AND FUNCTION OF HECKMONDWIKE

- 2.1.4. Policy LP13 of the Kirklees Local Plan (adopted February 2019) sets out the hierarchy of defined centres within the KC authority area. Heckmondwike is considered to be a Town Centre, which is the second level, below Principal Town Centres, and above District Centres and Local Centres.
- 2.1.5. Under Policy LP13, the Role and Function of a Town Centre in KC is considered to include the following:
- *“Provide for the shopping needs of residents across Kirklees mainly in the convenience (food) goods sector; and*
 - *Be the focus for the local provision of financial services; offices; entertainment and leisure facilities; arts, culture and tourism facilities; further education; and health services.”*
- 2.1.6. See **Section 5** for further context regarding Policy and Legislation.

2.2. SITE DESCRIPTION

- 2.2.1. The Site features open public realm with a mixture of soft and hard landscaping, which is bounded by the Bus Hub’s circular access route around Royle Fold and South George Street. There are 4 No. bus shelters with seating; these are spread around the inside of the circular access route, with 2 No. on the eastern side and 2 No. on the western side.
- 2.2.2. The Site is located adjacent to the A638 Westgate, which is immediately south of the Bus Hub, and the B6117 Northgate runs adjacent to its southwest boundary. Beyond Northgate to the west is Green Park, and beyond Westgate to the south lie commercial premises such as retail, food and drink, and other businesses.
- 2.2.3. The outer perimeter of the Bus Hub’s circular access route to the east, west and north meets the rear of a number of properties, including a travel agency to the west, a supermarket to the northwest, an automobile mechanic to the north, a dental practice to the northeast, and hardware and discount retail shops to the east.



- 2.2.4. Heckmondwike Bus Hub provides the main point for bus services throughout the local area and can be accessed from the A638 Westgate from the south or the B6117 Northgate from the west. Pedestrians and cyclists can also access the Bus Hub via George Street from the north.
- 2.2.5. The wider land use surrounding the Site is characterised by residential, commercial, and recreational land uses. Key local employers include Morrisons, Lidl, and Autoneum, which fall within a 500 m radius of Heckmondwike Bus Hub.
- 2.2.6. The closest listed building is set 40 m to the southeast of the Site, with a separate frontage in between, so this asset will not be materially affected.

3. CONTEXT OF THE PLANNING APPLICATION

3.1. ROLE AND HISTORY OF THE BUS HUB

- 3.1.1. The existing Bus Hub was previously constructed in 2014-2015 and opened in 2015, and is owned and maintained by KC.
- 3.1.2. The Hub was constructed to improve waiting facilities, interchange, reliability and bus use, along with reducing congestion in the town centre.
- 3.1.3. It is considered that the existing Bus Hub features open, poorly landscaped public realm north of the A638 that is bounded by the Bus Hub's circular access route around Royle Fold and South George Street. The open nature of the existing public realm means that bus users are largely exposed, including to inclement weather, which diminishes the user experience.
- 3.1.4. The applicant is now aiming to further improve the Hub through the Transforming Cities Fund (TCF) programme (see **Section 3.2**). The Proposed Scheme (described further in Section 4 of this report) is considered to provide transformative measures that can support modal shift from private car use to sustainable transport modes.

PLANNING HISTORY

- 3.1.5. Previous planning applications at the Site are as follows:
 - 2009/91883 – Outline application for erection of Library and Information Centre and a four-stand bus station, together with associated external and highways works (granted on 8 September 2009 but not constructed);
 - 2012/92547 – Extension of time limit to previous permission 2009/91883 for outline application for erection of Library and Information Centre (LIC) and a four-stand bus station together with associated external and highways works (granted on 26 October 2012); and
 - 2014/93586 – Installation of 1 No. illuminated sign (granted on 10 February 2015).

3.2. REGIONAL CONTEXT

TRANSFORMING CITIES FUND

- 3.2.1. The Leeds City Region (LCR) TCF programme is a major investment that at its heart aims to provide an accessible, attractive, and cleaner alternative to car journeys. Enhancements to the West Yorkshire transport network focus on inter and intra-city connectivity and will provide significant investment in packages of projects that will improve access to jobs and enable people to move around. The West Yorkshire Combined Authority (WYCA) has prioritised nine 'Gateways' for improvements as part of the TCF bid, which includes Heckmondwike.
- 3.2.2. The overarching aims of WYCA's TCF proposals that are relevant to the Proposed Scheme include:
 - Making Heckmondwike town centre more attractive for people to both live and invest in, by removing the dominance of dated highway infrastructure and making sustainable transport options the most convenient choice;
 - Connecting people in the communities of greatest economic need with job and training opportunities such as new employment sites and new college places;

- Helping to boost productivity, living standards, and air quality, creating happier, healthier communities; and
- Spreading the benefits of the 'Connecting Leeds' programme, beyond the Leeds District border, to make travelling by public transport an attractive and more reliable offer for commuters.

3.2.3. The Heckmondwike TCF scheme will complement the wider LCR TCF schemes, ultimately providing a transformational change in the region's transport system. It is estimated that TCF schemes will improve journeys by bus, rail, cycling, and on foot, for up to 1.5 million people, take up to 12 million car trips per year of the road network, and reduce CO2 emissions from car travel by up to 15,000 tonnes by 2036.

THE WIDER HECKMONDWIKE TCF SCHEME

3.2.4. The Heckmondwike Bus Station forms one part of the wider Heckmondwike TCF scheme, which comprises complementary components as follows:

- Scheme Component 1 – Heckmondwike Bus Station Scheme; and
- Scheme Component 2 – A638: Cleckheaton to Dewsbury Scheme.

3.2.5. This planning application is concerned with the Heckmondwike Bus Station Scheme. The highway elements required under Scheme Component 2 would be carried out under the Highway Authority's permitted development rights as stated in Part 9A of the Town and Country Planning (General Permitted Development) (England) Order 2015.

3.3. PROPOSED SCHEME CONTEXT

EXISTING ISSUES AND CHALLENGES

3.3.1. The Proposed Scheme seeks to address the following notable issues and challenges:

- Slow average bus speeds especially during peak traffic hours;
- Increasing car mileage alongside decreasing bus patronage across West Yorkshire adds pressure to the transport network;
- Future Mass Transit plans across West Yorkshire by 2040 would require an increase in bus capacity at Heckmondwike to accommodate this growth;
- Limited facilities at the existing Heckmondwike Bus Hub make bus travel a less attractive option. When compared with places such as Cleckheaton and Pontefract, there is a significant gap in provision of services;
- Unreliable bus offer, which often results in long journey times for users;
- Bus capacity issues insufficient number of stands to accommodate future growth;
- Poor waiting environment for passengers and no facilities for bus operators;
- High deprivation levels based on their Index of Multiple Deprivation score;
- Significant disparities in GVA (gross value added) per head across the LCR. Kirklees GVA per head is only 70% of the national average; and
- Additional housing and employment growth planned will have a significant negative impact on the network without sufficient intervention.

3.4. PROPOSED SCHEME AIMS AND OBJECTIVES

- 3.4.1. The Proposed Scheme aims to support a modal shift from private car use to more sustainable transport modes by proposing transformative measures to the Heckmondwike Bus Hub.
- 3.4.2. In order to address each of the issues and challenges listed in **Section 3.3**, the objectives of the Proposed Scheme are to:
- Provide an enhanced and inclusive experience for passengers moving through the Heckmondwike Bus Hub by transforming facilities and improving user safety, achieving a 15% increase in customer satisfaction by 2027;
 - Increase bus patronage levels at the Heckmondwike Bus Hub by 5-10% on numbers observed in 2019, by 2027;
 - Enhance the office provision within the existing Heckmondwike Bus Hub; and
 - Increase capacity at the Heckmondwike Bus Hub by at least 20% and deliver layover bays by 2023.
- 3.4.3. The Proposed Scheme would deliver sustainable travel accessibility and infrastructure improvements to respond to existing demands on the local transport network. The Proposed Scheme also supports new development and growth, whilst taking full advantage of forthcoming bus enhancements.
- 3.4.4. By improving the aesthetics of the Bus Hub through public realm enhancements, combined with delivering multi-modal accessibility and connectivity improvements, the Proposed Scheme would help to deliver 'healthy streets' in the town centre.
- 3.4.5. The Proposed Scheme also responds positively to the LCR Strategic Economic Plan (SEP) 2016-2036 Strategic Priorities; notably Priority 4: Infrastructure for Growth, as local residents would be able to access increased opportunities across the wider LCR and access into Heckmondwike for visitors and commuters from outside the area would be improved. The public realm enhancements would benefit the Bus Hub as a 'gateway' and would help support inward economic investment by making Heckmondwike a more attractive location for both businesses and employment; therefore, helping the local area and region to achieve several of its economic and sustainability objectives whilst also supporting the wider economy.
- 3.4.6. In these ways, the Proposed Scheme also supports LCR SEP Strategic Priorities 1 (Growing Businesses), 2 (Skilled People, Better Jobs), and 3 (Clean Energy and Environmental Resilience).
- 3.4.7. Overall, the Heckmondwike Bus Station Scheme aims to improve bus capacity, accessibility and safety in order to support sustainable travel.

4. THE PROPOSED SCHEME

4.1. PROPOSED SCHEME DESCRIPTION

- 4.1.1. This Planning Statement has been prepared to support the planning application for the Proposed Heckmondwike Bus Station Scheme. The new Bus Station is to be located on the site of the existing Bus Hub.
- 4.1.2. The Proposed Scheme subject to this planning application comprises the following elements, as shown on the Proposed General Arrangement (GA) Plan (**Ref. 20233-SGP-HEK-ZZ-DR-A-021004 Rev P10**; also attached as Appendix B) and Landscape Design (**Ref. TCF-WSP-KHBH-XXX-DR-LE-000001 Rev P04**):
- A new covered concourse with new bus stands, seating and real time information boards;
 - Five new Drive-in-Reverse-Out (DIRO) bus stands, one Drive-in-Drive-Out (DIDO) layover stand and one layover resting bus bay located off the carriageway on a new hard landscaped bus apron, replacing the existing 4 No. bus layover bays to increase bus capacity;
 - A new fully enclosed waiting area with an Accessible WC and Changing Places facility. This will also provide enclosed staff office space, rest areas, and plant rooms;
 - A harmonious modern building design that integrates well into the surrounding heritage assets and public realm but also provides a unique design identity;
 - Enhanced soft and hard landscaping to create a more inviting and usable public realm that also promotes art, culture, and biodiversity;
 - New reversing camera facilities to allow for safe bus reversing activity so the drivers can view what's behind them at bus stands 1 to 5;
 - An environmentally friendly bus station design which will incorporate energy efficiency, local energy generation such as roof-mounted solar photovoltaic (PV) panels, and green features that complements the surrounding heritage and public realm;
 - 6 No. cycle stands (accommodating 12 No. cycles);
 - Bin store; and
 - Improved pedestrian circulation routes around the bus station site.
- 4.1.3. It is considered that the Proposed Scheme would address a number of known challenges and issues associated with the existing Bus Hub and transport network, together with public amenity provision such as toilet and changing facilities, and broader regeneration of Heckmondwike town centre.
- 4.1.4. The design responds to the local setting and townscape and aims to enhance and regenerate public realm that is currently recognised to be poorly landscaped. Given its existing surrounding streetscape comprising several blank walls and gables, the existing Bus Hub will benefit from the Proposed Scheme through the animation of public spaces and enhanced safety of its most vulnerable users.
- 4.1.5. Additional details of the design process are set out in the Design and Access Statement (SGP, 2022), which is submitted with this planning application.

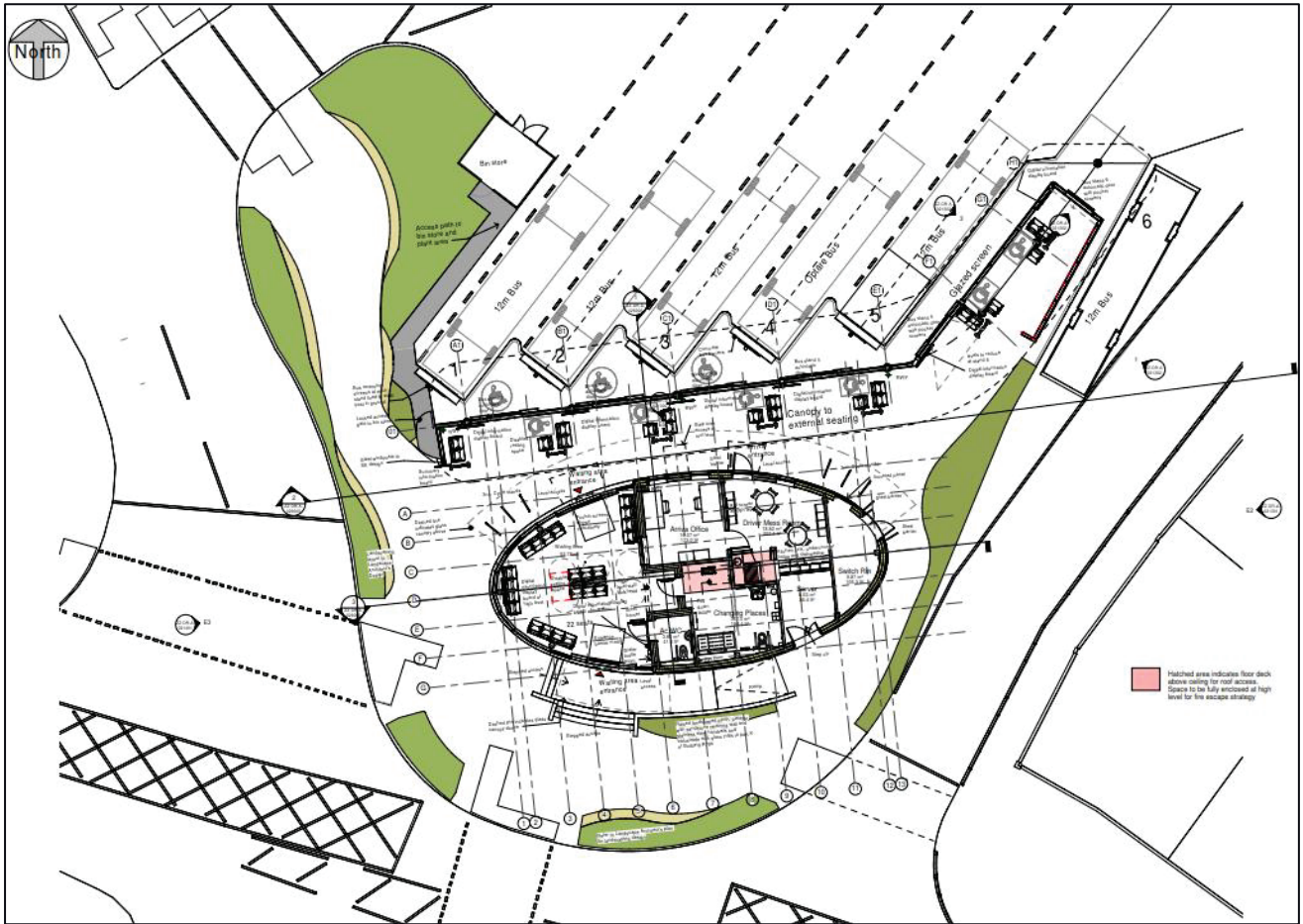


Figure 4-1 - Proposed GA Plan for the proposed new building and bus stands

BUS STANDS

- 4.1.6. There are 6 No. proposed bus stands located to the north of the proposed bus station building.
- 4.1.7. Bus services will access 5 No. stands via a new access point off George Street in the northeast of the circular access route, which leads to 5 No. designated lanes with DIRO access. 1 No. bus stand will have DIDO access via a layby bay off Royle Fold, to the east of the proposed hardstanding area.



Figure 4-2 - 3D Perspective View due east over the Proposed Scheme

PASSENGER FACILITIES

- 4.1.8. There will be a new Bus Station facility with a large, brand-new concourse building; refer to the Design and Access Statement (SGP, 2022) for further details.
- 4.1.9. Pedestrian access from outside the Site to the proposed hardstanding area will be via enhanced pedestrian crossings to the northwest, southwest and southeast. The hardstanding area enables pedestrian access to the proposed building in the southern area of the Site and proposed bus stands north of the proposed concourse building.
- 4.1.10. The proposed concourse building will feature an enclosed public waiting area with seating and Real Time Passenger Information Screens. An accessible WC and changing room will be accessed via the waiting room.
- 4.1.11. The proposed bus stands will benefit from canopies to provide covered access for bus users from the proposed concourse building through to the bus access points.
- 4.1.12. A new lighting scheme will be implemented to enhance the Proposed Scheme layout in terms of safety, security, and legibility of routes.
- 4.1.13. Appropriate signage will be provided in order to facilitate wayfinding at the Site, both inside the building to direct people to the WC and changing places, and outside the building there will be WC and waiting area signage above the entrance doors.

- 4.1.14. 6 No. cycle stands are proposed to be installed to the north of the proposed concourse building, which can help to enable multimodal journeys.

PUBLIC SPACE

- 4.1.15. The design includes public realm improvements, including full resurfacing of public realm inside the vehicular access circular route. This will include hard and soft landscaping to create a welcoming environment for bus users in order to achieve a modern, fit-for-purpose Bus Station to serve as a Gateway and interchange for Heckmondwike.
- 4.1.16. There will be soft landscaping enhancements to the areas adjacent to pedestrian walkways and areas north of the bus stands whose purpose is for enhancement to both the visual setting and biodiversity at the Site.
- 4.1.17. The design also addresses level changes by proposing installation of a ramp to ensure that the concourse building is accessible from the southern side by all users.
- 4.1.18. The proposed hardstanding will be accessible via junction improvements for pedestrians, including implementation of tactile paving for 3 No. zebra crossings to the Site.



