

Planning Statement

Huddersfield Bus Station, Upperhead Row,
Huddersfield, HD1 2JN

On Behalf of Kirklees Council and West Yorkshire Combined Authority

August 2024

nineteen47
CHARTERED TOWN PLANNERS
& URBAN DESIGNERS

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Client:
Kirklees Council and West Yorkshire Combined Authority

Project:
Huddersfield Bus Station, Upperhead Row, Huddersfield, HD1 2JN

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Section 1 | Introduction

1.1 nineteen47 Ltd. is instructed by Willmott Dixon Construction, on behalf of Kirklees Metropolitan Borough Council and West Yorkshire Combined Authority [the Applicants] to prepare and submit a Full Planning application to Kirklees Council [the LPA] for **Refurbishment comprising (phase 1) façade improvements including Henry Street entrance, replacement shop fronts and alterations to external bus apron, alterations / extension to the existing barrier within the bus alighting lane adjacent to Henry Street, and (phase 2) new entrance canopy, public realm improvements, cycle hub and façade improvements including replacement shop fronts** [the Proposed Development] on land at Huddersfield Bus Station, Upperhead Row, Huddersfield, HD1 2JN [the Application Site].

1.2 The application for full planning permission is being made under Regulation 3 of the Town and Country Planning General Regulations 1992, due to the Proposed Development being submitted on behalf of Kirklees Council alongside joint applicant, West Yorkshire Combined Authority). Kirklees Council are also the determining Local Planning Authority.

1.3 West Yorkshire Combined Authority own and operate the Bus Station. Kirklees Council own and operate the multi-storey car park atop the bus station, and own part of the ground floor, as well as external public areas to the front of the bus station, and the surrounding highways.

1.4 The delivery of each phase for the Proposed Development will be completed respectively by each party, with West Yorkshire Combined Authority responsible for aspects comprising Phase 1, and Kirklees Council responsible for aspects comprising Phase 2, as defined above and in the submitted supporting documents.

1.5 The purpose of the Proposed Development is to secure necessary upgrades to one of the busiest Bus Stations in West Yorkshire, which is currently dated and lacking in modern fittings.

1.6 The refurbishment project for Huddersfield Bus Station will secure the following benefits:

- Enhancing customer experience for passengers throughout the Bus Station.
- Improving the sense of place within and around the bus station, providing a gateway experience for passengers.
- Improving connectivity and accessibility for all users at Huddersfield Bus Station, enabling inclusive growth and the integration of the facility with other sustainable transport modes.
- Improving the energy efficiency of the facility to help tackle the climate emergency and to improve the Bus Station's environmental resilience.
- Improving external operational areas of the Bus Station including interfaces with the pedestrian and vehicular highway.
- improving users' safety and security experience both in and around the Bus Station.

1.7 The Proposed Development forms part of the wider 'Huddersfield Blueprint' regeneration aspiration for the Town's Civic Quarter, which will function as an incentive for utilising sustainable transport in Huddersfield and across West Yorkshire, simultaneously capitalising on the improvements to be brought by the forthcoming TransPennine Route Upgrade programme.

1.8 The Proposed Development has been informed by a public consultation exercise, led by the Transforming Cities Fund (TCF), and by subsequent pre-application engagement with Officers from the LPA. Details of these approaches to stakeholder engagement are enclosed within Section 4 of this statement.

1.9 This Statement should be read and considered in conjunction with the plans, drawings and documents submitted as part of the Application. Alongside a covering letter, a schedule of submitted documents has also been prepared and submitted amongst the Application.

1.10 This Statement is structured as follows:

- Section 2 provides an overview of the applicants;
- Section 3 provides an overview of the Site and its surroundings;
- Section 4 provides details of Stakeholder engagement;
- Section 5 provides an overview of the Proposed Development;
- Section 6 outlines the relevant Planning Policy Context;
- Section 7 assesses the proposals within a planning context;
- Section 8 draws together conclusions.

Statement of Reliance:

This Planning Statement has been prepared by nineteen47 Ltd. for Wilmott Dixon Construction, on behalf of Kirklees Council and West Yorkshire Combined Authority as joint applicants. Our client and the additionally listed parties can rely on the contents of this document as an informed expression of professional judgment in relation to planning matters.

Section 2 | About the Applicants

2.1 This application is being submitted jointly on behalf of Kirklees Council and West Yorkshire Combined Authority.

2.2 Since 1 April 2014, Kirklees Council have been a constituent council of West Yorkshire Combined Authority, with Kirklees Council outlining a commitment to partnership working as part of West Yorkshire Combined Authority, to help support growth in Kirklees, with subsequent benefit for the wider West Yorkshire Region.

