

Consultation Response from KC, Policy
2022/92471
Redevelopment of Heckmondwike Bus Station including a new concourse building with waiting room, Changing Places WC, driver offices, 6 No. bus stands, landscaping, and associated works
Date Responded: 29/09/2022

Responding Officer: Jacob Parker-Henry

The Local Plan Strategy and Policies document should be fully considered. However, the following response relates to specific Local Plan policies which are of particular relevance to the proposal, other policies that are not mentioned here may also apply.

LP20 Sustainable Transport

While this proposal is for the Heckmondwike Bus Station, other aspects of sustainable transport need to be considered. Local Plan Policy 'LP20 Sustainable Transport' states

Proposals for new development shall be designed to encourage sustainable modes of travel and demonstrate how links have been utilised to encourage connectivity. Proposals will be required to facilitate the needs of the following user hierarchy:

- a) *pedestrians*
- b) *cyclists*
- c) *public transport*
- d) *private vehicles*

Therefore, due to the fact pedestrians and cyclists lie higher on the hierarchy, consideration needs to be given to the incorporation of pedestrians and cyclists in the design.

LP21 Highway and Access

Local Plan Policy 'LP21 Highways and Access' states that proposals will demonstrate adequate information and mitigation measures to avoid detrimental impact on highway safety and the local highway network. This proposal must consider:

- Criteria (a) ensure the safe and efficient flow of traffic within the development and on the surrounding highway network;
- Criteria (b) where needed, provide new infrastructure or improvements on or off site to ensure safe access from the highway network for pedestrians, cyclists, public transport users and private vehicles;
- Criteria (c) be accompanied by a supporting Transport Assessment or Transport Statement where the development would generate significant trip generation, providing detail as to the impact on highway safety, air quality, noise and light restrictions;
- Criteria (e) take into account the features of surrounding roads and footpaths and provide adequate layout and visibility to allow the development to be accessed safely;
- Criteria (f) take into account access for emergency, service and refuse collection vehicles;
- Criteria (g) provide on-site safe, secure and convenient cycle parking/storage facilities to encourage sustainable travel modes.

Further comments should be sort from the Highways team.

LP22 Parking

The current bus station has 4 parking spaces for cars, with 2 of these spaces being designated for disabled people. The proposed development removes all 4 of these parking spaces.

Criteria (f) of Local Plan Policy 'LP22 Parking' states *"new developments will incorporate flexibly designed minimum parking spaces for private cars, considering a range of solutions, to provide the most efficient arrangement of safe, secure, convenient and visually unobtrusive car parking within the site including a mix of on and off street parking in accordance with current guidance"*. LP22 also states that *"They should demonstrate how the design and amount of parking proposed is the most efficient use of land within the development as part of encouraging sustainable travel"*. Therefore, the applicant should demonstrate this.

Furthermore, criteria (h) states *"provision will be made to accommodate the needs of disabled people for the parking of vehicles"*. Therefore, the applicant needs to demonstrate that the removal of the 2 disabled parking spaces does not negatively affect disabled people's access to the bus station.

LP23 Core Walking and Cycling Network

The site of the proposal is situated in close proximity of existing and proposed core walking and cycling routes, therefore Local Plan Policy 'LP23 core walking and cycling network' states that the proposal should have regard to the core walking and cycling network and demonstrate how their development will provide connecting links to the network where appropriate.

LP24 Design

Local Plan Policy 'LP24 Design' states that good design should be at the core of all proposals. There are several criterions of this policy this proposal should consider:

- Criteria (a) the form, scale, layout, and details of all development respects and enhances the character of the townscape, heritage assets and landscape
- Criteria (d) high levels of sustainability
- Criteria (e) 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
- Criteria (f) the needs of a range of different users are met, including disabled people, older people, and families with small children to create accessible and inclusive places
- Criteria (h) development contributes towards enhancement of the natural environment, supports biodiversity, and connects to and enhances ecological networks and green infrastructure
- Criteria (i) the retention of valuable or important trees and where appropriate the planting of new trees and other landscaping to maximise visual amenity and environmental benefits
- the provision of public art where appropriate.

Conclusion

To conclude, while this proposal is for sustainable transport, the design of the bus station still needs to consider other forms of sustainable transport such as walking and cycling., linking into existing and proposed networks, as well as accessibility for disabled people through design as well as parking.