Figure 4-3 - 3D Perspective View due north over the Proposed Scheme

BUILDING AND STRUCTURES

- 4.1.19. The concourse building and canopy structures have been designed to be in keeping with the surrounding context in terms of scale and appearance. The concourse building will be up to 7.35 m in height, and the canopy will be up to 7.8 m in height. The appearance and materials have been selected to reflect the local vernacular, such as the old sandstone buildings in the surrounding area.
- 4.1.20. Together with the passenger facilities set out above, the proposed concourse building design features enhanced staff facilities, including the following rooms:
- Driver's mess;
 - Arriva office;
 - Server room; and
 - Switch room.
- 4.1.21. Section 5 of the Design and Access Statement (SGP, 2022) provides more details about the designs proposals of the Proposed Scheme, including security measures for access to staff facilities.

5. PLANNING POLICY AND LEGISLATION CONTEXT

5.1. INTRODUCTION

- 5.1.1. The UK planning system has a plan-led structure, as set out in Section 70 of the Town and Country Planning Act (TCPA) 1990, which requires that, when determining a planning application, the authority shall have regard to the development plan, and any other material conditions. In Section 38 (6) of the Planning and Compulsory Purchase Act 2004, it states that planning applications are determined in accordance with the Development Plan unless material considerations indicate otherwise. Therefore, the planning policy context is significant in assessing the current and future development potential of any site.
- 5.1.2. This section provides a summary of the relevant legislation, planning policy and other guidance documents used in assessing the Proposed Scheme.

5.2. DEVELOPMENT PLAN

- 5.2.1. The Development Plan adopted by KC, known as the Kirklees Local Plan (KLP) (adopted February 2019), comprises two documents:
- Local Plan Strategy and Policies (adopted February 2019); and
 - Local Plan Allocations and Designations (adopted February 2019).

STRATEGY AND POLICIES DOCUMENT

- 5.2.2. The Local Plan Strategy and Policies document contains the spatial strategy and development management policies.
- 5.2.3. Its strategic objectives summarise the measures needed to deliver the vision that, *“In 2031, Kirklees will be a great place to live, work and invest in, delivered through an integrated approach to housing and employment. Development will have taken place in a sustainable way (balancing economic, social and environmental priorities) and by making efficient and effective use of land and buildings supported by necessary infrastructure and with minimal effect on the environment. Health inequalities will have been reduced, enabling higher standards of health and well-being resulting from improved access to training and job opportunities, a decent and affordable home, access to services and green spaces and opportunities for physical activity and a healthy lifestyle.”*

5.2.4. The Strategic Objectives are set out in **Table 5-1**, below.

Table 5-1 – Kirklees Local Plan Strategy and Policies Strategic Objectives

1.	Support the growth and diversification of the economy, to increase skill levels and employment opportunities including the provision of a high quality communication infrastructure.
2.	Strengthen the role of town centres, particularly Huddersfield, Dewsbury and Batley, to support their vitality and viability.
3.	Improve transport links within and between Kirklees towns and with neighbouring towns and cities, giving priority to public transport, and to cycling and walking, providing an efficient highway network which supports the district's economy.
4.	Provide new homes which meet the housing needs of the community offering a range of size, tenure and affordability, support existing communities and access to employment, public transport, shops and services.
5.	Tackle inequality and give all residents the opportunity of a healthy lifestyle, free from crime and to achieve their potential in work and education.
6.	Protect and improve green infrastructure to support health and well-being, giving residents access to good quality open spaces, sport and recreation opportunities, and to support habitats, allowing wildlife to flourish.
7.	Promote development that helps to reduce and mitigate climate change, and development which is adapted so that the potential impact from climate change is reduced and to help the transition towards a low carbon economy.
8.	Protect and enhance the characteristics of the built, natural and historic environment, and local distinctiveness which contribute to the character of Kirklees, including the South Pennine Moors, Moorland fringe and the area's industrial heritage.
9.	Promote the re-use of existing buildings and the use of brownfield land to meet development needs and support the regeneration of areas.
10.	Facilitate the sustainable use and management of minerals and waste.

5.2.5. The following policies are considered to be relevant to the scope of works:

- LP1: Presumption in favour of sustainable development;
- LP2: Place shaping;
- LP4: Providing infrastructure;
- LP13: Town centre uses;
- LP19: Strategic Infrastructure network;
- LP20: Sustainable transport;
- LP21: Highways and access;
- LP24: Design;
- LP28: Drainage;
- LP30: Biodiversity and geodiversity;
- LP32: Landscape;
- LP34: Conserving and enhancing the water environment;
- LP35: Historic environment;

- LP51: Local air quality; and
- LP52: Protection and improvement of environmental quality.

ALLOCATIONS AND DESIGNATIONS

5.2.6. The Local Plan Allocations and Designations document sets out different categories of potential future development that has been identified in order to complement the Local Plan Strategy and Policies document. The categories include housing, employment, mixed use, and town centre. The allocations considered to be relevant to the aims of the Proposed Scheme.

Employment

5.2.7. Priority Employment Areas within 1 km of the Proposed Scheme are as follows:

- Flush Mills, Westgate – 7.94 ha (Ref. PEA55);
- Spen Vale Street – 7.4 ha (Ref. PEA56);
- Ponderosa Park & Beehive Business Park, Smithies Lane – 2.36 ha (Ref. PEA57); and
- Wellington Mills, Providence Mills, BMK Industrial Estate, Victoria Spring Business Park, Frost Hill & Business Park, Huddersfield Road – 10.39 ha (Ref. PEA58).

5.2.8. A detailed assessment of the Proposed Scheme against the relevant planning policies of the Development Plan is set out in **Section 6**.

5.3. ADDITIONAL PLANNING GUIDANCE

SUPPLEMENTARY PLANNING DOCUMENTS

5.3.1. KC has prepared Supplementary Planning Documents (SPDs) to support the delivery of its Local Plan. The following SPD is considered to be relevant to the Proposed Scheme:

- Kirklees Highway Design Guide (November 2019).

GUIDANCE AND ADVICE NOTES

5.3.2. KC has also prepared a suite of guidance and advice notes with respect to planning and development in the local authority area. The following guidance and advice notes are considered to be relevant to the Proposed Scheme:

- Biodiversity Net Gain Technical Advice Note (June 2021);
- Planning Applications: Climate Change Guidance (June 2021);
- Public Art Policy: Making Great Place, Making Places Great (2017);
- Waste Management Design Guide for New Developments (October 2020, Version 5); and
- West Yorkshire Low Emissions Strategy 2016 to 2021 (December 2016).

KC CLIMATE EMERGENCY

5.3.3. In January 2019, KC declared a Climate Emergency. This places a greater focus on the Planning and Development Service to ensure development, applicants and developers are focused on KC's priorities for a greener and more sustainable environment. KC adopted a target for achieving 'net zero' carbon emissions by 2038.

5.4. NATIONAL PLANNING POLICY

THE NATIONAL PLANNING POLICY FRAMEWORK

- 5.4.1. The National Planning Policy Framework (NPPF) (July 2021) sets out the Government's planning policies for England and how these should be applied.
- 5.4.2. The NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable development. The objective of sustainable development can be summarised as 'meeting the needs of the present without compromising the ability of future generations to meet their own needs' (Paragraph 7, NPPF 2021). To achieve this, there are overarching social, economic, and environmental objectives that are interdependent and need to be pursued in mutually supportive ways to secure net gains across each (Paragraph 8, NPPF 2021). At the heart of the NPPF is a presumption in favour of sustainable development (Paragraph 11, NPPF 2021), which includes approving development proposals that accord with an up-to-date development plan without delay.
- 5.4.3. The topic specific sections of the NPPF that are relevant to the Proposed Scheme are listed below:
- Section 2 - Achieving sustainable development;
 - Section 6 - Building a strong, competitive economy;
 - Section 7 - Ensuring the vitality of town centres;
 - Section 8 - Promoting healthy and safe communities;
 - Section 9 - Promoting sustainable transport;
 - Section 11 - Making effective use of land;
 - Section 12 - Achieving well-designed places;
 - Section 14 - Meeting the challenge of climate change, flooding and coastal change;
 - Section 15 - Conserving and enhancing the natural environment; and
 - Section 16 - Conserving and enhancing the historic environment.

6. PLANNING ASSESSMENT

6.1. INTRODUCTION

6.1.1. This section of the Planning Statement provides a planning assessment of the key issues relating to the Proposed Scheme in the context of existing planning policy and other material conditions. Given the nature of development, the main considerations of this proposal include:

- Principle of Development;
- Impact on Visual Amenity;
- Impact on Neighbourhood Amenity;
- Sustainable Transport and Impact on Highway Safety;
- Crime and Security;
- Biodiversity;
- Drainage; and
- Other Environmental Considerations.

6.2. PRINCIPLE OF DEVELOPMENT

6.2.1. The Proposed Scheme will help establish the new Heckmondwike Bus Station as the Gateway to the town and to the wider Kirklees district through the provision of a replacement Bus Station, new concourse building, 2 No. additional bus stands, and accessibility and landscaping enhancements. The package of improvements aims to deliver modal shift towards sustainable transport modes and support enhanced connectivity to employment and education opportunities within KC and, crucially, between other towns and cities across the wider LCR.

6.2.2. The Proposed Scheme aims to contribute to the fulfilment of the LCR TCF vision by better connecting people to economic and education opportunities across LCR through sustainable transport.

6.2.3. Central to the Proposed Scheme is the enhancement of public transport, which would improve sustainable transport links within Heckmondwike and between neighbouring towns and cities. This aligns with Local Plan Policies LP13 Town Centre Uses, LP19 Strategic Transport Infrastructure, and LP20 Sustainable Travel.

6.2.4. Policy LP1 Presumption in Favour of Sustainable Development is therefore also satisfied.

6.2.5. The principle of development also aligns with national policy, notably NPPF Chapter 9 Promoting Sustainable Transport and NPPF Chapter 14 Meeting the Challenge of Climate Change.

6.2.6. The Proposed Scheme will help to improve and promote low carbon transport options by providing cycle parking, enhancing the pedestrian environment, and developing a new Bus Station with 2 No. additional bus stands. Therefore, it also complies with the Planning Applications: Climate Change Guidance (June 2021) and responds positively to the challenges of the Climate Emergency declared in January 2019.

6.3. IMPACT ON VISUAL AMENITY

- 6.3.1. The existing Site is poorly landscaped and is surrounded by several blank walls and gable ends, so provides minimal street animation or natural surveillance to and from the Site. The Site is enclosed by the highway on all sides.
- 6.3.2. The Proposed Scheme aligns with KC Local Plan Policy LP24 Design by promoting “*good design by ensuring the form, scale, layout, and details of all development respects and enhances the character of the townscape, heritage assets and landscape.*” As a consequence, the Proposed Scheme also aligns with NPPF Chapter 12 Achieving Well-Designed Places. For detailed descriptions, please refer to the Design and Access Statement (SGP, 2022) submitted with this planning application.
- 6.3.3. The Historic Environment Desk-Based Assessment (HEDBA) states that there would be either no visibility or limited visibility between the Site and the three Grade II-listed buildings within 100 m of the Site. It is therefore considered that there would be no harm to two of the Grade II-listed assets and less than substantial harm to the third Grade II-listed asset. There would be no harm to the non-designated built heritage assets.
- 6.3.4. The proposed design of the concourse building and adjacent landscaping within the Site responds positively to the policy aim to respect and enhance the townscape.
- 6.3.5. The concourse building features simple, clean shapes and subtle colours, while creating a strong architectural identity and gateway to Heckmondwike town centre. Materials have been selected in order to respect and enhance the local vernacular, including the sandstone cladding panels proposed for the south-facing elevation. Otherwise, the glazed curtain walling and ceramic backed spandrel panels on waiting area and bus stand panels serve to maximise sight lines through the Site. Signage panels such as for bus stand numerals are proposed to use opaque backed glass. The curved building and roof will be emphasised by use of dark grey ceramic panels.
- 6.3.6. The landscaping consists of hard and soft surfacing treatments that punctuate and complement the Site to provide continuity with Green Park to the west and balance with the urban setting by adding green spaces as a means to enable clear desire lines along the proposed hardstanding design and create an environment both attractive for Bus Station users and beneficial in biodiversity terms, with a net gain delivered through the Proposed Scheme (refer to the BNG Assessment for details).
- 6.3.7. It is considered that the architectural integrity of both the built and landscaped elements of the Proposed Scheme will have a positive effect on the town by providing an attractive setting that patrons and passers-by will feel safe to use.
- 6.3.8. Therefore, it is considered that the Proposed Scheme also complies with the relevant local and national policy.

6.4. IMPACT ON NEIGHBOURHOOD AMENITY

- 6.4.1. Policy LP24, *Design*, of the KLP states that, “*Proposals should promote good design by ensuring they provide a high standard of amenity for future and neighbouring occupiers; including maintaining appropriate distances between buildings and the creation of development-free buffer zones between housing and employment uses incorporating means of screening where necessary.*”
- 6.4.2. Additionally, Paragraph 174 of the NPPF states the following:

“Planning policies and decisions should contribute to and enhance the natural and local environment by: [...] (e) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land stability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality.”

- 6.4.3. The amenity considerations relevant to the Proposed Scheme are Noise and Vibration, Air Quality, and Lighting.

NOISE AND VIBRATION

- 6.4.4. The Proposed Scheme is to increase the capacity of the existing Heckmondwike Bus Hub. As such, the Proposed Bus Station will enable an increase in the number of bus services, but without extending the operating hours – i.e., bus movements will continue to run between approximately 05.00 and 23.00 during a typical weekday period.
- 6.4.5. The Environmental Noise Assessment (WSP, 2022) submitted with this planning application was based on the results of a baseline environmental noise survey at locations considered to be representative of the nearest noise sensitive receptors to the Site. The assessment concluded that the specific sound level arising from plant associated with the Proposed Scheme is predicted to be significantly lower than the background sound levels at the nearest noise sensitive receptors during the daytime and night-time periods. This is a strong indication that the noise generated by plant associated with the Proposed Scheme will have a low impact at the nearest noise sensitive receptors and that complaints are unlikely.
- 6.4.6. Regarding bus movements associated with the Proposed Scheme, the Environmental Noise Assessment concludes that any potential adverse impacts associated with the Proposed Scheme will be negligible.
- 6.4.7. Therefore, it is considered that the Proposed Scheme is compliant with Policy LP24 of the KLP regarding noise and vibration, together with NPPF Paragraph 174.

AIR QUALITY

Air Quality Assessment

- 6.4.8. An Air Quality Assessment (WSP, 2022) has been prepared to support this planning application. It notes that the Proposed Scheme will facilitate an increase in capacity of buses from a maximum of 48 to 52 per hour.
- 6.4.9. The report presents the findings of the assessment, which addresses the potential air quality impacts during both the construction and operational phases of the Proposed Scheme. For both phases, the type, source, and significance of potential impacts were identified, and the measures that should be employed to minimise these proposed.
- 6.4.10. Regarding construction, there is considered to be low risk of dust soiling amenity impacts and a negligible risk of health impacts from increases in particulate matter (PM₁₀ and PM_{2.5}) concentrations due to construction activities.

- 6.4.11. Regarding traffic generated by the operational phase of the Proposed Scheme, applicable pollutants (NO₂, PM₁₀ and PM_{2.5}) have been assessed using detailed dispersion modelling. The results demonstrate that although local air quality impacts associated with the Proposed Scheme at some existing receptors are significant, the pollutant concentrations at all receptors are predicted to be under the health-based air quality objective limits. Results of the dispersion modelling show that, relative to the 'without development' scenario in 2023, impacts would be negligible, and the overall effect of the Proposed Scheme operation on local air quality is not significant.
- 6.4.12. Based on the assessment results, it is considered that the Proposed Scheme will be compliant with Policy LP24 of the KLP regarding air quality, with no air quality constraints identified, together with NPPF Paragraph 174.