2.3 West Yorkshire Combined Authority is a collaboration between the Councils of Bradford, Calderdale, Kirklees, Leeds and Wakefield, and a non-voting member representing the City of York Council, which provides a joint vision for economic growth in the Region. The Combined Authority comprises a governing board of nine political leaders, plus the chair of the Leeds City Region Enterprise Partnership (LEP) and includes Bradford Council, Calderdale Council, Kirklees Council, Leeds City Council, Wakefield Council and City of York Council.

2.4 West Yorkshire Combined Authority currently own and operate Huddersfield Bus Station, whilst Kirklees Council own and operate the multi-storey car park which sits above. Kirklees Council also own part of the ground floor of the bus station, as well as the external public areas to the front of the bus station and the surrounding highways.

2.5 This project epitomises the principle of collaborative working and reflects the Applicants' respective commitments to delivering invaluable and necessary development to West Yorkshire for the benefit of the population.

2.6 The precise nature of the proposals is set out in Section 4 of this Statement.

Section 3 | Site Context

The Site

3.1 Huddersfield Bus Station, as shown in Figure 1, extends to circa 11.4 hectares and is in Huddersfield Town Centre. The Site is to the immediate east of Castlegate, which forms the western aspect of Huddersfield's Inner Ring Road (A62), is to the south of Trinity Street and Henry Street, to the east of Upperhead Row, and to the north of Market Street. The Site's location and function means it functions as a key and prominent gateway into Huddersfield.



Figure 1 : Existing Site Layout (source: *AHR Architects*)

3.2 Huddersfield Bus Station was opened in December 1974 and is now both owned and managed by West Yorkshire Combined Authority, albeit with Kirklees Council owning and managing the multi-storey car park within the building.

3.3 The existing bus station and multi-storey car park building, constructed in the 1970s, is prominent in its scale and positioning, and is primarily constructed from concrete and brick.

3.4 Surrounding the bus station building, the Site incorporates the Drive-In Reverse-Out [DIRO] stands for the existing bus station and a bus circulatory area in the western aspect, the alighting building adjacent to Henry Street, areas of landscaping to the east of the bus station frontage, the east elevation of Henry Street (Upperhead Row entrance), and the public realm space outside the front of the bus station along Upperhead Row, extending down into Macaulay Square. Within these areas there is limited landscaping and there are no protected trees within the Site.

3.5 Huddersfield Bus Station is situated beneath a multi-storey car park, with entrances points from Market Street to the south, Macaulay Square to the east, and Upperhead Row to the north.

3.6 Facilities within the bus station include a café, cash machines, accessible toilet, fast-food outlets, an Information Help Point, newsagent, photo booths, telephones, toilets, and a Travel Centre.

3.7 Huddersfield Bus Station has 25no. bus stands on the main concourse and 3no. additional alighting-only stands along Henry Street. Canopy areas associated with the bus station, whereby passengers alight bus services, are situated in external public realm on Henry Street.

3.8 The interior of the concourse is dated, and there are evident signs of wear and tear.

3.9 3no. stair cores are located to the south, north and centre of the bus station building, servicing all levels of the car park above. These stair cores are of a brick cavity wall construction with aluminium glazed windows and blanking panels that let light into the stair cores.

3.10 The car park levels above the station have painted off-white concrete walls around the perimeter (see Figure 2 below), which are of half-height, and expose the car park levels beyond.



Figure 2 : East elevation of Huddersfield Bus Station (Source – *WSP*)

3.11 Macaulay Square incorporates several existing benches, lighting columns, bins, and planting areas, whilst the northern aspect of the wider Site includes an area of aesthetically aged landscaping consisting of existing vegetation, trees, and metal railings, in the northern aspect alongside Henry St.

3.12 The prevalent materials amongst the public realm comprise block sett paving forming red, tan and grey patterns, creating a border line between the public realm of the Site and the spaces immediately in front of the adjacent shops and pub.

3.13 The area fronting the Huddersfield Bus Station entrance on Upperhead Row features an aged existing canopy, and public consultation undertaken about the existing bus station (see Section 4 of this Planning Statement) suggests that this area is perceived as unsafe.

3.14 Although itself not of locally- or statutorily- listed status, the Site contains one non-designated heritage asset [NDHA] within its boundary, consisting of the Huddersfield Railway Tunnel and Western Entrance (LPA ref. MWY5102), which crosses the below ground area of the north of the Site.

3.15 Huddersfield Bus Station is located within Flood Zone 1 as shown on the Environment Agency's Flood Maps, meaning that it is of a low risk of flooding and has a 1 in 1000 annual probability of river flooding.