Low Emissions Strategy

- 6.4.13. The Proposed Scheme seeks to provide bus station infrastructure to induce modal shift towards sustainable transport, which has the potential to reduce trips made by private car. It is considered that the Proposed Scheme's aims and objectives are fundamentally aligned with the aims and objectives of KC and WYCA regarding transport, air quality and climate change strategy. For example, Policy LP20 of the KLP states KC's support for demand management measures *"to improve areas with low levels of air quality"* and adds that *"Proposals should include measures to encourage the use of sustainable travel options, including public transport."* In addition, Paragraph 186 of the NPPF states that, *"Planning policies and decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants [and] Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement."*
- 6.4.14. These policy aims are reflected through the Proposed Scheme design, together with the wider TCF Scheme for bus prioritisation along the A638 corridor, which is an essential part of the strategy to deliver improved living environments and air quality levels in West Yorkshire. As stated above, the Proposed Scheme is considered to be compliant with the relevant policy in this regard.
- 6.4.15. Furthermore, in January 2022 WYCA submitted a Full Business Case funding bid for the Zero Emission Bus Regional Area (ZEBRA) programme to government to enable the introduction of 111 zero-emission buses throughout the region¹, ensuring that 10% of the bus fleet are zero emission and some of the dirtiest buses are taken off the region's roads. The ZEBRA funding bid is to bring about sustainable change towards reducing emissions from bus movements in the West Yorkshire area and align with KC transport and climate strategies as set out in this Planning Statement.
- 6.4.16. The West Yorkshire Low Emissions Strategy 2016 to 2021 (WYLES) sets out its Air Quality and Emissions Technical Planning Guidance *"to assist developers, consultants, air quality officers and planning authorities to ensure that the principles of sustainable development, with particular reference to air quality, are satisfied when making planning decisions."*
- 6.4.17. The WYLES states that, *"Because poor air quality is mainly associated with emissions from road traffic, the Planning Guide necessarily leans towards reducing emissions from transport through the promotion and support for public transport"* and notes that, *"buses provide a valuable public transport option and are part of the solution to air quality problems."*

¹ <https://www.westyorks-ca.gov.uk/media/8305/zebra-fbc-redacted.pdf>

- 6.4.18. The WYLES also considers “*good growth’ and particularly in relation to new developments and the role of the planning system to contribute to the achievement of sustainable development.*”
- 6.4.19. In order to achieve its aim to reduce emissions, the WYLES presents a three-stage process in its Air Quality and Emissions Technical Planning Guidance. If after the first two stages a requirement for mitigation is identified, then there are three mitigation Types. Type 3 Mitigation includes a damage cost calculation that would be spent on, for example, “*Measures to support improved public transport*”, which lists “*Provision of new or enhanced public transport services to the site*”, “*Support improving information systems for public transport*”, and “*Promoting low emission bus service provision*” among its examples. The Air Quality Assessment sets out the results of a damage cost assessment according to the WYLES Guidance. It is considered that the Proposed Scheme is a form of Type 3 Mitigation in itself and that any damage costs agreed through the WYLES would be used to support the implementation of development such as the Proposed Scheme. If successful, the ZEBRA funding bid will further enable the Proposed Scheme to align with the aims of the WYLES.
- 6.4.20. Additionally, Type 2 Mitigation includes “*Public transport use and infrastructure*” such as “*Improved pedestrian links to public transport stops*” and “*Provision of new bus stops infrastructure*” among its examples. The Scheme is an essential part of delivering mitigation to improve air quality measures that are identified in the WYLES.
- 6.4.21. The Proposed Scheme design also includes green infrastructure, which is listed in the WYLES as a form of Type 1 Mitigation. The BNG Assessment submitted with this planning application (and assessed against relevant planning policy in **Section 6.7**, below) shows that the proposed planting, green wall, and green roof have the potential to provide air quality improvement in line with the BNG Good Practice Principles.
- 6.4.22. Therefore, on the balance of material considerations and the clear mutual benefits associated with the Proposed Scheme, it is considered that a development proposal such as the Proposed Scheme should not be liable for payment of the WYLES Type 3 Mitigation damages cost.

LIGHTING

- 6.4.23. The design process has aimed to maximise the natural lighting opportunities to minimise the need for artificial lighting. This aim has been achieved by using glazed curtain walling around a large proportion of the proposed building elevations.
- 6.4.24. In external areas, the bus stand canopy will feature recessed lighting fixings. This will present a neat, contemporary finish and minimise light pollution beyond the Site. There are also proposed lighting columns positioned at intervals around the Site.
- 6.4.25. All proposed lighting will be LED in order to maximise energy efficiency.
- 6.4.26. The proposed Lighting and Control Strategy Layout (**Ref. HBH-WSP-00-ZZ-DR-E-630102**) has been agreed with KC’s Street Lighting and Corporate Landlord teams.
- 6.4.27. It is considered that the proposed lighting strategy will be compliant with Policy LP24 of the KLP by ensuring provision of a high standard of amenity for future and neighbouring occupiers.

6.5. SUSTAINABLE TRANSPORT AND IMPACT ON HIGHWAY SAFETY

STRATEGIC NETWORK

- 6.5.1. The KLP includes the Strategic Objective to, *“Improve transport links within and between Kirklees towns and with neighbouring towns and cities, giving priority to public transport, and to cycling and walking, providing an efficient highway network which supports the district's economy.”*
- 6.5.2. Policy LP19, *Strategic Transport Infrastructure*, of the KLP states that, *“The Council is committed to ensuring that new developments have safe and convenient access to the West Yorkshire Key Route Network where possible, the main arterial routes and the West Yorkshire Core Bus Network that connect the region. Development will be strategically placed along core networks where available and the developing core cycle network, all of which will be improved and maintained where possible to reduce congestion and reliance on the private car.”*
- 6.5.3. The Proposed Heckmondwike Bus Station Scheme will act together with the proposals for road improvements along the A638 and the wider TCF schemes across West Yorkshire to move towards the strategic objectives set by KC. Therefore, it is considered that the Proposed Development complies with the above Strategic Objective and Policy LP19 of the KLP.

TRANSPORT ISSUES & DESIGN

- 6.5.4. Policy LP20, *Sustainable Travel*, of the KLP states that, *“New development will be located in accordance with the spatial development strategy to ensure the need to travel is reduced and that essential travel needs can be met by forms of sustainable transport other than the private car. The council will support development proposals that can be served by alternative modes of transport such as public transport.”*
- 6.5.5. The Proposed Development responds positively to Paragraph 104 of the NPPF, which requires that, *“transport issues should be considered from the earliest stages of plan-making and development proposals, so that [...] opportunities to promote walking, cycling and public transport use are pursued.”*
- 6.5.6. In respect of specific applications for development, Paragraph 110 of the NPPF expects applications for development to ensure that,
- *“appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
 - *safe and suitable access to the site can be achieved for all users;*
 - *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
 - *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”*
- 6.5.7. The Transport Assessment submitted with this planning application states that the Proposed Scheme would significantly contribute to promoting modal shift along the A638 corridor, improve public realm within Heckmondwike town centre, and improve the quality of multimodal trips. Additionally, it states that there are no residual cumulative impacts in terms of the operational capacity of the surrounding transport network.

- 6.5.8. Therefore, it is considered that the Proposed Scheme complies with Policy LP20 of the KLP and Paragraphs 104 and 110 of the NPPF.

ROAD SAFETY

- 6.5.9. Policy LP21, *Highways and Access*, of the KLP states that, “*Proposals shall demonstrate that they can accommodate sustainable modes of transport and be accessed effectively and safely by all users. New development will normally be permitted where safe and suitable access to the site can be achieved for all people and where the residual cumulative impacts of development are not severe. Proposals shall demonstrate adequate information and mitigation measures to avoid a detrimental impact on highway safety and the local highway network. Proposals shall also consider any impacts on the Strategic Road Network.*”
- 6.5.10. Regarding highway safety, Paragraph 111 of the NPPF states that, “*Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.*”
- 6.5.11. A Road Safety Audit has been prepared as part of the design process of the Proposed Development, and the Transport Assessment submitted with this planning application concludes that, “*there are no residual cumulative impacts in terms of highway safety or the operational capacity of the surrounding transport network and therefore planning permission should not be withheld on transport grounds.*”
- 6.5.12. A number of safety analyses have been undertaken as part of the Transport Assessment in order to inform the design of the Proposed Scheme, such as swept path analysis, visibility arrangements, reversing camera system, and pedestrian/cycle arrangements.
- 6.5.13. Regarding the layout of the Proposed Scheme, wayfinding and access routes have been considered in order to ensure safe movements to, from and through the Site. These include kerb realignment, junction narrowing, and SuDS planting to deter access to the highway. This has been a part of a holistic approach that considers the multiple environmental needs associated with the Site. For example, to the northwest of George Street Sustainable Drainage System treatment is proposed along the outer section of the footway. This will have the dual purposes of facilitating the drainage network and deterring pedestrians from crossing George Street into an area of the carriageway unsafe for movement on foot.
- 6.5.14. Therefore, it is considered that the Proposed Scheme complies with Policy LP21 of the KLP and Paragraph 111 of the NPPF.
- 6.5.15. Further details are provided in the Transport Assessment submitted with this planning application.

6.6. CRIME AND SECURITY

CRIME AND FEAR OF CRIME

- 6.6.1. Policy LP24, *Design*, of the KLP states that, “*Proposals should promote good design by ensuring the risk of crime is minimised by enhanced security, and the promotion of well-defined routes, overlooked streets and places, high levels of activity, and well-designed security features.*”

- 6.6.2. Chapter 8 of the NPPF relates to promoting healthy and safe communities. Paragraph 92 of the NPPF states that “*Planning policies and decisions should aim to achieve healthy, inclusive and safe places which [...] are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of attractive, well-designed, clear and legible pedestrian and cycle routes, and high quality public space, which encourage the active and continual use of public areas.*”
- 6.6.3. Comments received by West Yorkshire Police during the pre-application discussions with KC include reference to the most applicable Secured by Design guidance documents. The design of the Proposed Scheme presented in this planning application responds positively to the pre-application comments provided by West Yorkshire Police.
- 6.6.4. The Proposed Development is designed to incorporate appropriate lighting to assist users with navigation and to illuminate the legitimate routes and waiting areas. The lighting strategy aims to deter, delay, and detect criminal activity, in line with the Secured by Design / Police Crime Prevention Initiatives Guide to Lighting². Sight lines through the Site will also be maximised by use of glazed curtain walling on the proposed building elevations. The proposed building materials will also help to create an attractive setting and enhance the quality of the proposed public realm.
- 6.6.5. The proposed layout aims to use the existing natural surveillance in the southern area of the Site to minimise the risks of crime and fear of crime at the Proposed Development. The area to the north of the proposed building will include recessed lighting under the bus stand canopy, which will illuminate waiting areas for legitimate users and deter antisocial activities by illuminating faces.
- 6.6.6. Natural surveillance will be increased by the more welcoming and attractive setting created by provision of soft and hard landscaping, including clear, logical routes through the Site for bus users and people passing through the Site along the A638 Westgate.
- 6.6.7. The proposed lighting scheme and intuitive wayfinding will be complemented by a CCTV strategy that is proposed to provide surveillance of the external public realm at the Site and internal waiting room and office. This is shown on the Electrical Services External/Internal Areas Security CCTV Strategy Layout drawing (**Ref. HBH-WSP-00-ZZ-DR-E-680101**) submitted with this planning application.
- 6.6.8. Cycle parking has been located to enable natural surveillance from bus users and passers-by. This is considered to comply with the applicable Secured by Design guidance, namely Standards for Public Cycle Parking (June 2021).
- 6.6.9. It is considered that the Proposed Scheme design complies with Policy LP24 of the KLP and Paragraph 92 of the NPPF.

WIDER SECURITY AND DEFENCE

- 6.6.10. Paragraph 97 of the NPPF states that, “*Planning policies and decisions should promote public safety and take into account wider security and defence requirements by anticipating and addressing possible malicious threats and natural hazards, especially in locations where large numbers of people are expected to congregate.*”

² https://www.securedbydesign.com/images/PCPI_LIGHTING_GUIDE_web.pdf

- 6.6.11. Additionally, confidential comments were received by the North East Counter Terrorism Unit as part of the pre-application discussions with KC in order to inform the design process.
- 6.6.12. Wider security and defence requirements have been considered during the design process and benches and other street furniture are located in order to act as obstacles to malicious threats. It is considered that this provides an appropriate level of protection to users of the Bus Station and the general public and therefore complies with the above policy.

6.7. BIODIVERSITY & ARBORICULTURE

- 6.7.1. Policy LP30, *Biodiversity and Geodiversity*, of the KLP requires proposals to “*provide net biodiversity gains through good design by incorporating biodiversity enhancements and habitat creation where opportunities exist.*”
- 6.7.2. KC has also published the Biodiversity Net Gain Technical Advice Note (June 2021) in order to provide guidance on how BNG should be achieved by development within Kirklees in the time prior to the introduction of the Environment Bill (anticipated to be from November 2023).
- 6.7.3. Paragraph 174 of the NPPF reiterates this and states that, “*Planning policies and decisions should contribute to and enhance the natural and local environment by [...] protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils [and] minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.*”
- 6.7.4. The BNG Assessment submitted with this planning application states that the existing Site is dominated by hardstanding, with a small area of landscaped modified grassland, and scattered trees. The Proposed Scheme landscape design is also dominated by hardstanding, but with the inclusion of a green roof on the main bus station and increased areas of species rich grassland planting, with increased tree planting and the creation of sustainable urban drainage features.
- 6.7.5. In conclusion, the BNG Assessment finds that the Proposed Scheme design would result in a net gain in area-based habitat units, which is considered to comply with, and exceed, the expectations of local and national policy.
- 6.7.6. The Landscape Management Plan submitted with this planning application sets out maintenance requirements and responsibilities in order to ensure and increase the biodiversity of the scheme.
- 6.7.7. The Arboricultural Impact Assessment Report submitted with this planning application finds that, of the 4 No. arboricultural features proposed to be removed, 1 No. is considered to be moderate quality and 3 No. are considered to be low quality. Overall, the biodiversity of the Site can be improved through replacement and enhancement planting, as set out above.

6.8. DRAINAGE

- 6.8.1. Policy LP28, *Drainage*, of the KLP states that, “*The presumption is that Sustainable Drainage Systems (SuDS) will be used to assist in achieving the following on each site: [...] b. for proposals on brownfield sites there should be a minimum 30% reduction in surface water run-off where previous positive surface water connections from the site can be proven. New connections will be subject to at least greenfield restrictions; c. No negative impact on local water quality and improvements in water quality where practicable; d. Consider whether proposed open spaces and green infrastructure within sites can contribute to the sustainable drainage of the site.*”

- 6.8.2. Policy LP28 of the KLP continues, stating, “*Development will only be permitted if it can be demonstrated that the water supply and waste water infrastructure required is available or can be co-ordinated to meet the demand generated by the new development.*”
- 6.8.3. Policy LP34, *Conserving and enhancing the water environment*, of the KLP sets out the hierarchy of surface water disposal treatments, in order of preference, which is firstly to an infiltration-based system wherever possible (such as soakaways), and secondly into a watercourse with the prior approval of the landowner. If the first two are not achievable, the third option is to discharge to a public sewer.
- 6.8.4. Policy LP34 adds that, “*Proposals are encouraged to [...] Improve water quality through the incorporation of appropriately constructed and maintained Sustainable Drainage Systems and surface water management techniques taking into account the sensitivity of groundwater.*”
- 6.8.5. Paragraph 167 of the NPPF states that, “*When determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere. [...] Development should only be allowed in areas at risk of flooding where, in the light of this assessment (and the sequential and exception tests, as applicable) it can be demonstrated that: [...] it incorporates sustainable drainage systems, unless there is clear evidence that this would be inappropriate.*”
- 6.8.6. A Drainage Proposals Plan (**Ref. TCF-WSP-KIR-HECK-DR-CH-05_01 Rev P02**) has been submitted with this planning application in order to illustrate how the risk of flooding will be managed through SuDS.
- 6.8.7. The SuDS design incorporates features adjacent to selected location along the footways and carriageway through the Site. These will be orientated to divert water flows into the best achievable locations in the context of Policy LP34, including existing gully connections and existing combined sewer.
- 6.8.8. It is proposed that pedestrianised public realm will be paved and levelled to facilitate a fall towards proposed SuDS features. Additional gullies will be created as part of the proposed landscape design, as required.
- 6.8.9. To the northwest of George Street, SuDS treatment is proposed along the outer section of the footway. This will have the dual purposes of facilitating the drainage network and deterring pedestrians from crossing George Street into an area of the carriageway unsafe for movement on foot.
- 6.8.10. The Proposed Scheme is considered to comply with local and national policy, in the context KC’s declaration of a Climate Emergency (January 2019) and subsequent local Climate Change Guidance (June 2021).

6.9. OTHER ENVIRONMENTAL CONSIDERATIONS

HERITAGE

- 6.9.1. Policy LP35, *Historic Environment*, of the KLP states that Development proposals affecting a designated or non-designated heritage asset, or those elements of the historic environment which contribute to the distinct identity of the KC area, should preserve or enhance the significance of the asset, or provide appropriate mitigation, as applicable.
- 6.9.2. Paragraphs 194 to 198 (inclusive) of the NPPF provide national policy regarding proposals affecting heritage assets, with which Policy LP35 of the KLP concurs.

- 6.9.3. Regarding the potential for impacts on buried heritage assets, the HEDBA submitted with this planning application recommends that further archaeological investigations be undertaken. It is considered that this can be secured via a planning condition attached to the determination of this planning application.
- 6.9.4. The HEDBA finds that there would be no substantial harm to either designated or non-designated above ground heritage assets.
- 6.9.5. Therefore, it is considered that the Proposed Scheme complies with local and national policy regarding heritage.

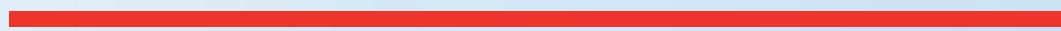
6.10. SUMMARY

- 6.10.1. The above planning assessment identifies and assesses the key issues relating to the Proposed Scheme in the context of existing planning policy and other material conditions.
- 6.10.2. Overall, it is considered that the Proposed Scheme complies with local and national planning policy, notably the Strategic Objective to, *“Improve transport links within and between Kirklees towns and with neighbouring towns and cities, giving priority to public transport, and to cycling and walking, providing an efficient highway network which supports the district's economy.”*
- 6.10.3. The Proposed Scheme also aligns with the overarching social, economic, and environmental objectives as set out in Paragraph 8 of the NPPF 2021, providing net gains across each. This includes the biodiversity net gain in area-based habitat units, the attractive and safe placemaking that can support a vibrant location within the community, and the economic and employment opportunities that can be realised through delivery of bus network expansion.
- 6.10.4. It is considered that there are no material planning reasons why this application should not be considered favourably. Therefore, it is requested that planning permission is granted.