Surrounding Context

3.16 Huddersfield Bus Station is within a mixed-use area within Huddersfield town centre (see Figure 3 below).

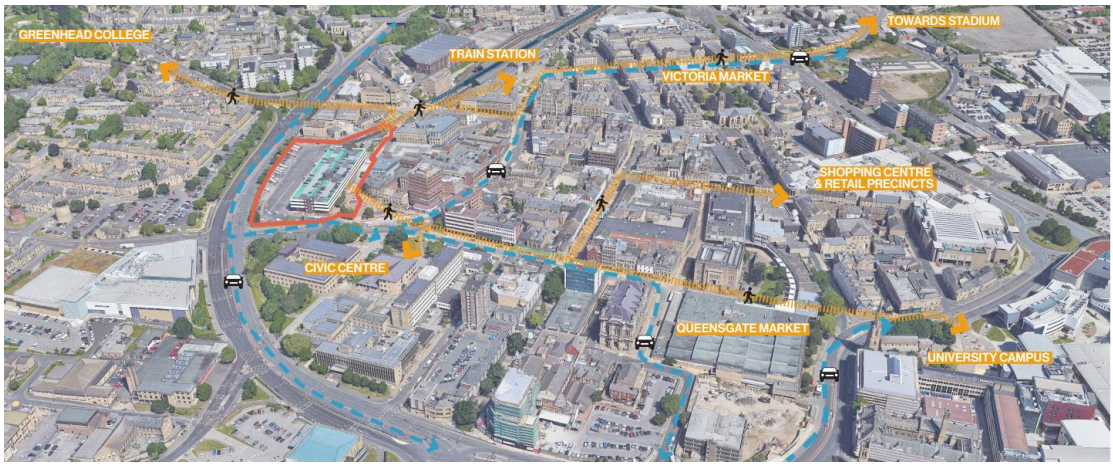


Figure 3 : Aerial view showing key transport links from the bus station to key destinations (Source – *HBS-AHR-XX-XX-T-A-00001_P5 - Design & Access Statement*)

3.17 To the northwest of the site and the town centre lies Greenhead Park and Green Head College, and to the southwest is Huddersfield Leisure Centre. The University of Huddersfield Campus lies to the southeast of the town centre, approximately 0.5 miles from the bus station.

3.18 Huddersfield town centre has a number of emerging developments, which form part of Kirklees Council's £250 million masterplan to revamp and create a 'cultural heart' of the town centre. These include the Kirklees Council Cultural Heart project, the Station to Stadium Enterprise Corridor, amongst other town centre redevelopment projects and ongoing projects at the University of Huddersfield Campus.

3.19 The immediate surrounding context comprises several 2 - 3 storey sandstone buildings, most of which are to the east and north of the bus station and incorporate several shops and eateries, and a Sainsbury's supermarket that features several stone arches with brick infill panels. Huddersfield's Civic Centre sits to the south of Market St., comprising 3-storeys of Offices (occupied by Kirklees Council), a Magistrate's Court, and the Huddersfield Job Centre.

3.20 Huddersfield has a vast amount of historic architecture and architectural diversity throughout the town centre, spanning from grand Victorian stone buildings to 1960s concrete paraboloid shells.

3.21 The northeast of the town centre, near the train station, contains most of the town's historic and architecturally interesting buildings, which have been mostly transitioned into business and commercial use. King Street and New Street, which are the main retail precincts in the town, are a 5-minute walk to the east of Huddersfield Bus Station.

3.22 The Proposed Scheme is located within Kirklees Council's Air Quality Management Area 9 [AQMA 9]. The AQMA incorporates and is mostly defined by the Inner Ring Road (A62) surrounding Huddersfield town centre, and approximately 300m of Wakefield Road.

3.23 The northwest corner of the Site falls within a Noise Important Area [NIA] (LPA ref. NIA (Road) ID: 3228), which surrounds the A62 and A630, whilst there are a further 9 NIAs located within a 1km radius of the Site.

3.24 There are no international statutory designated sites (Sites of Special Scientific Interest [SSSI], Special Areas of Conservation [SAC] and Special Areas of Protection [SPA] within 2km of the Site.

3.25 Huddersfield Bus Station does not lie directly within a Conservation Area, however, is adjacent to the Huddersfield Town Centre Conservation Area (CA36) and approximately 70m east of the Springwood Conservation Area (CA52).

3.26 As acknowledged above, the Town Centre Conservation Area accommodates a number of heritage assets including Plumber's Arms (Grade-II, List UID: 1215721), No. 4 Macaulay Street (Grade-II, List UID: 1134948), and Nos 5-9 (Grade-II, List UID: 1134284) and No. 11 (Grade-II, List UID: 1211180) on Dundas Street.

Accessibility

3.27 Huddersfield Bus Station is owned and operated by West Yorkshire Combined Authority and is one of the most used bus stations in West Yorkshire based on pre-covid statistics, with an average of 37,000 users per day. Footfall has decreased at the station post-pandemic to an average of 12,000 users per day.

3.28 Huddersfield Bus Station is well connected to major roads in and out of Huddersfield from the surrounding area, linking towns and villages across West Yorkshire and beyond.

3.29 As previously noted, Huddersfield Bus Station comprises a total 28no. stands, with regional services run by operators including First West Yorkshire, Arriva Yorkshire and Yorkshire Tiger, and other services run by First Greater Manchester, TLC, Tiger Blue, and Stotts Coaches, as well as by National Express coaches who provide nationwide access from the station.

3.30 Local bus services link Huddersfield Bus Station with local areas such as Denby Dale, Golcar, Holmfirth, Lindley, Marsden, Meltham, Milnsbridge, Slaithwaite. Regionally, services provide linkages with other towns in West Yorkshire such as Batley, Bradford, Brighouse, Cleckheaton, Dewsbury, Elland, Halifax, Hebden Bridge, Heckmondwike, Leeds, Mirfield, Morley and Wakefield, as well as to the White Rose Shopping Centre.

3.31 Huddersfield Bus Station is also near the Huddersfield Train Station, which is walking distance north of the site. There are close links from the bus station to the retail, civic and employment areas within Huddersfield town centre.

3.32 Buses, staff vehicles, and servicing vehicles, enter the Site via Henry St. from the north, and alight onto Market St. (eastbound) to the south.

3.33 Vehicular Access into the car park is made via Upperhead Row, which is part of a wider one-way road system, with departing vehicles also being redirected onto Upperhead Way and towards the centre of the town centre to the east.

3.34 The area surrounding the Site is well suited to pedestrian movement, with clearly defined pavements and pedestrian only spaces, such as those which adjoin Macaulay Square, being scattered throughout the town centre.

3.35 Level crossings, zebra and pelican crossings, and other traffic calming measures, are also present throughout the vicinity of the Site, which is favourable to pedestrians and cyclists moving towards Huddersfield Bus Station and throughout this aspect of the town centre.

3.36 Cycle parking at Huddersfield Bus Station is limited and currently comprises an arrangement of metal stands under the car park entrance ramp off Upperhead Row, located outside of the bus station.

Planning History

3.37 The LPA's Public Access records confirms that there are no recent or relevant planning applications / decisions relating to the Site, with the most recent application for the 'Erection of illuminated totem sign' in 2017 (LPA ref. 2017/90609) pre-dating the adopted policy position for the Site (see Section 5).

Section 4 | Stakeholder Engagement

4.1 Prior to the submission of this application for full planning permission, the Applicants have engaged in a range of consultative activities, both directly with the LPA and wider network of stakeholders, to inform the final iteration of the Proposed Development.

4.2 At the initial design stage for the Proposed Development, the Applicants consulted with members of West Yorkshire Combined Authority, the LPA, the Local Highway Authority (LHA), Ward Members, the Transforming Cities Fund (TCF), British Railways, and West Yorkshire Police.

4.3 Public consultation has also taken place, with a particular focus on responses from members of the public using the existing bus station.

4.4 Between Thursday 29 July 2021 and Sunday 12 September 2021, the West Yorkshire Combined Authority, in partnership with Kirklees Council, sought feedback on initial design proposals for the Proposed Development, to inform subsequent detailed plans. The outcomes of this consultation, based on a total of 274no. online survey responses having been received from members of the public, were published within a Consultation Report, prepared by TCF in December 2021 (enclosed as Appendix 1).

4.5 These consultations have been undertaken to obtain feedback on the principle of development and emerging design, including the potential architectural approach and key security measures around the public realm area.

4.6 In July 2022, a report titled "You Said, We Did", was produced by West Yorkshire Combined Authority, for the participants in stakeholder engagement events for the Transforming Huddersfield Bus Station project. The report the key issues raised within the consultation process, and West Yorkshire Combined Authority's response to these issues. This document is enclosed as Appendix 2.

4.7 The responses to consultation events showed that 64% of respondents thought the Proposed Development was good or very good, especially when considered against the finding that only 25% of respondents were satisfied, or very satisfied with, Huddersfield Bus Station as existing. Other notable findings from consultation are summarised as follows:

- Currently, the waiting facilities are not comfortable, the station is not attractive, and using the bus station does not feel safe, for example due to anti-social behaviour and finding the bus station too noisy.
- Security, availability of travel information and tickets, toilets, safety (for example from moving buses), and ease of access when getting on and off buses, are the most important features of the bus station.
- The appearance and quality of the building interior, environmentally friendly features, toilets, waiting areas and the appearance and quality of the building exterior, are currently the most dissatisfying aspects of Huddersfield Bus Station.
- Participants also asserted the need for better connectivity between Huddersfield Bus Station and the wider area, and concerns about accessibility at the bus station, including the availability of seating.