7. CONCLUSION

- 7.1.1. This Planning Statement has been prepared by WSP on behalf of the Applicant, Kirklees Council. The Applicant is seeking planning permission for the proposed Heckmondwike Bus Station in Heckmondwike, West Yorkshire.
- 7.1.2. This Planning Statement has provided an overview of the Proposed Scheme. It has set out the need for the Proposed Scheme and has looked at the material considerations and examined how any residual adverse effects will be mitigated. This Statement has assessed the development against relevant planning policy and other material considerations.
- 7.1.3. The Proposed Scheme will provide significant improvements to the existing Heckmondwike Bus Hub that can help to provide strong, sustainable transport links across the local area and wider Leeds City Region from a strategic perspective.
- 7.1.4. The Proposed Scheme would provide access for all types of users; enable a variety of transport choices for the public; promote sustainable transport as an alternative to the car; promote economic development in Heckmondwike; and create an attractive environment for all users. It will play an important role in improving the experience for users of public transport, consistent with both local and national planning policy.
- 7.1.5. Chapter 6 of this Planning Statement assessed the Proposed Scheme against the relevant local planning policies of the Development Plan and the NPPF. The Proposed Scheme promotes the local aspirations of Kirklees Council and accords fully with local and national policies.
- 7.1.6. Notably, the Proposed Scheme design would result in a biodiversity net gain in area-based habitat units, which is considered to comply with, and exceed, the expectations of local and national policy. In addition, the design achieves a more attractive setting for users of the bus station and has the potential to create an iconic placemaking landmark for the wider town.
- 7.1.7. There are also a number of road safety measures as part of the Proposed Scheme that will help to improve the movement environment for pedestrians.
- 7.1.8. In light of these attributes, and in particular the fact that the Proposed Scheme is in accordance with the Development Plan and national policy and guidance, there are no material planning reasons why this application should not be considered favourably. It is requested that planning permission is granted.

Appendix A



SITE LOCATION PLAN



Red boundary line indicates extent of site



SGP
Architects + Masterplanners

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Heckmondwike Bus Station
Royle Fold
Heckmondwike WF16 0HR

Drawing Name:
Location Plan

Drawing Stage: INFORMATION

Suitability: S2 - Information

SGP File Ref: 20-233-03 010001

20-233 01/03/2022 DM XX 1:1250 @ A4 P.1

SGP Project No: Date: Drawn: Team: Scale: Rev:

Drawing Number:

20-233 -SGP-XX-00-DR-A-010001

Project Code Originator Volume Level Type Role Number



SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

TO BE READ IN CONJUNCTION WITH SGP RISK REGISTER.
IT IS ASSUMED THAT ALL WORKS WILL BE CARRIED OUT BY A COMPETENT CONTRACTOR WORKING, WHERE APPROPRIATE, TO AN APPROVED METHOD STATEMENT

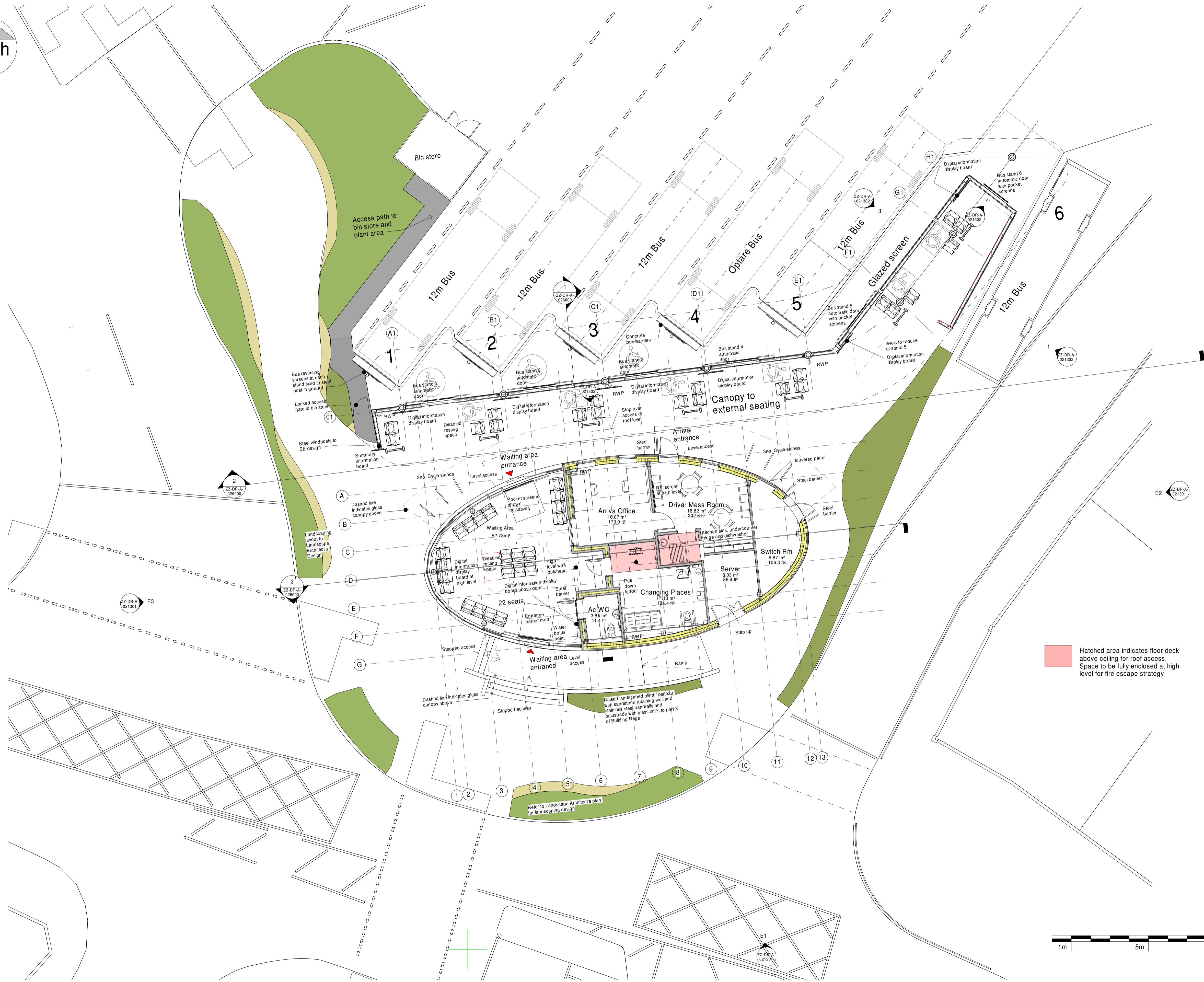
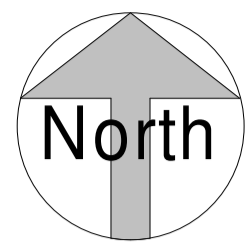
In addition to the Hazards/Risks normally associated with the type of work detailed on this drawing, note the following:

- 1. None Raised
- 2. xxx
- 3. xxx

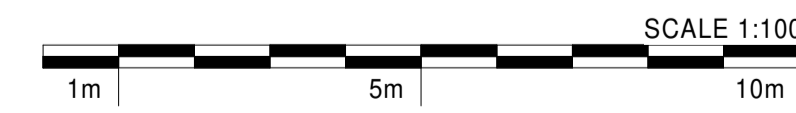
Red Line Boundary based on O/S Data and NOT confirmed as the Legal Boundary

Appendix B

GENERAL ARRANGEMENT PLAN 



Hatched area indicates floor deck above ceiling for roof access. Space to be fully enclosed at high level for fire escape strategy



1 Proposed GA Plan

1 : 100

Red Line Boundary based on O/S Data and NOT confirmed as the Legal Boundary
This drawing, the works and concepts depicted are copyright of Stephen George + Partners LLP and may not be reproduced or made use of, either directly or indirectly without express written consent. All heights, levels, sizes and dimensions to be checked on site before any work is put to hand.

Rev	Date	By	Description
P1	25/06/21	DM	Drawing job number revised. Changes to Pod waiting area include development of glass canopy to pod. Retail area removed and Driver's mess, office and server room added. Bus Stand Canopy simplified.
P2	13/07/21	DM	Cycle stands revised. Fire exit door added to Driver's mess room. Car Parking bays removed. Digital information display boards added to the plan and model. External landscaping incorporated from WSP. Green roof shown on pod building. Pod access ladder notes added.
P3	20/07/21	DM	FFLs added to Pod. Cycle stand position updated. Raised plant with stone wall, handrails etc added.
P4	27/07/21	DM	Plant design altered. FFL to Pod revised.
P5	07/02/22	DM	Pod layout revised to suit Option 5a as instructed by the Client.
P6	21/02/2022	DM	Pod curtain walling increased to provide 1100 high target egress. Floor deck and access stairs added to pod and step over ladder added to pod roof to provide access to bus stand canopy. Changes made in development of the roof access strategy.
P7	17/03/2022	DM	Issued for RIBA Stage 3
P8	30/03/2022	DM	Changes to plan include omission of south west ramp; step in FFLs and omission of Arriva office door in line with revised proposed levels. Issued for RIBA Stage 3
P9	01/04/2022	DM	Issued for RIBA Stage 3
P10	07/07/2022	DM	Water bottle refill point added to waiting room.



SGP

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Heckmondwike Bus Station
Royle Fold
Heckmondwike WF16 0HR

Drawing Name:
Proposed GA Plan

Drawing Stage: RIBA Stage 3

Status: S2 for Information

SGP File Ref: 20233-03-SGP-HEK-ZZ-M3-A-022002

20-233-003 06/22/21 DM Leeds 1:100 @ A1 P10

SGP Project No: Date: Drawn: Team: Scale: Rev:

Drawing Number:

20233 - SGP - HEK-ZZ-DR-A- 021004

Project Code Originator Volume Level Type Role Number

Appendix C

STATEMENT OF COMMUNITY INVOLVEMENT





STATEMENT OF COMMUNITY INVOLVEMENT

This Statement of Community Involvement sets out information regarding consultation and engagement, under the following sections:

- Steering Group and office engagement;
- Stakeholder and political engagement; and
- Public engagement and consultation.

Heckmondwike Bus Station Steering Group – officer engagement

The project team set up a Steering Group to provide feedback from officers with technical specialisms or input into the project's governance process through RIBA Stages 2 and 3. This will continue into the next stage of design.

Name	Job Title	Role	Organisation
Steve Mawhinney	Strategic Manager – Capital Delivery	Technical advice / lessons learned from previous projects	Kirklees Council
Gary Williams	Strategic Manager – Technical Services	Technical advice – MEP, Structures, Asset Maintenance, Architectural	Kirklees Council
Ilyas Ramjan	Technical Services Officer	Technical advice – Structures, Drainage	Kirklees Council
Rob Stanley	TCF Programme Lead	Oversight and project guidance	Kirklees Council
Isabel Whitworth	Project Manager – Town Centres	Interdependent scheme manager – outlining dependencies	Kirklees Council
Rob Williams	Strategic Category Manager	Procurement Lead	Kirklees Council
Dom Wing	Principal Engineer	Highway Design Advisor	Kirklees Council
Jamie Fletcher	Principal Engineer	Highway Safety Advisor	Kirklees Council
Nigel Hunston	Team Leader – Conservation	Heritage Advisor	Kirklees Council
Armin Alisic	Project Manager – Major Projects	Interdependent scheme manager – outlining dependencies	Kirklees Council
Claire Richardson	Principal Engineer	Highway Structures Advisor	Kirklees Council
Nigel Tipling	Principal Engineer	Highway Maintenance Advisor	Kirklees Council
Michelle Stevens	Senior Landscape Architect	Landscaping Advisor	Kirklees Council

Name	Job Title	Role	Organisation
Martin Stephenson	Principal Flood Risk Officer	Drainage Advisor	Kirklees Council
Katy Atkinson	Senior Communications Officer	Comms Lead	Kirklees Council
Max Birkhead	Project Assistant	Project support	Kirklees Council
Sid Iyer	Principal Engineer – UTC	Signals Lead	Kirklees Council
Yvonne Atkinson	Principal Engineer – Street Lighting	Lighting Lead	Kirklees Council
Tim Fawcett	Project Manager - Heckmondwike Bus Station	Project Manager	Kirklees Council
Jonathan Rogers / Fiona Limb	Programme Manager – Hubs & Interchanges	Regional scheme assurance and support	West Yorkshire Combined Authority
David Dufton	Asset Development Manager	Bus station advisor	West Yorkshire Combined Authority
Paul Whitley	Associate Transport Planner	Consultant Project Manager – design, planning, business case	WSP
Alistair Branch	Partner	Project Director - Design	SGP
Sue Eyre	Associate	Architect	SGP
Dan Morgan	Architect	Architect – presenting on architectural designs	SGP

The group has addressed significant issues that have arisen throughout the project lifespan and has led to relevant Services within the Council being satisfied with proposals. This engagement means should make for a smooth transition into delivery, and then onto operation.

Stakeholder & Political Engagement

Stakeholder identification and mapping

Stakeholder and Political Engagement has taken place throughout the project development process, with key stakeholders being mapped at the onset of the project, throughout the Strategic Outline Case (SOC) and Outline Business Case (OBC) stages.



Stakeholders that were identified included, but were not limited to, the following list:

- **Lead Members**
- **Ward Members**
- **Statutory Stakeholders**
 - Bus operators;
 - Emergency services;
 - Government agencies;
 - National Highways (formerly Highways England); and
 - Utility companies.
- **Interested Parties**
 - Civic societies;
 - Community groups;
 - Council / Regional authority departments;
 - Disability / accessibility groups;
 - Elderly representation;
 - Environmental groups;
 - Local business groups;
 - Local charities;
 - Local Residents;
 - Sports groups;
 - Transportation groups (Cycling, motorcycling etc.); and
 - Users of the facility and town centre.
- **Seldom Heard Groups**
 - Alcoholics / drug users;
 - BME representation;
 - Domestic abuse survivors;
 - Elderly representation;
 - Female centres;
 - Further disabled representation;
 - Homeless services;
 - LGBTQ+ groups;
 - Mental health recovery groups;
 - Religious representation; and
 - Young people.

The following stakeholders were contacted (please see further below for a summary of political briefings with lead and ward members):

Statutory Stakeholder	Method	Date	Type
Arriva	Email	28-Jul	Statutory Stakeholder
British Telecom	Letter	30-Jul	Statutory Stakeholder
Calderdale and Huddersfield NHS Foundation Trust	Letter	30-Jul	Statutory Stakeholder
Calderdale and Kirklees South West Yorkshire Foundation Trust	Email	28-Jul	Statutory Stakeholder
Canal & River Trust	Email	28-Jul	Statutory Stakeholder
Environment Agency	Email	28-Jul	Statutory Stakeholder
First Group	Email	28-Jul	Statutory Stakeholder
Greater Huddersfield Clinical Commissioning Group	Email	28-Jul	Statutory Stakeholder
Highways England	Email	28-Jul	Statutory Stakeholder
Historic England	Email	28-Jul	Statutory Stakeholder
Mid Yorkshire Chamber of Commerce	Email	28-Jul	Statutory Stakeholder
Mid Yorkshire Hospitals NHS Trust	Letter	30-Jul	Statutory Stakeholder
Natural England (Yorkshire & Northern Lincolnshire Region)	Email	28-Jul	Statutory Stakeholder
Network Rail	Email	28-Jul	Statutory Stakeholder
NHS Property Services	Email	28-Jul	Statutory Stakeholder
Northern Gas Networks Ltd	Email	28-Jul	Statutory Stakeholder
Northern Power Grid	Email	28-Jul	Statutory Stakeholder
Npower Renewables	Letter	30-Jul	Statutory Stakeholder
The Coal Authority	Email	28-Jul	Statutory Stakeholder
West Yorkshire Fire Service	Email	28-Jul	Statutory Stakeholder
West Yorkshire Police	Email	28-Jul	Statutory Stakeholder
Yorkshire Ambulance Service	Letter	30-Jul	Statutory Stakeholder
Yorkshire Tiger	Email	28-Jul	Statutory Stakeholder
Yorkshire Water Services Ltd	Email	28-Jul	Statutory Stakeholder

Interested Party	Method	Date	Type
Brake	Email	28-Jul	Road Safety Charity
British Cycling	Email	28-Jul	Governing Body
City Connect Rep	Email	28-Jul	Cycling Partner
Cycling UK	Email	28-Jul	Cycling Charity
Dalton JIN school - Visual Impairments	Email	28-Jul	Disabled representative
Enviro Kirklees	Email	28-Jul	Not for profit - Environmental
Experience Community CIC	Email	28-Jul	Community group
Go Dewsbury	Email	28-Jul	Community group
Greenspaces & Public Rights of Way	Email	28-Jul	Council Department
Guide Dogs	Email	28-Jul	Disability charity
Hudd Civic Society	Email	28-Jul	Civic Society
Independent Travel Trainer	Email	28-Jul	Disabled representative
KAL	Email	28-Jul	Council Department
Kirklees Cycle Campaign	Email	28-Jul	Cycle campaign groups
KNH	Email	28-Jul	Council Department
KVIN Visual Impairment Network	Email	28-Jul	Disability charity
Living Streets	Email	28-Jul	Disability charity
Local public transport user - visual impairment	Email	28-Jul	Disabled representative
Parks - re Natural Kirklees	Email	28-Jul	Environmental charity
RNIB	Email	28-Jul	Disability charity
Spem Civic Society	Email	28-Jul	Civic Society
Sustrans	Email	28-Jul	Cycling Charity
The Democracy Service	Email	28-Jul	Local democracy reps
Travel Plan Network	Email	28-Jul	WYCA department
University of Hudds	Email	28-Jul	Local educational establishment
Visits Unlimited - Disability Awareness Training	Email	28-Jul	Disability charity
Volunteer Managers	Email	28-Jul	Council Department
Yorkshire Sport Foundation	Email	28-Jul	Sport charity
British Horse Society	Email	28-Jul	Sports club