4.8 As detailed throughout the "You Said, We Did" report, the Applicants incorporated the feedback received within the design process for the Proposed Development, addressing matters centring around accessibility, appearance, bus stand flexibility and capacity, facilities, safety and security, and sustainability.

4.9 Following this public consultation exercise, in 2022, the Proposed Development was presented to the LPA under their Pre-Application enquiry service (LPA ref. 2022/21183). The written advice received through this pre-application enquiry is enclosed as Appendix 3, with the consultation response received from the LHA under the same pre-application enclosed as Appendix 4.

4.10 The LPA's pre-application written advice concluded that the principle of the Proposed Development to be acceptable, and recognised the improvements which it would bring to transport links within Huddersfield, neighbouring towns and cities, and the benefit of improved public transport to Kirklees' economy and its climate emergency focuses.

4.11 The written advice was informed by responses from the following consultees; Design Out Crime Officer (West Yorkshire Police); Local Lead Flood Authority (LLFA); Conservation & Design; Environmental Health (EH); Waste; Public Health; and the LHA.

Section 5 | Proposed Development

5.1 This Application seeks full planning permission for the following description of development:

Dual-phased refurbishment comprising (phase 1) façade improvements including Henry Street entrance, replacement shop fronts and alterations to external bus apron, alterations / extension to the existing barrier within the bus alighting lane adjacent to Henry Street, and (phase 2) new entrance canopy, public realm improvements, cycle hub and façade improvements including replacement shop fronts at Huddersfield Bus Station, Upperhead Row, Huddersfield, HD1 2JN.

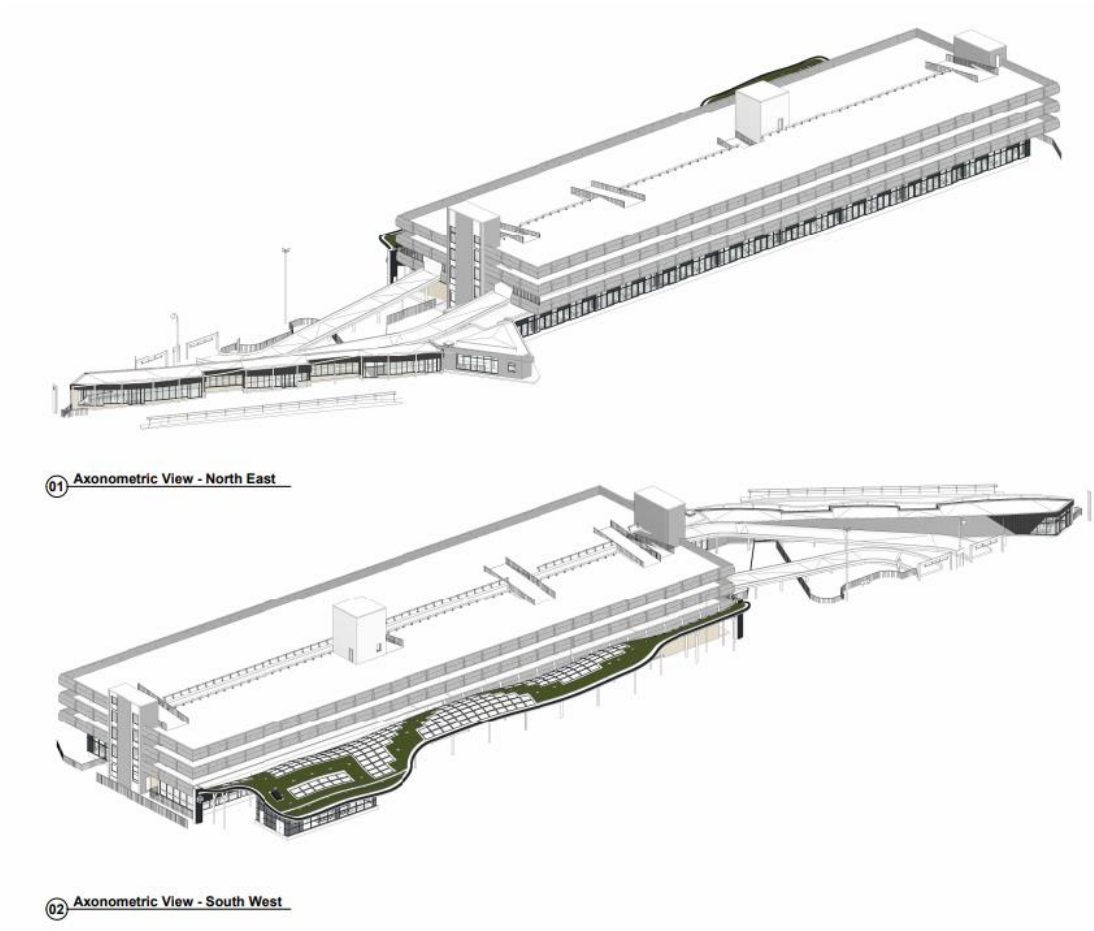


Figure 4 : Axonometric Views (Source – *ahr drawing ref.* HBS-AHR-XX-ZZ-D-A-20-301)