Interested Party	Method	Date	Type
Calderdale and Kirklees Age UK	Email	28-Jul	Elderly
Calderdale Saddle Club	Email	28-Jul	Sports club
Campaign for Better Transport - West Yorkshire Group	Email	28-Jul	Transport group
Campaign for the Protection of Rural England	Email	28-Jul	Environmental group
CityConnect Advisory Group	Email	28-Jul	WYCA group
Council for British Archaeology	Letter	30-Jul	Archaeology group
CTC (Cyclists Touring Club)	Email	28-Jul	Cycling group
CTC Right to Ride	Email	28-Jul	Cycling group
Cycle Kirklees Consultation Group	Email	28-Jul	Cycling group
Cycling UK	Email	28-Jul	Cycling Charity
Experience Community	Email	28-Jul	Community group
Forestry Commission	Email	28-Jul	Forestry group
Freight Transport Association	Email	28-Jul	Freight association
KFTRA	Letter	30-Jul	Residents' association
Kirklees Bridleways Group and Arrow	Email	28-Jul	Walking / Riding charity
Kirklees Community Action Network	Letter	30-Jul	Disability charity
Kirklees Visual Impairment Network	Email	28-Jul	Disability charity
Kirklees Walking	Email	28-Jul	Walking department
KSDL	Letter	30-Jul	Influential business
Kumon Y'all	Email	28-Jul	Language group
Leeds Abnormal Loads Team	Email	28-Jul	Highway department
Local Enterprise Partnership Leeds City Region	Email	28-Jul	WYCA department
Mencap in Kirklees	Email	28-Jul	Disability charity
Platform 1 - The Men's Shed	Email	28-Jul	Men's charity
Ramblers Organisation	Email	28-Jul	Walking group
Ravensthorpe CC	Email	28-Jul	Cycling club
Ride Kirklees	Email	28-Jul	Cycling club
Road Haulage Association	Email	28-Jul	Freight association

Interested Party	Method	Date	Type
RSPB	Email	28-Jul	Ecology group
SCP	Email	28-Jul	Children's department
Society for the Blind	Letter	30-Jul	Disability charity
Streetbikes	Email	28-Jul	Cycling charity
SUSTRANS	Email	28-Jul	Cycling charity
Tandem Trekkers	Email	28-Jul	Cycling club
The Woodland Trust	Email	28-Jul	Ecology group
Transformation Locala	Email	28-Jul	Health group
West Yorkshire Archaeology Advisory Service	Letter	30-Jul	Archaeology group
West Yorkshire Ecology	Letter	30-Jul	Ecology group
Yorkshire Wildlife Trust	Email	28-Jul	Ecology group
BID	Email	28-Jul	Business group
Hop On	Email	28-Jul	Cycling group
Transformers North	Email	28-Jul	Woodland / maintenance group
Kirklees Walking for Health	Email	28-Jul	Walking group
Kirklees Community Association	Email	28-Jul	Community group
Communities Together	Email	28-Jul	Community group
WYCA Transport Services	Email	28-Jul	WYCA department

Seldom Heard Groups	Method	Date	Type
Society For The Blind Dewsbury Batley & District	Email	28-Jul	BME
Indian Muslim Welfare Society (IMWS)	Email	28-Jul	BME
Royal Voluntary Service (Batley and Spen)	Email	28-Jul	Community
Age UK Calderdale and Kirklees	Email	28-Jul	Elderly
Milen Care, Track Road, Batley	Email	28-Jul	BME, elderly, disabled
Muslim Elderly and Disabled Organisation (Batley)	Email	28-Jul	BME, elderly, disabled
Involve @ Kirklees Council	Email	28-Jul	Community
Kirklees Community Safety Partnership	Email	28-Jul	Community

Seldom Heard Groups	Method	Date	Type
Jumma Masjid مسجد	Letter	30-Jul	BME
Masjid	Letter	30-Jul	BME
Madni Masjid	Letter	30-Jul	Religious
Ilaahi Masjid	Letter	30-Jul	Religious
Masjid Talha	Letter	30-Jul	Religious
Masjid Uthman	Letter	30-Jul	Religious
Baitul Atha Mosque	Letter	30-Jul	Religious
Masjid madrasa Alhira	Letter	30-Jul	Religious
Healey Musala	Letter	30-Jul	Religious
Kanzul Iman	Letter	30-Jul	Religious
Islamic Cultural Welfare Association	Letter	30-Jul	BME
Madrasah Taleemudeen / Islamic Culture Centre	Email	28-Jul	BME
Batley Central Mosque	Email	28-Jul	BME
Dawatal Islam Mosque مسجد	Email	28-Jul	BME
Pakistani Muslim Welfare Society	Email	28-Jul	BME
WomenCentre Kirklees	Email	28-Jul	Women
Pennine Domestic Abuse Partnership (PDAP)	Email	28-Jul	Survivors of domestic abuse
Community Links Engagement and Recovery Service (CLEAR)	Email	28-Jul	Mental health / elderly
Prism	Email	28-Jul	LGBTQ+
Kirklees LGBT Youth Service	Email	28-Jul	LGBTQ+
Batley Care & Drop In	Email	28-Jul	Homeless
CARE Dewsbury	Email	28-Jul	Homeless
Kirklees Council Chief Executive Policy and Partnership Unit (CEPPU)	Email	28-Jul	Various / all
Kirklees Safeguarding Children's Partnership	Email	28-Jul	Young people
Brunswick Centre	Email	28-Jul	LGBTQ+
Yorkshire Mixtures Youth (YMY)	Email	28-Jul	LGBTQ+ / young people
Kirklees Council Family Information Service	Email	28-Jul	parents with young children

Seldom Heard Groups	Method	Date	Type
The Kirklees Local Offer Website	Email	28-Jul	parents with young children / young people
CHART Kirklees	Email	28-Jul	Alcohol/ drug users
Kirklees in Recovery	Letter	30-Jul	Alcohol/ drug users
Alcoholics Anonymous	Email	28-Jul	Alcohol/ drug users
Community Plus	Email	28-Jul	Various / all
Leeds Gypsy and Traveller Exchange (Leeds GATE)	Email	28-Jul	Gypsy / Traveller groups
Auntie Pam's	Email	28-Jul	Women / Parents with young children
Nia Community Collective (NCC)	Email	28-Jul	BME (Black African and Caribbean)
Kirklees Welcomes	Email	28-Jul	Refugees and asylum seekers
Kirklees Citizens Advice and Law Centre	Letter	30-Jul	Various / refugees and asylum seekers
Kirklees Better Outcomes Partnership (KBOP)	Email	28-Jul	Various
Mencap	Email	28-Jul	People with disabilities
Cloverleaf Advocacy	Email	28-Jul	People with disabilities / sufferers of mental health
Kirklees Council Sensory Services	Email	28-Jul	Visual / hearing impairments
The Royal National Institute for Deaf People	Email	28-Jul	Deaf people
Howlands	Email	28-Jul	People with disabilities
Kirklees Integrated Youth Support Service (IYSS)	Email	28-Jul	Young people
Brian Jackson College (BJC) (in the Yorkshire Children Centre)	Email	28-Jul	Young people / survivors of child sexual abuse
FFT (Friends, Families and Travellers)	Email	28-Jul	Gypsy / Traveller groups
Kirklees Visual Impairment Network	Email	28-Jul	Visually impaired people

Political briefings

OBC Stage

At OBC stage, to ascertain political endorsement to the project, and to launch the public consultation, several political briefings were held on this project. It is important to note that ward and lead members were also briefed in February 2021, prior to the public consultation, due to the onset of the Purdah period for local and mayoral elections.

The following second round pre-consultation briefings took place to inform councillors of the bus station proposals:

Members	Date of briefing
Leader of the Council Cllr Shabir Pandor	26 May 2021
WYCA Transport Committee members Cllr Kim Groves (Chair) Cllr Manisha Kaushik (Deputy Chair)	27 May 2021
Kirklees Portfolio Holders Cllr Peter McBride (Regeneration) Cllr Eric Firth (Town Centres)	27 May 2021
Kirklees Portfolio Holders Cllr Naheed Mather (Environment) Cllr Will Simpson (Culture and Greener Kirklees)	2 June 2021
Heckmondwike ward members Cllr Viv Kendrick Cllr Steve Hall Cllr Aafaq Butt	15 June 2021

Portfolio Holders drew on the need for a quality aspect within the build design and were pleased with the aesthetics presented at RIBA 2 / OBC stage. They also drew on the need for green infrastructure within the proposals.

Ward members were concerned with both the loss of parking and event space at the existing Bus Hub. Upon investigation, overflow from the Christmas light switch on in the park often situates itself on the active bus public realm. Members were assured that we would take their thoughts into account throughout the design process, and they agreed to the public consultation.

Full Business Case Stage

Following the OBC submission, and as the team are progressing towards Full Business Case (FBC), further political engagement is ongoing. Relevant dates and meetings are outlined below:

Date	Name	Type	Reaction
07/02/2022	OBC Places Regeneration and Housing Committee	Member Assurance	Approved
01/03/2022	Lead member briefing	Member briefing	Positive

Date	Name	Type	Reaction
06/04/2022	Ward member briefing	Member briefing	Neutral
07/04/2022	Economy and Neighbourhoods Scrutiny Panel	Member Scrutiny Panel	Neutral

The Places, Regeneration and Housing Committee approved the scheme on 7 February, allowing progression past the key decision point within the WY Assurance Framework and into the Full Business Case process. It is worth noting that this also approved a significant uplift in the project budget from the TCF.

Following this, the project team provided an update to lead members and ward members in March and April 2022, respectively. The scheme was also called into Scrutiny Panel alongside the Huddersfield and Dewsbury Bus Station proposals.

Public Consultation

A full public consultation for the Heckmondwike Bus Station project took place between 13 July 2021 and 17 August 2021.

The project launched along with the A638 Dewsbury-Cleckheaton Sustainable Travel Corridor project as 'Helping you travel between Dewsbury and Cleckheaton'. Heckmondwike Bus Station was one of four surveys:

- A638 Zones 1-3;
- A638 Zones 4-6;
- **Heckmondwike Bus Station;** and
- Spen Valley Greenway and Spen Ringway.

The consultation took place over 5 weeks and consisted of the following means of engagement:

- Press release resulting in publications in the Dewsbury Reporter;
- Your Voice platform³ with online surveys, Q&As, emails and plans;
- Social media targeted and non-targeted campaigns;
- Over 15,000 letter drops along the corridor including increased area around Heckmondwike;
- Leaflets on the 268 bus service;
- Use of Correx and Variable Messaging Service (VMS) signs along the route;
- Availability to call Metroline;
- Real-time information at bus stops; and
- Accessibility workshop.

133 surveys were completed for the Heckmondwike Bus Station project.

³ [Your Voice \(westyorks-ca.gov.uk\)](https://www.westyorks-ca.gov.uk); Your Voice promotes all of West Yorkshire Combined Authority's consultation and engagement projects.

For the bus station proposals, there was a positive response across nearly all elements, including an uplift in stands, a transformational design, CCTV, and green infrastructure. There was disagreement from the public on the removal of the car parking spaces on site, though this is contrary to a Stage 1 - Road Safety Audit (S1 RSA). This will be worked through the S1 RSA response, RIBA Stage 3, and subsequent Stage 2 - Road Safety Audit.

A full consultation report showing detailed quantitative and qualitative results is published in the public domain on the Your Voice platform⁴. Feedback headlines were as follows:

- There are currently not enough facilities / users would like to see more facilities (e.g. seating, electric info, WiFi, better lighting etc.);
- The current facility does not provide shelter from the weather; and
- The current bus hub is too congested.

The proposal will address all of these suggestions.

The full survey response report for Heckmondwike Bus Station and the wider A628 Dewsbury – Cleckheaton Sustainable Travel Corridor is attached as Appendix D of the Planning Statement submitted with this planning application.

Statutory planning consultation and public engagement

A statutory planning consultation will follow the validation of this application.

This 5-week period will allow the general public to comment on the proposal with regards to any material planning considerations.

At the same time, Kirklees Council, in partnership with WYCA, will launch a public engagement on the Your Voice platform. This will provide a project update in the style of 'You said, we did' and an opportunity for the public to see where the project has reached in terms of design and what the next steps are. There will be a Question and Answer (Q&A) box on the website, but no form of full public consultation.

Given the support gained at first stage public consultation, it was agreed that the next consultation would be for information purposes rather than engagement and survey purposes, as it may become confusing for the public to be asked the same questions twice.

Construction communication strategy

Prior to the construction period, a press release will be issued to alert the public of the construction period, any disruption and any mitigation measures the project team have identified.

During the construction period, there will be an email address provided to the public on the Council's website to log any issues that they are experiencing due to the construction of the bus station. There will also be updates on social media and Kirklees Together on project progress.

As the construction closes and the site becomes operational, there will be a further press release to alert the public that the new facility is now open for use.

⁴ A638 Dewsbury-Cleckheaton Public Consultation 2021: Consultation Analysis Report, December 2021, available at: [3ef57993f99ba19c0cc160b2b844f4e7_A638_Consultation_Report.pdf \(amazonaws.com\)](https://www.amazonaws.com/3ef57993f99ba19c0cc160b2b844f4e7_A638_Consultation_Report.pdf)

Appendix D

HECKMONDWIKE BUS STATION PROPOSALS SURVEY RESPONSE REPORT



[REDACTED]

Survey on Heckmondwike Bus Hub

- More respondents reported they felt 'negative' (than 'neutral' or 'positive') about the current Heckmondwike Bus Hub, with key reasons given in written comments being that there are not enough facilities (such as toilets, seating or a place to buy bus passes), a lack of shelter from the weather, and congestion with busses and other traffic. The statements respondents agreed with the most for not using the current bus hub were: lack of toilet facilities, not finding the waiting facilities comfortable and that there is no shop.
- A majority of respondents agreed with proposals to increase the number of bus stands from four to six, which will allow more buses to stop at the hub, minimising traffic queuing along the A638. A majority also agreed with statements saying that bus journey times will be faster, it will be safer for all road users on the A638 and that it will improve air quality due to less congestion.
- A significant majority of respondents agreed with proposals for a new building within the bus hub area and agreed with statements saying that proposals would provide a better experience for bus users, a safer place to wait and would be a better use of public space.
- An equal number of respondents agreed and disagreed that a new building would encourage them to use the bus hub more. When asked to explain their answers, key themes included comments that the current bus hub is not fit for purpose, although some did say it is. Respondents also supported the

introduction of more facilities and concerns were raised that an improved bus hub may attract anti-social behaviour.

- When asked to rate a series of proposals for the bus station, the highest-rated were 'improved information facilities', 'install CCTV' and 'improved bus reliability'. The least highly rated were 'cycle facilities (parking)', and 'a shop'.
- A majority of respondents agreed with the design of the new bus station. The most popular theme in the written comments was requests for better facilities, although some respondents did say the proposals were unnecessary and a waste of money. There was a mixed response to the question of possible removal of two short-stay parking bays and two disabled bays to the North of the hub, with a slight majority saying the bays should be kept.

[REDACTED]

|

[REDACTED]

[REDACTED]

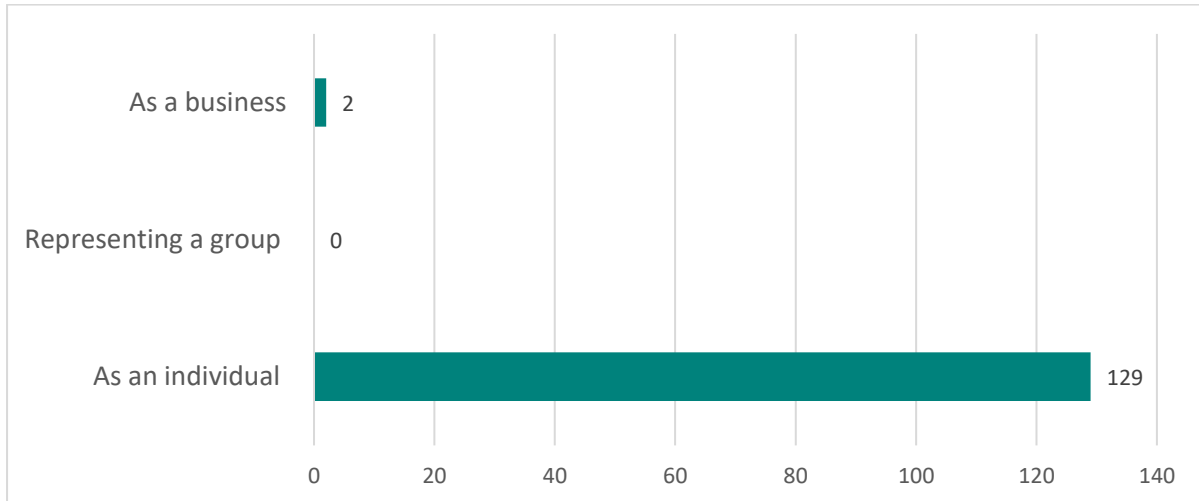
[REDACTED]

|

[REDACTED]

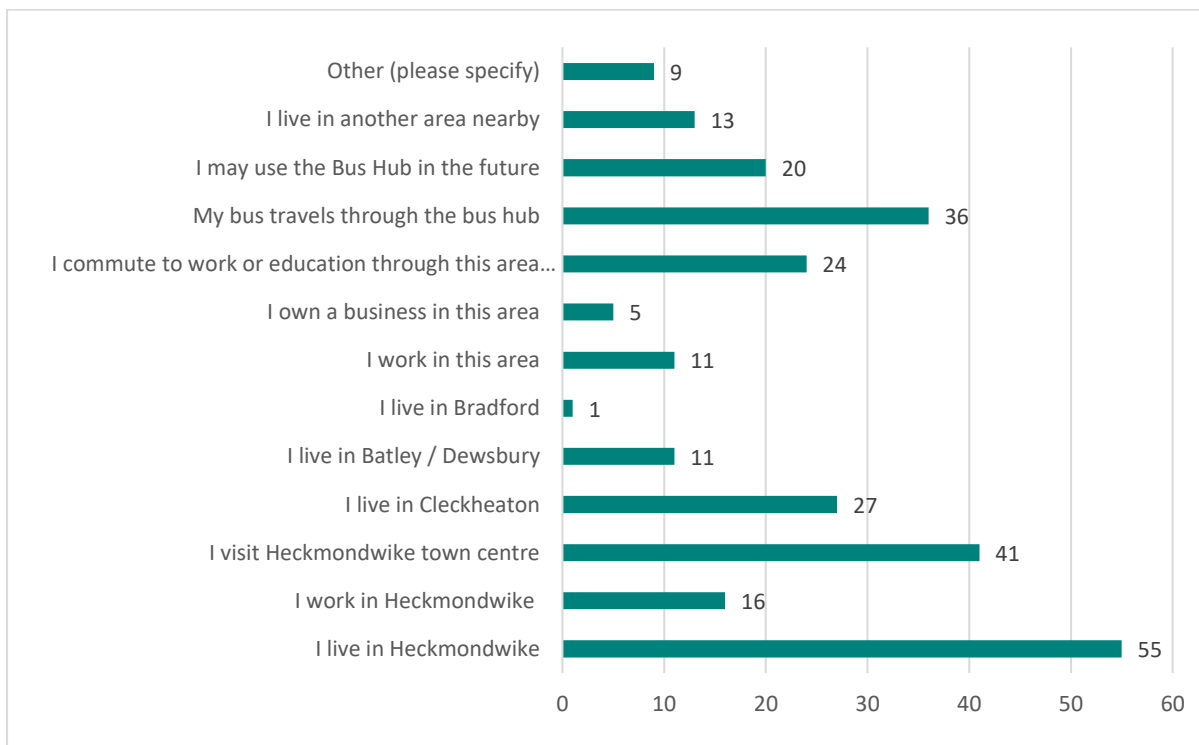
Survey on Heckmondwike Bus Hub

Are you answering this survey as an individual, representative of a group or as a business? (n = 131 responses)



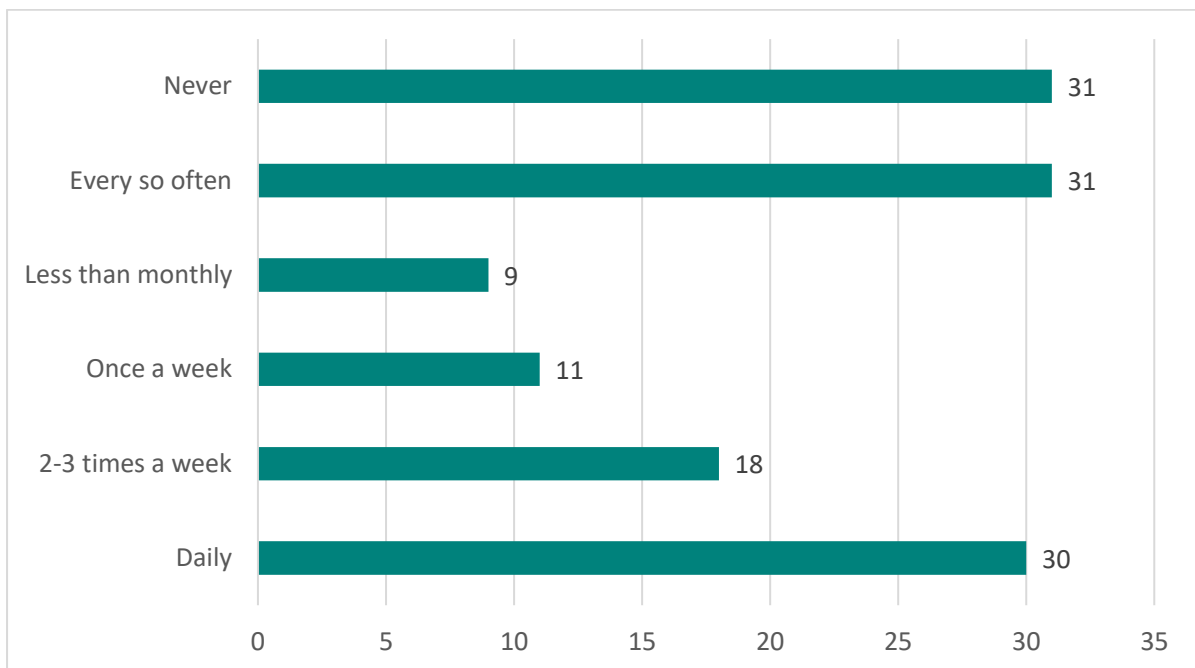
If you would like to tell us which group or business, please tick this box and type in below:
 Pizza Outlet 252 Bradford road, little town , liversedge

For what purpose(s) are you interested in the Bus Hub? (please tick all that apply) (n = 130 responses)

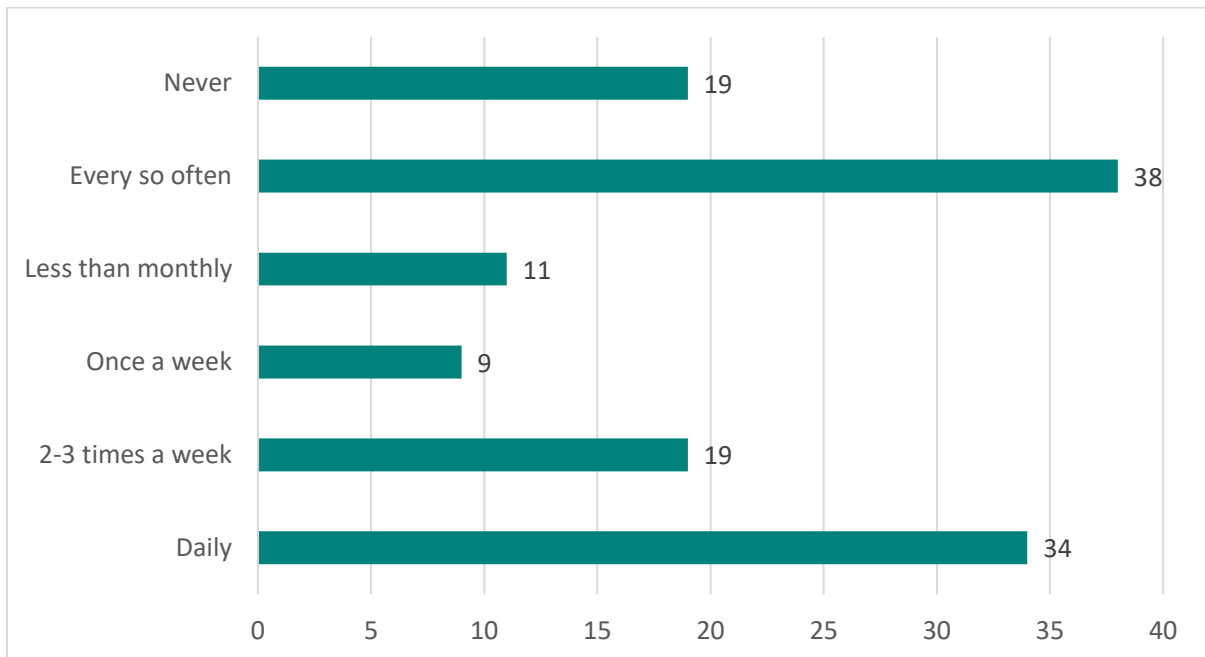


Other, please specify:
i'm not
I have used the bus hub in the past
Bus driver
I live in Mirfield with a bus "service" that means I need to go to Heckmondwike to get to most places.
I am a bus driver
I drive through this area and the centre of Heckmondwike is already a nightmare to get through because of the badly designed road around the current bus hub, creating a bigger bus station will only make this worse.
I live in Littletown
I work for heckmondwike arriva as a bus driver
I have lived in the area all my life. I shop in Heckmondwike and drive through the area and wanted to share my thoughts and opinions as a concerned community resident

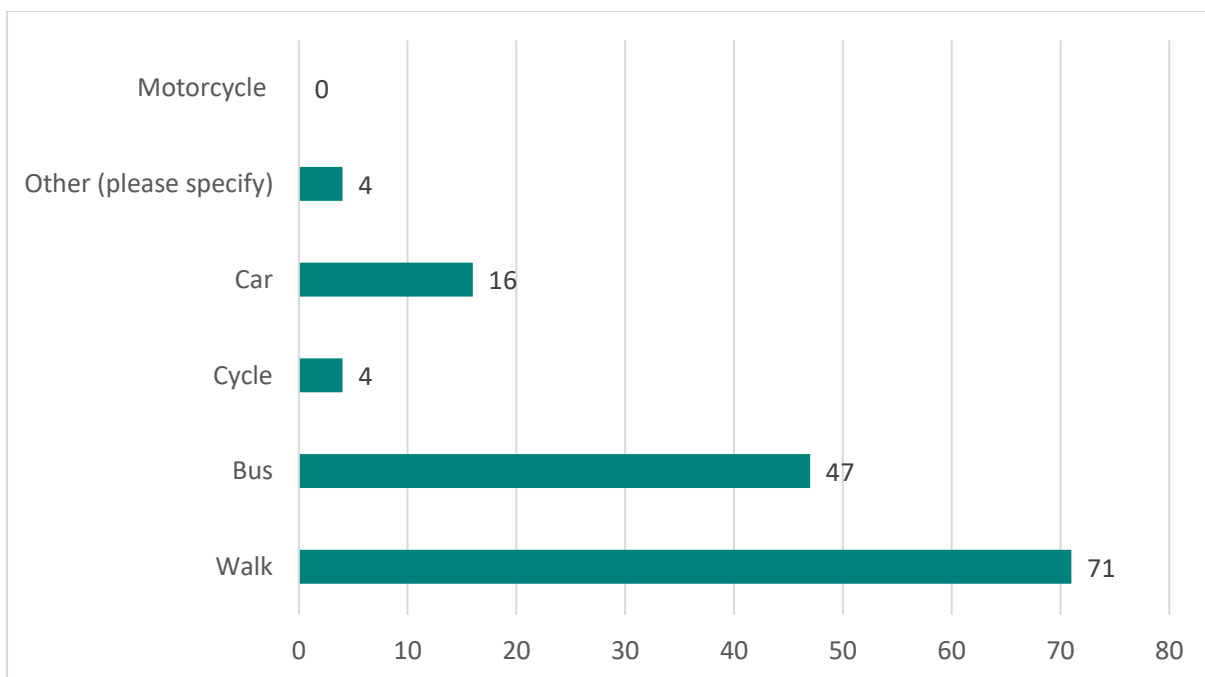
How often did you use the existing Heckmondwike Bus Hub, before the pandemic? (n = 130 responses)



How often do you think you will use the Hub, once restrictions are lifted?
(n = 130 responses)



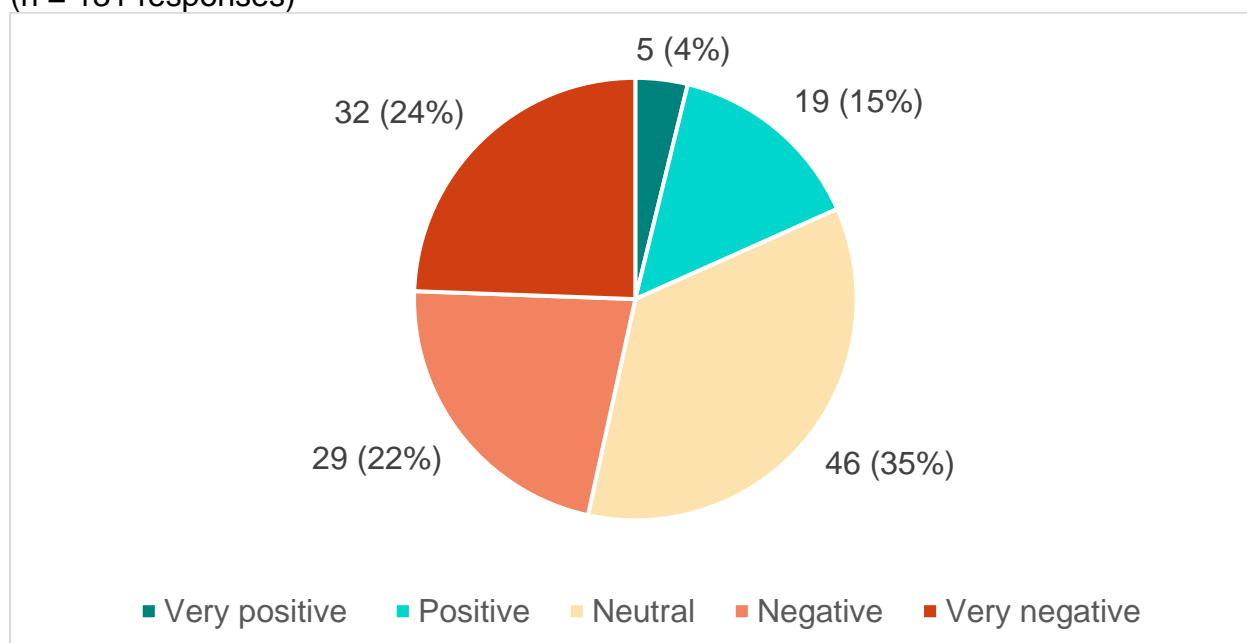
How do you usually travel to the bus hub? (please tick all that apply)
(n = 123 responses)



Other, please specify:
Taxi
I don't use it I cannot afford to pay for travel I walk everywhere or ask for lifts
Bus driver
I don't use the bus

How do you feel about the current bus hub and its facilities?

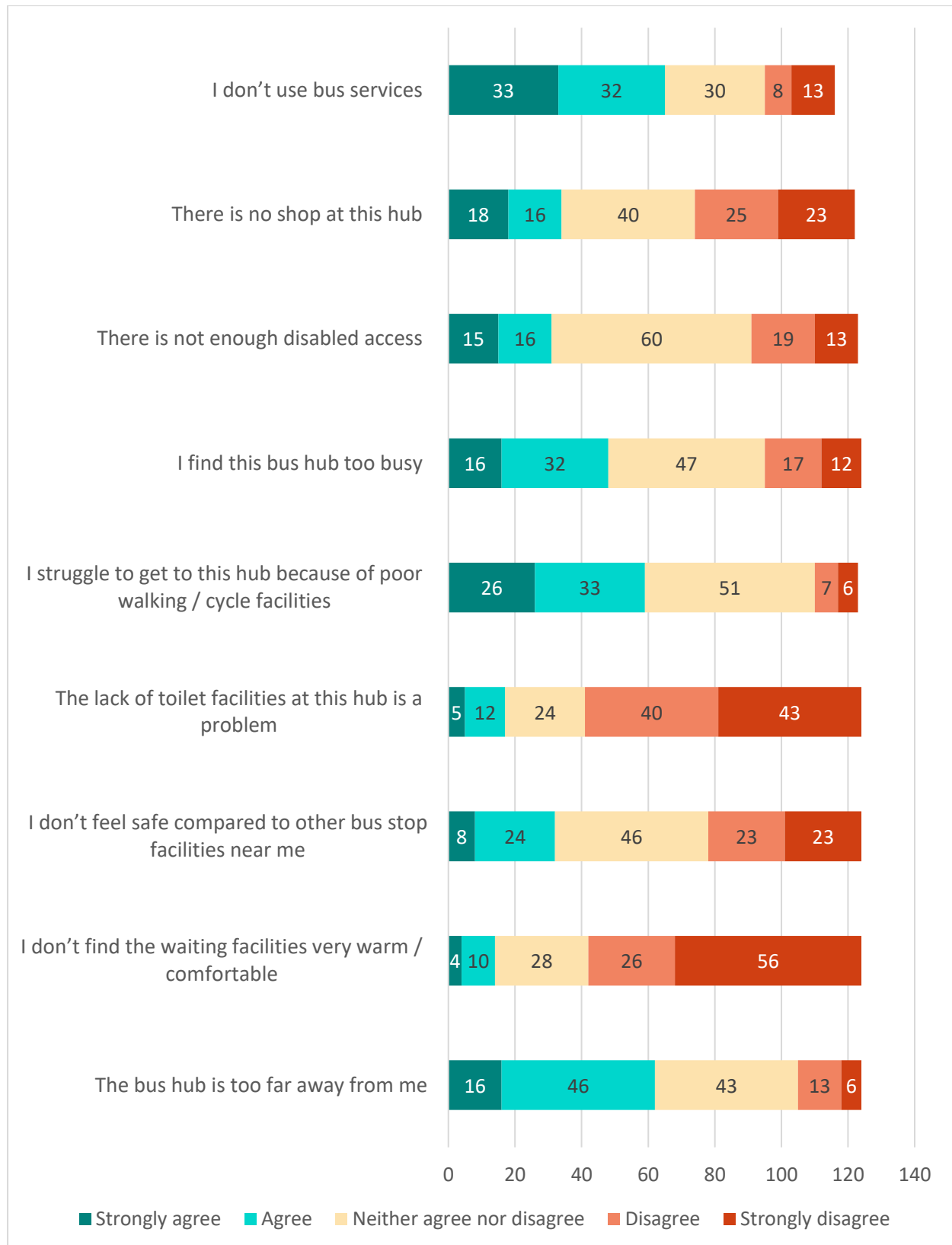
(n = 131 responses)



Please tell us why you feel this way? (n = 114 text responses)

Theme	No.
There are not enough facilities, including toilets, seating and a place to buy bus passes	30
It doesn't provide shelter from the weather	24
Too congested both with busses & bus scheduling and traffic on neighbouring traffic	18
The bus hub serves a purpose/ General Positivity	16
No need to change it or spend more money	10
General negative comments	8
The bus hub and facilities are neglected, basic and unclean.	7
Complaints regarding busses, routes, cost or frequency	7
Would like to see more signage/ information centre	5
Alternative / additional suggestions	5
The bus hub is badly designed both internally and external access	5
Not enough security/ feel unsafe	4
Participants who rarely use the hub	3
Miscellaneous / not related to this question	3
The bus hub is a safe space	2
Would like to see more greenery	2
Not as good as other towns	2
Poor access to get onto busses at stops for prams and disabled users	2
Where's the library that was promised?	2