5.2 Due to the respective ownerships of the different parts of the building by the joint Applicants, a phased application is being pursued. West Yorkshire Combined Authority will be responsible for Phase 1, and Kirklees Council responsible for Phase 2.

5.3 The objective is to deliver both phases simultaneously if possible, however each element of works will be the responsibility of the individual applicants, and therefore each element of the proposals and any associated mitigation works are defined separately.

5.4 Cumulatively, the 2no. phases will secure the following development objectives:

- Transformation of the bus station internal concourse and some reconfiguration of the bus apron;
- Henry Street improvements to the bus station alighting building and entrance;
- Henry Street highway improvements to address safety concerns;
- Entrance canopy and public realm improvements including new cycle facilities under the canopy; and,
- Access and security upgrades.

5.5 The separate phases which comprise the Proposed Development are detailed within the subsections below, with further detail provided within the accompanying Design and Access Statement [DAS], submitted Plans and Drawings, and additional technical information.

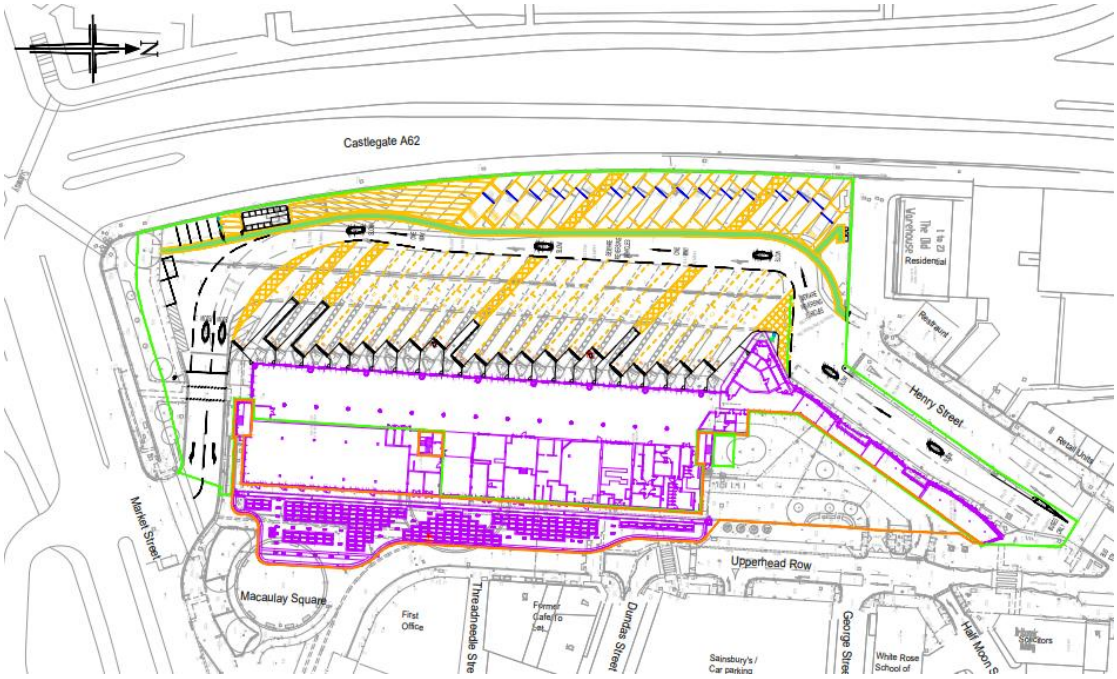


Figure 5 : Combined Phasing Plan (Source – *Bryan G Hall drawing ref.* HBS--BGH-ZO-XX-DR-C0024)

Phase 1 - Façade improvements including Henry Street entrance, replacement shop fronts and alterations to external bus apron, alterations / extension to the existing barrier within the bus alighting lane adjacent to Henry Street

5.6 Most works associated with Phase 1 of the Proposed Development, which are to be delivered by West Yorkshire Combined Authority, are associated to general refurbishment and upgrading of the existing bus station, as opposed to new built development.