When thinking about things that would put you off using the current bus hub - or affect how much you use it - please tell us the how much you agree with the statements listed below (n = 126 responses)

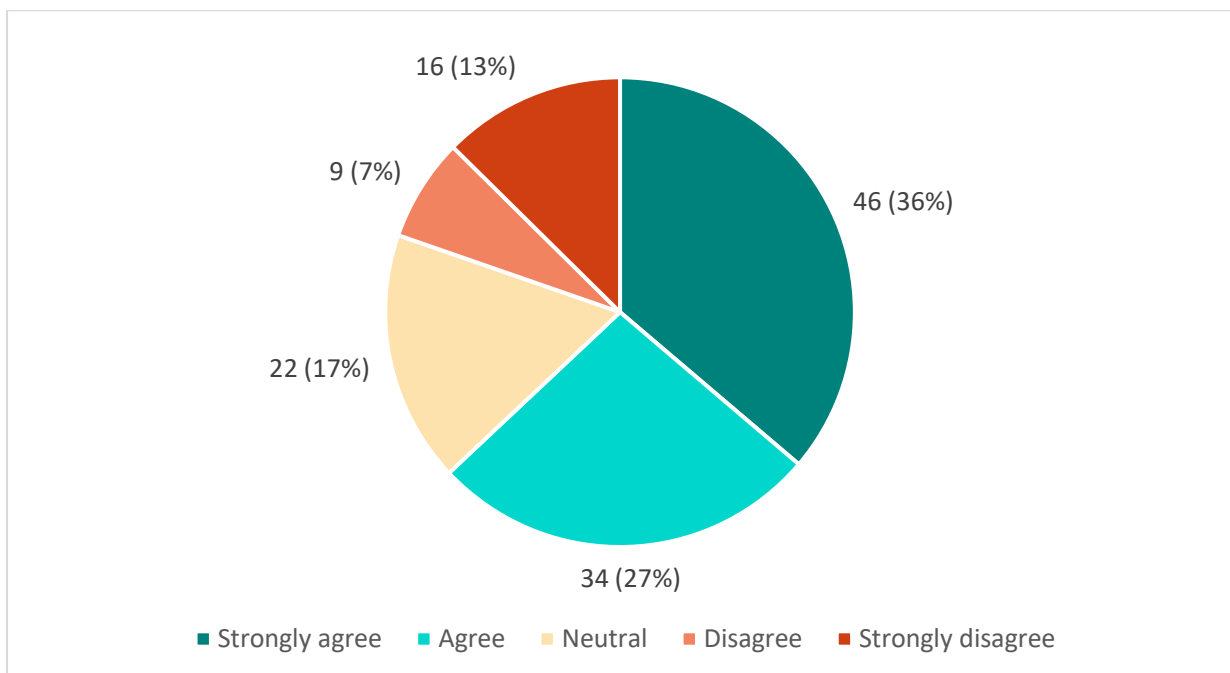


I have another reason for not using the hub (please state) (n = 31)

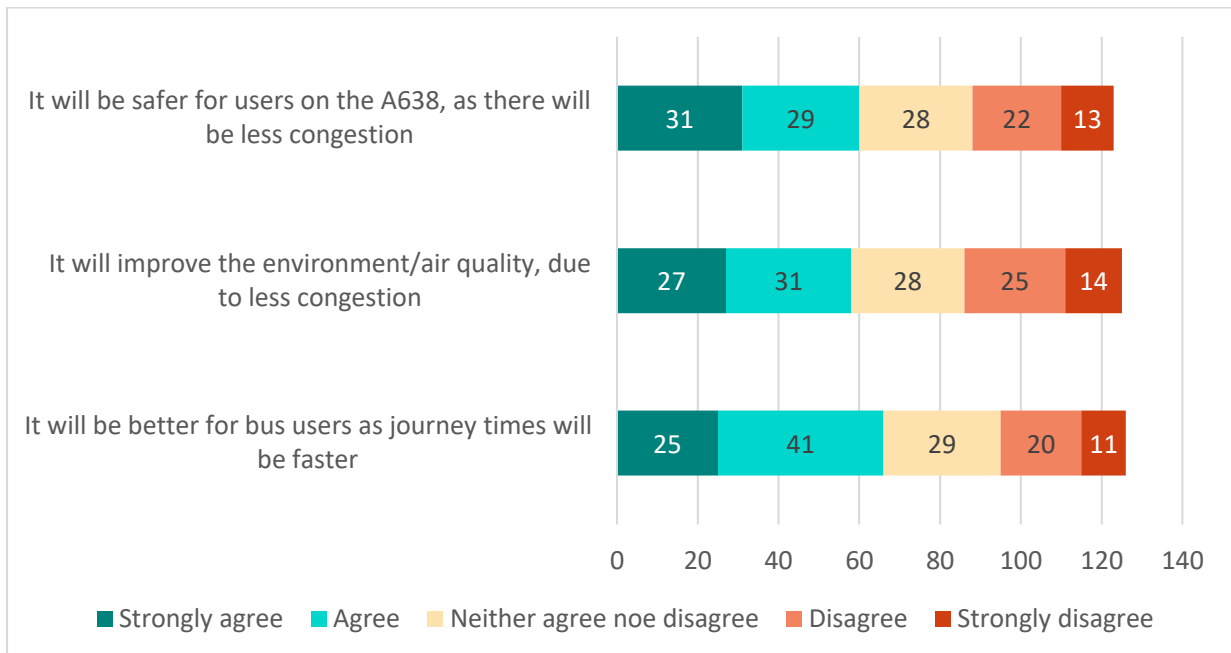
Theme	No.
Would like to see a modern bus station	5
No need / Waste of money	5
Buses are inconvenient	3
I rarely use the bus / hub	3
I used to use it, but the services changed	2
Prefer to drive	2
Not enough facilities	2
Recommend improvements to Cleckheaton instead	1
Poor access to the hub	1
I might use it more in the future	1
Would like evening taxis	1
Would like more greenery	1
Would like more accessible toilets	1
I use the hub	1
I like the hub	1
Prefer to walk	1
I don't feel safe	1

As part of these proposals, we are looking to increase the number of bus stands from four to six, which will allow more buses to stop at the hub, minimising traffic queuing along the A638, as buses would not hold up traffic whilst waiting to get into the bus hub.

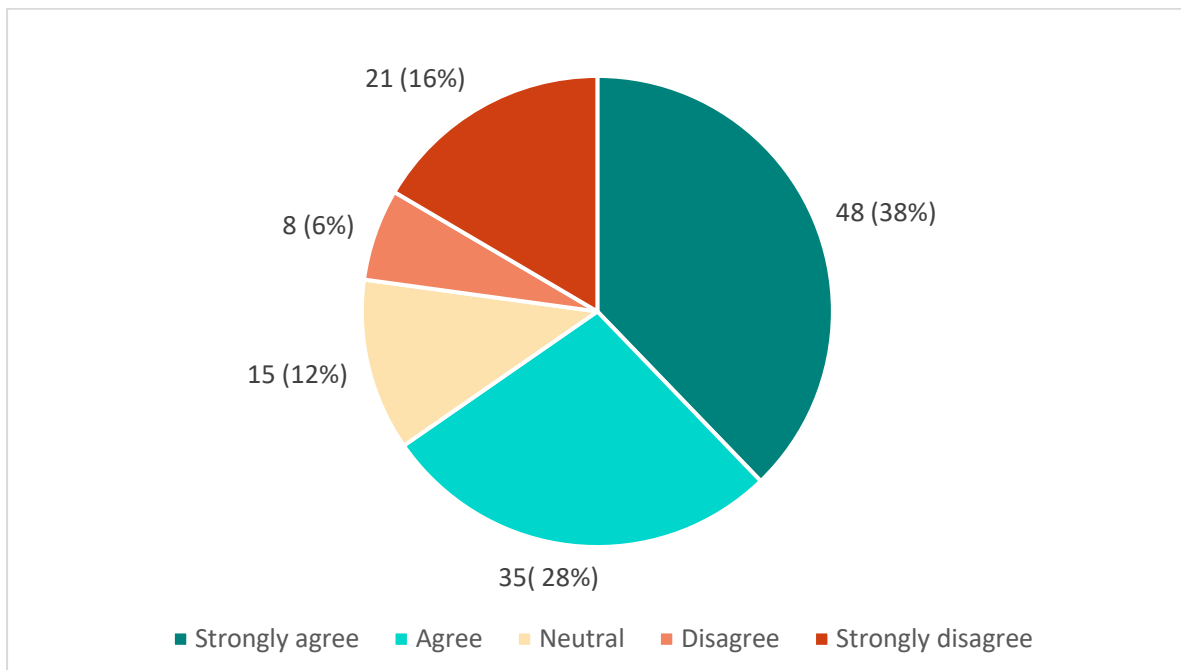
How do you feel about these proposals to increase the number of bus stands? (n = 127)



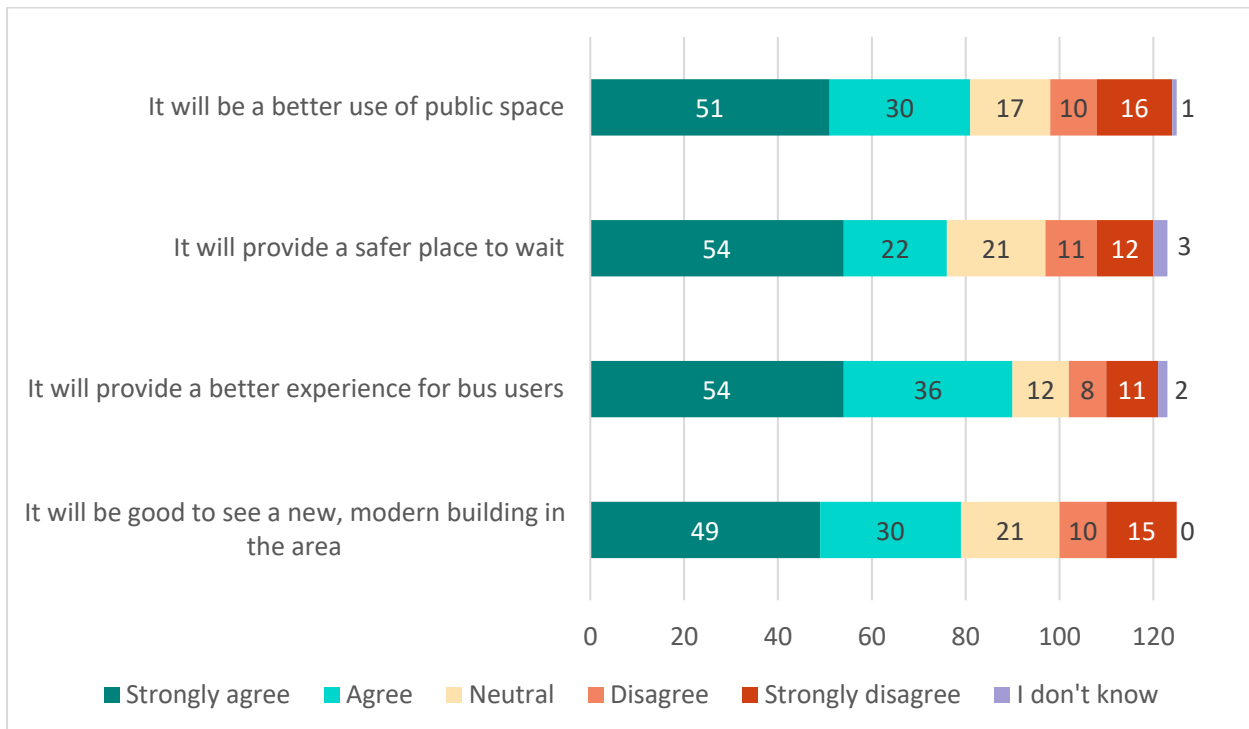
How much do you agree with the following statements about increasing the bus stands from four to six, and so reducing queuing traffic? (n = 126)



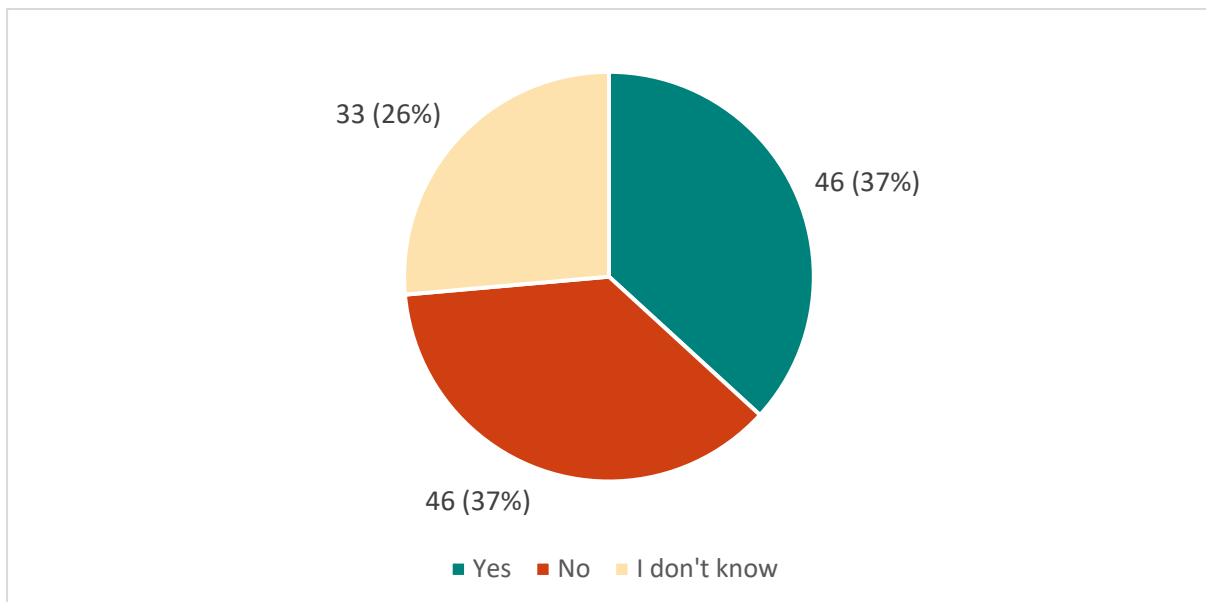
We are also proposing a new building within the bus hub area. This will include a new Bus Station building with a waiting area. How do you feel about the proposals for a new building? (n = 127)



How much do you agree with the following statements about the new building within the bus hub area? Please refer to the plans provided (n = 126)



Will this new building encourage you to use the bus hub more? (n = 125)

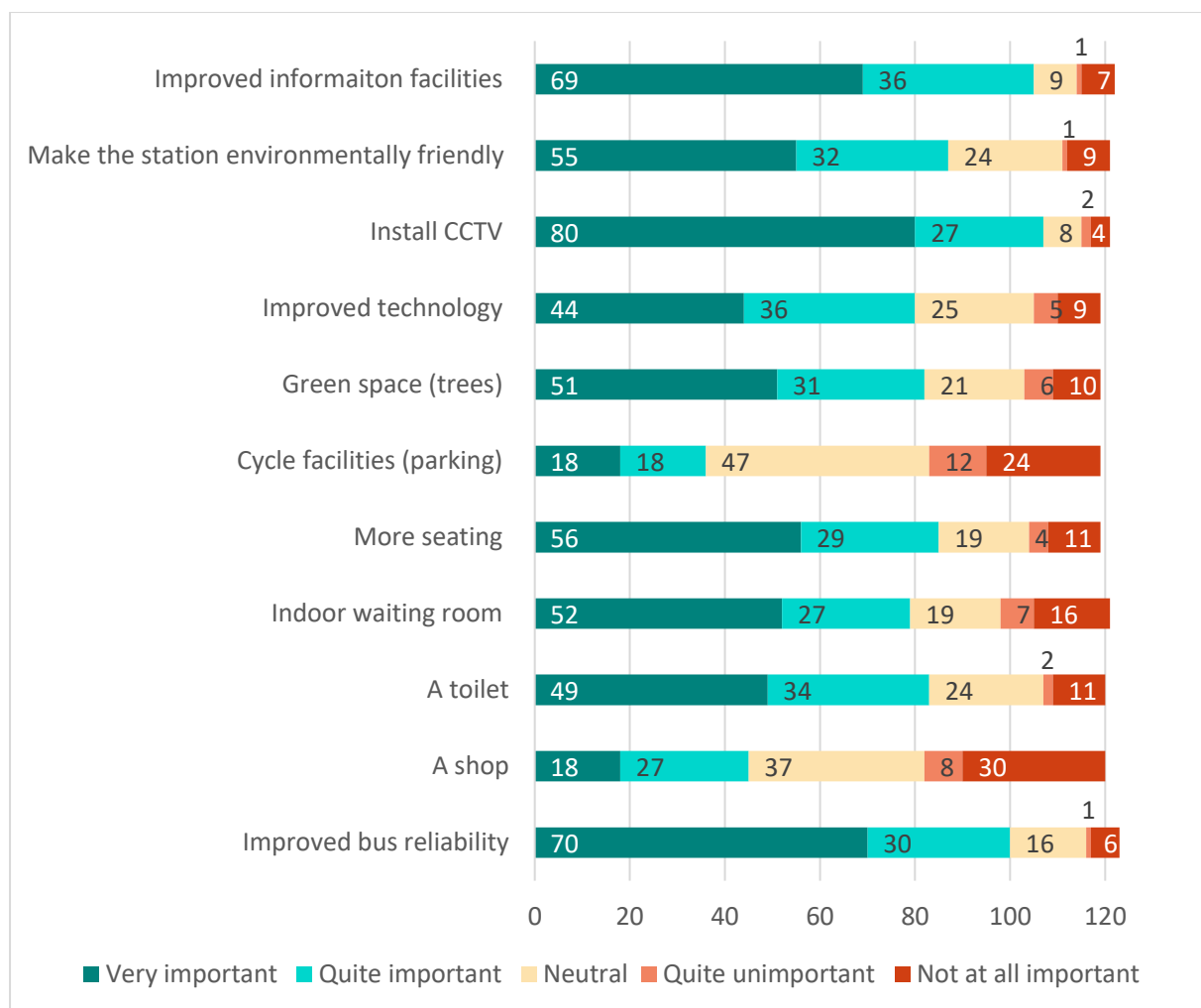


Please tell us why you feel this way (n = 87)

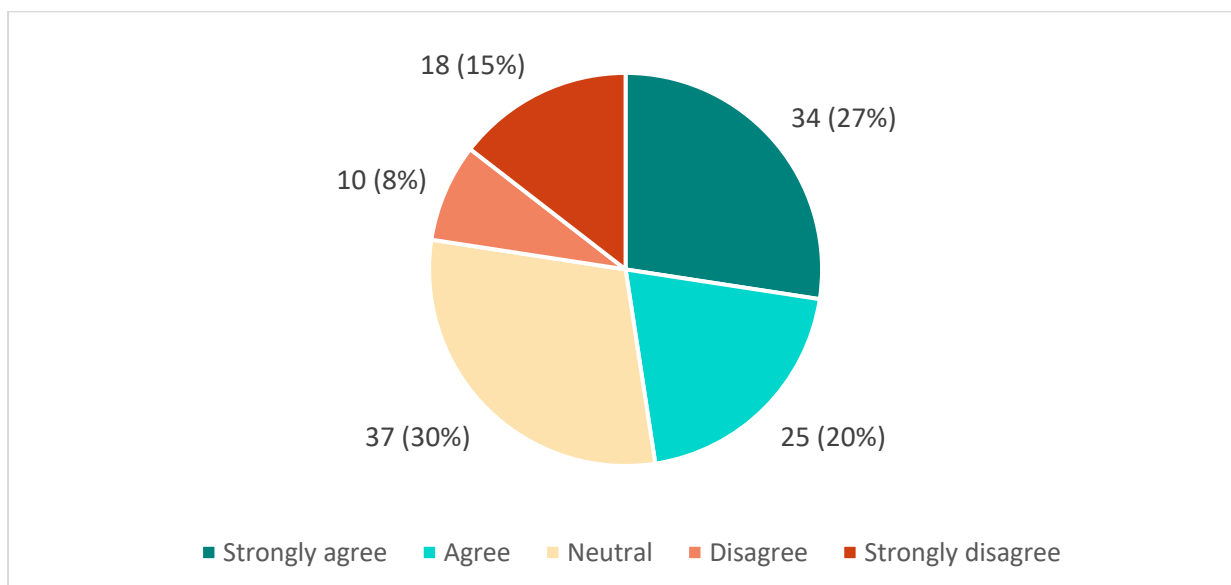
Theme	No.
The current bus hub is fit for purpose/ it is a waste of money	13
The current bus hub is lacking/ would like to see more facilities, including toilets, seating, shops and a place to buy bus passes.	11

Individuals worried that a bus hub will attract antisocial behaviour	10
The new building looks safer, more welcoming, and easier to understand.	9
The current bus hub is not fit for purpose due to the lack of shelter/ individuals who want to have more shelter and warmth	9
Individuals who rarely use the bus hub or visit Heckmondwike	8
Complaints regarding busses, routes, cost or frequency	6
Too congested both with busses & bus scheduling and traffic.	4
Individuals who have to use the bus hub anyway (regardless of change)	4
Other	4
Individuals who use other methods of transport such as walk, cycle or drive	3
Would like to see links with buses and other services and the rail station	3
Additional suggestions: turn it into a green space or use the money to improve the roads	3
This is a positive step to make Heckmondwike more popular	2
Would like to see more disabled Access particularly for visually impaired	2
Positive comments on the design and a proposed better bus service	2
The bus hub and facilities will be neglected, and unclean.	1

Please rate how important the following proposals for the Bus Station are to you: (n = 123)



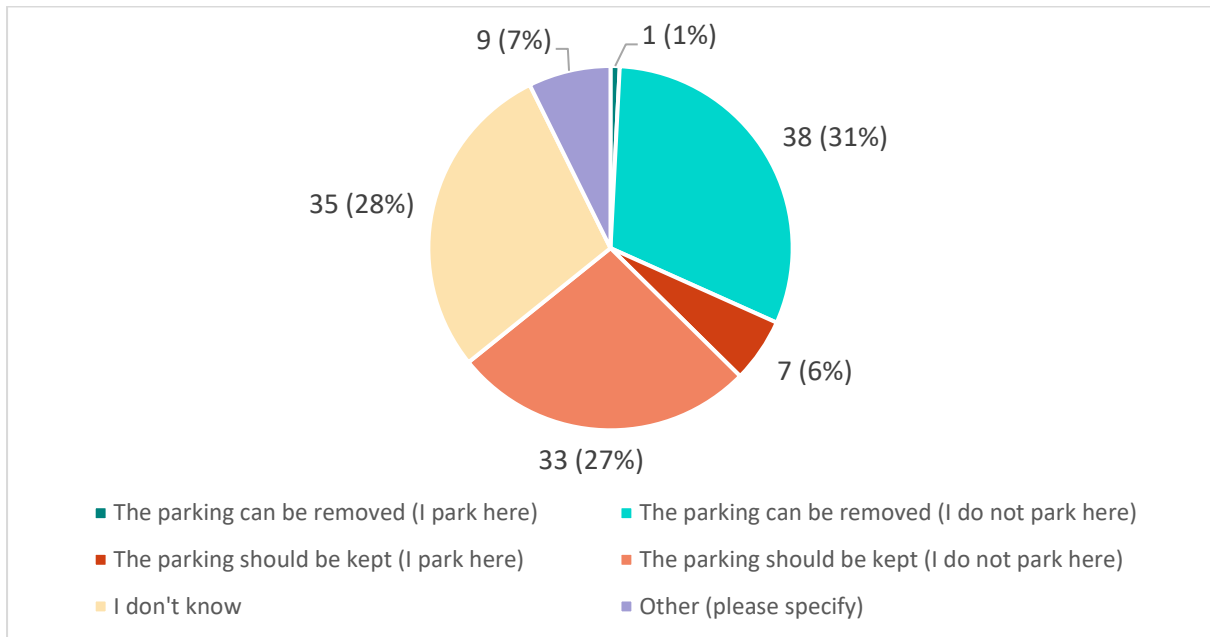
How do you feel about the design of the new bus station? (n = 124)



Is there anything you feel we should include in the new bus station to encourage you to use the facility? (n = 59)

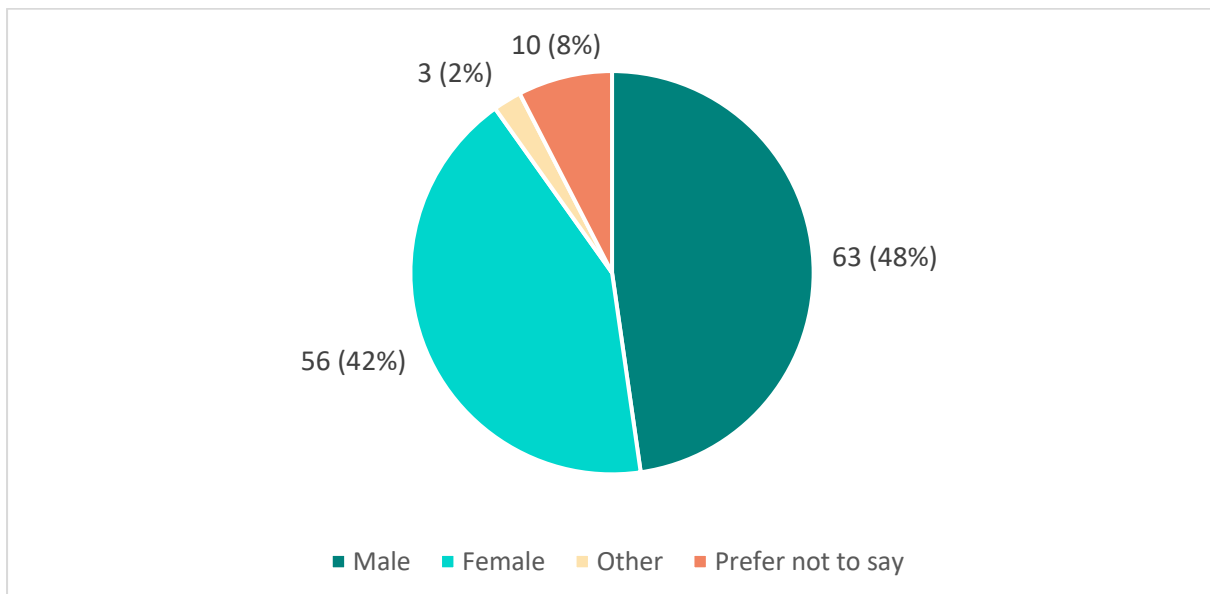
Theme	No.
Better facilities including: toilets, shops, seating, bus passes, electric/ real time info, shelter, better lighting, Wi-Fi, audio announcements, cycle storage, parking	28
Waste of money- no need to improve/ No further comments	12
Specific facility improvements: Art/ historical items, emergency phone, more greenery and traditional lampposts with flowers	4
Improve bus routes, services and prices	4
Other	3
Better accessibility for disabled users- particularly visually impaired and additional languages	2
Merge bus and train station and other access	2

There are currently two short-stay parking bays and two disabled bays to the North of the hub. How do you feel about these parking bays? (n = 123)

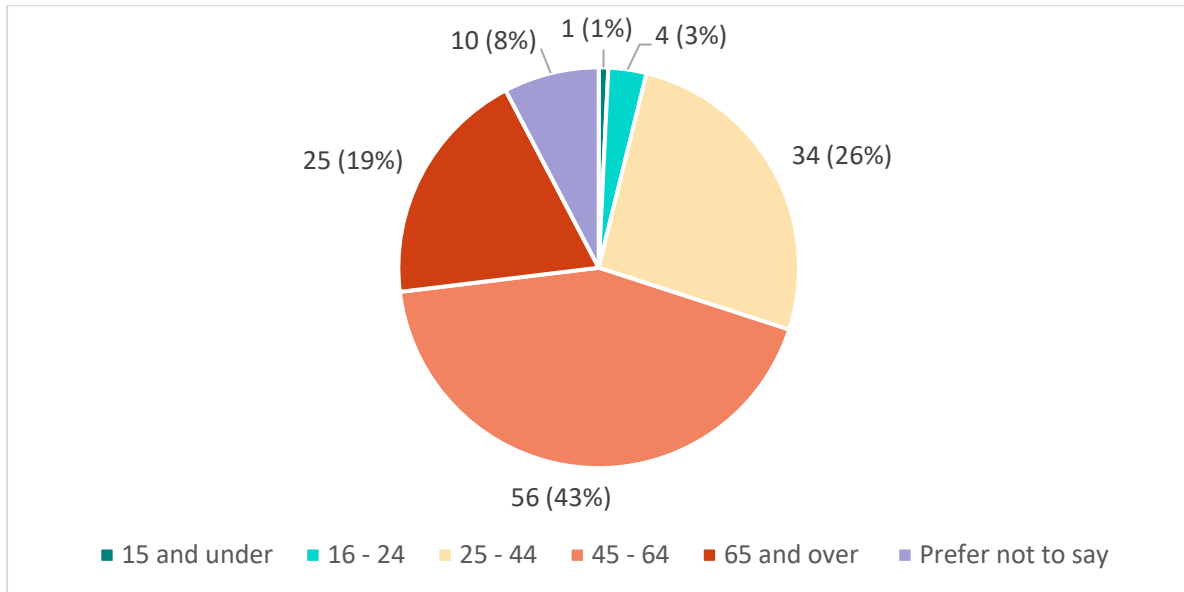


About You – Respondent Demographics

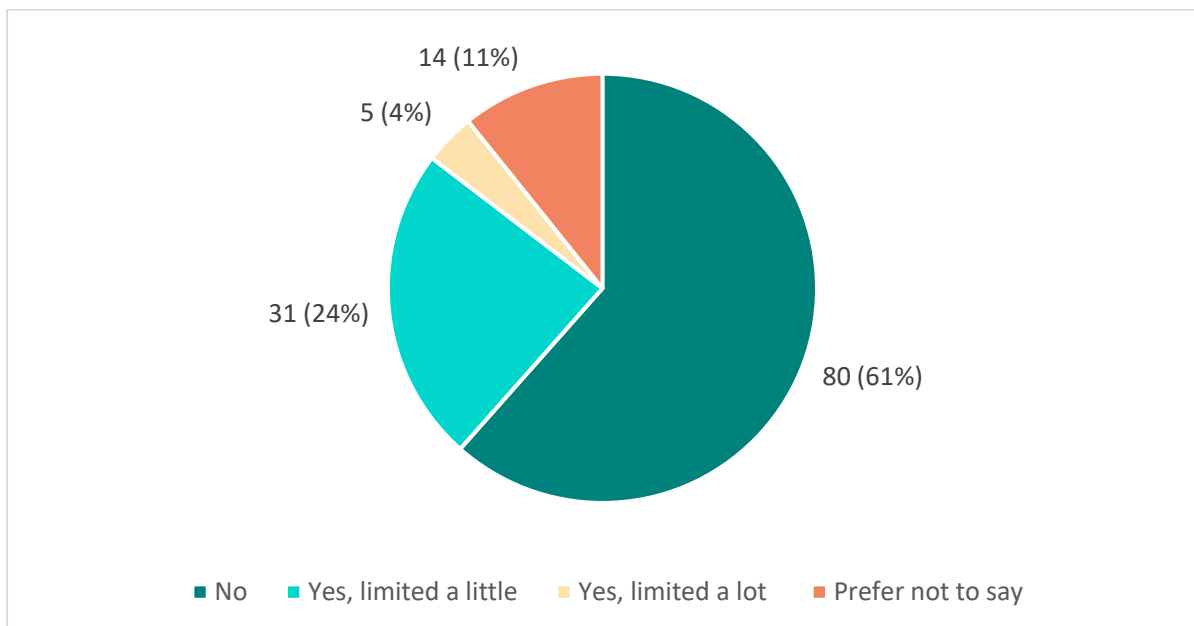
Do you identify as...? (n = 132)



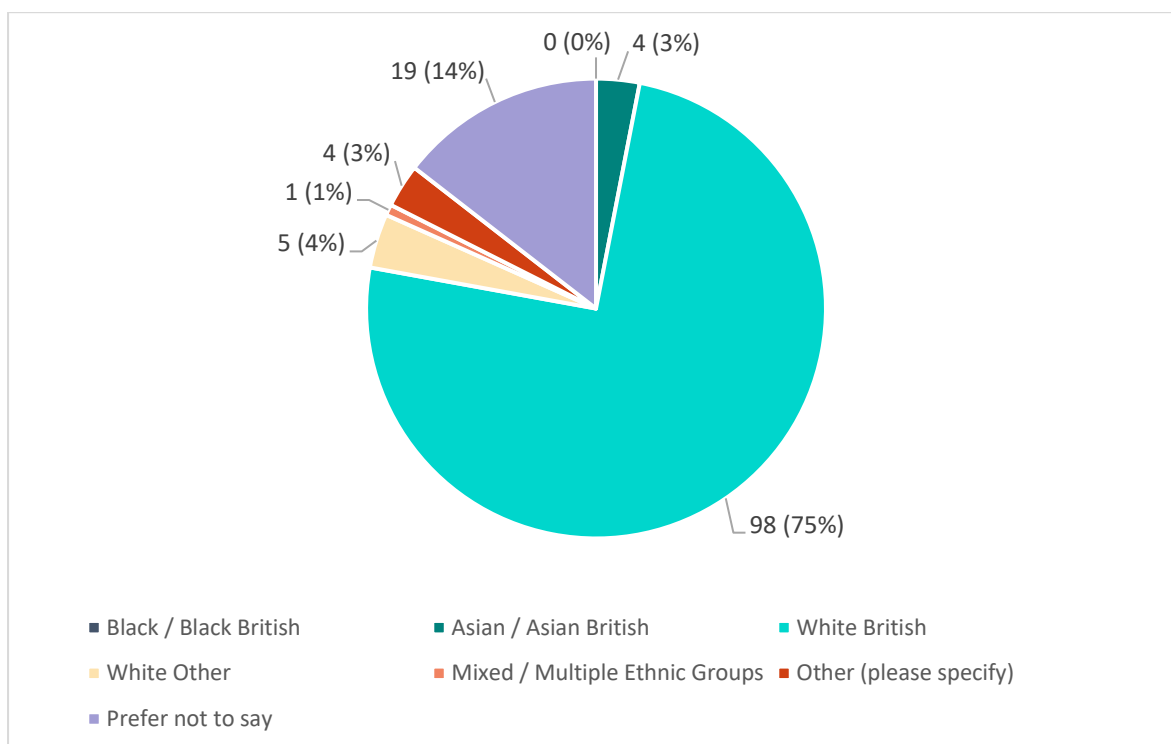
Which age category do you fall within? (n = 130)



Are your day-to-day activities limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months? (n = 130)



What is your ethnic origin? (n = 131)



Please tell us the first 5 characters of your postcode (n = 121)

Postcode	Tally	Postcode	Tally
BD11 2	2	WF14 9	1
BD19	3	WF15	3
BD19 3	7	WF15 6	9
BD19 4	5	WF15 7	13
BD19 5	4	WF15 8	5
BD19 6	5	WF15 9	1
HD7 4R	1	WF16	4
HD9 3A	1	WF16 0	18
LS17 5	1	WF16 6	1
WF12 3	1	WF16 9	19
WF12 9	4	WF17	1
WF13 4	4	WF17 8	3
WF14 0	1	WF17 9	2
WF14 5	1	WF4 6	1



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