5.7 The main refurbishment works are aesthetic alterations and like-for-like replacements of existing finishes, many of which are not requiring of planning consent. The refurbishment works will include the replacement of existing paving, glazing, wall, floor, and ceiling finishes, and the introduction of cladding to the main bus station and Henry Street entrance and concourse.

5.8 A full glazed curtain wall and automatic sliding doors will also be integrated along the concourse of the bus canopy.

5.9 External shop fronts will be replaced along the Upperhead Row elevation of the bus station, supplemented by a uniform arrangement of signage.

5.10 Furthermore, new flat roof will be installed atop the driver's mess area, and re-roofing works will also be occurred to all first-floor level flat roofs, excluding that of the car park.

5.11 A small area of soft landscaping is proposed, which will comprise the retention of 3no. existing trees and other vegetation, as well as new planting of 3no. native trees, a new Hornbeam hedge, and low growing shrubs and specimen ornamental grasses. Hard landscaping will mostly comprise the like for like-replacement of existing finishes and street furnishings in areas of public realm.

5.12 The landscaping proposals for Phase 1 will also include the erection of a bin store on the westernmost retaining wall, and the erection of a new screened plant enclosure adjacent to the car park ramp which will store relocated existing plant equipment.

5.13 Various works to improve the internal highways and accessibility arrangements are also proposed within this phase. These works include including; resurfacing of the Henry St. alighting lane and bus apron; re-grading of the main entrance ramp; and reconfiguration of the drainage and bus bay arrangements, the latter of which will enable the integration of 2no. additional coach stands in place of 4no. bus stands.

Phase 2 – New entrance canopy, public realm improvements, cycle hub and façade improvements including replacement shop fronts.

5.14 Kirklees Council's delivery of Phase 2 is mostly centred around the creation of a new modern canopy structure to replace the existing canopy, and which will benefit from a sustainable design ethos which incorporates a green roof with solar panels.

5.15 The canopy will introduce a new cycle hub, providing lockable bike storage, and a locker and repair area, whilst also providing a bin store to replace the existing area in Macauley Square.

5.16 The works will also see external office and retail unit fronts replaced to the left of the main entrance, including through the integration of new glazing and doors, in a manner which is consistent with similar works proposed in Phase 1.

5.17 Phase 2 works will also include the addition of screening and mesh along the western elevation of car parking levels, to prevent public access onto the new canopy.

5.18 A new scheme of hard landscaping will be integrated beneath the existing canopy and below the car park ramps adjacent to Upperhead Row, to improve the approach and public realm in this area of the bus station. Similarly to Phase 1, street furnishings will be replaced, and aspects of soft landscaping will be retained.

5.19 Highways and access works in Phase 2 solely relate to level access, which will be enabled by the hard landscaping, and wayfinding signage will also be integrated.

Section 6 | Planning Policy Context

6.1 Section 38 (6) of the Planning and Compulsory Purchase Act (2004) requires that applications for planning permission must be determined in accordance with the Development Plan unless material considerations indicate otherwise.

6.2 The Development Plan for the purposes of determining this Application consists of the Kirklees Local Plan (adopted 27 February 2019) ["the Local Plan"].

6.3 In addition to the Development Plan, applications should have regard to the National Planning Policy Framework (2023) ["the Framework"] and National Planning Practice Guidance ["the PPG"], which are material considerations in any decision.

6.4 Other material considerations in this case include the Highway Design Guide SPD (adopted November 2019), Waste Management Design Guide for New Developments (Version 5, October 2020), and the Kirklees Biodiversity Net Gain Technical Advice Note (2021). Other adopted Supplementary Planning Documents and Guidance (SPD or SPG), and aspects of the Evidence Base for the Development Plan, being of limited applicability to the Proposed Development.

6.5 At the point of submission, no emergent policy is forthcoming or can be afforded weight in the consideration of the Proposed Development.

National Planning Policy Framework (NPPF, 2023)

6.6 The NPPF sets out the Government's planning policies and explains how these are to be applied and represents an important material consideration, as outlined within paragraph 2 of Section 1 of the Framework. The sections and paragraphs of the NPPF of most importance to the Application are set out below.

6.7 Paragraph 224 of Annex 1 confirms that the policies contained within the NPPF are material considerations to a particular decision or determination. Paragraph 225 confirms that existing policies should not be considered out-of-date simply because they were adopted or made prior to the publication of the NPPF and that due weight should be given to them, according to their degree of consistency with the NPPF – the closer the policies in the Plan to the policies in the NPPF, the greater the weight that may be given.

6.8 Section 2 of the Framework defines sustainable development, with Paragraph 8 detailing that there are three overarching objectives to achieving sustainable development which are interdependent. These objectives are:

a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

c) an environmental objective – to protect and enhance our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

6.9 Paragraph 9 of Section 2 provides that these objectives should be delivered through the preparation and implementation of plans and the application of the policies in the NPPF; they are not criteria against which every decision can or should be judged. Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area.

6.10 Paragraphs 10 and 11 of Section 2 state that at the heart of the NPPF is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking. For decision-taking, this means:

c) Approving development proposals that accord with an up-to-date development plan without delay, or

d) Where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:*

i. the application of policies in the NPPF that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or

ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

6.11 Paragraph 33 states that Policies in local plans and spatial development strategies should be reviewed to assess whether they need updating at least once every five years and should then be updated, as necessary. Reviews should be completed no later than five years from the adoption date of a plan and should consider changing circumstances affecting the area, or any relevant changes in national policy. Relevant strategic policies will need updating at least once every five years if their applicable local housing need figure has changed significantly; and they are likely to require earlier review if local housing need is expected to change significantly soon.

6.12 Section 4 of the framework outlines the approach which should be taken in decision making for planning applications, with paragraph 38 outlining the need for LPAs to determine proposed developments in a positive and creative manner.

6.13 Paragraph 47 reaffirms the statutory requirement for decisions to be made in accordance with the development plan unless material considerations indicate otherwise. Decisions on applications should also be made as quickly as possible and within statutory timescales unless a longer period has been agreed by the applicant in writing.

6.14 Section 6 of the Framework seeks to set the conditions by which the planning system can contribute to building a strong, competitive economy. Paragraph 85 outlines that in addition to supporting economic growth and productivity, the approach taken to development should be one which allows areas to build on its strengths, counter weaknesses, and address future challenges.

6.15 Paragraph 87 states that development proposals should be determined with clear recognition of the specific locational requirements of different sectors.

6.16 Section 7 seeks to ensure the vitality of town centres through planning. Paragraph 90 emphasising the role of policies and decisions in supporting the role that town centres at the heart of local communities, and that a positive approach to growth, management and adaptation of town centres should be reflected within both.

6.17 NPPF Section 8 outlines how the planning system can foster the creation of healthy and safe communities. Paragraph 96 outlines how policies and decisions should aim to achieve healthy, inclusive and safe places and beautiful buildings which:

a) promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages;

b) 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 beautiful, well-designed, clear and legible pedestrian and cycle routes, and high-quality public space, which encourage the active and continual use of public areas; and

c) enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.

6.18 Furthermore, paragraph 97 describes how planning policies and decisions should provide necessary social, recreational, and cultural facilities for communities, through:

a) plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments;

b) take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community;

c) guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs;

d) ensure that established shops, facilities and services are able to develop and modernise, and are retained for the benefit of the community; and

e) ensure an integrated approach to considering the location of housing, economic uses and community facilities and services.

6.19 Section 9 of the NPPF supports the promotion of sustainable transport and Paragraph 108 states that transport issues should be considered from the earliest stages of development proposals, to ensure that:

a) the potential impacts of development on transport networks can be addressed;

b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;

c) opportunities to promote walking, cycling and public transport use are identified and pursued;

d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and

e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.

6.20 Paragraph 109 details how the planning system should support the objectives set under paragraph 108, with significant development focused on sustainable locations which limit the need to travel and offer a genuine choice of transport modes.

6.21 Paragraph 110 states that planning policies should:

a) support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;

b) be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;

c) identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;

d) provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking (drawing on Local Cycling and Walking Infrastructure Plans);

e) provide for any large scale transport facilities that need to be located in the area46, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy. In doing so they should take into account whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements; and

6.22 Paragraph 114 of Section 9 adds that applications for development should ensure that appropriate opportunities to promote sustainable transport can be, or have been, taken up, that safe suitable access to the site can be achieved for all users and, that any significant impacts from the development on the transport network or on highway safety can be cost effectively mitigated to an acceptable degree.

6.23 Paragraph 115 of Section 9 details 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.

6.24 Paragraph 116 of Section 9 adds that developments should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

6.25 Section 11 promotes the effective use of land and, in this respect, Paragraph 123 details that planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.

6.26 Paragraph 124 outlines how policies and decisions should encourage multiple benefits from land, including through mixed use developments and opportunities to achieve net environmental gains, such as development enabling the creation of new habitat. This paragraph outlines the value of using suitable brownfield land, and promoting and supporting the development of under-utilised land and buildings,

6.27 Paragraph 128 outlines that development should be supported which promotes efficient land use, including when considering:

c) the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;

d) the desirability of maintaining an area's prevailing character and setting 38 (including residential gardens), or of promoting regeneration and change; and

e) the importance of securing well-designed and beautiful, attractive and healthy places.

6.28 Section 12 of the NPPF refers to achieving well-designed places and notes that the creation of high-quality buildings and places is fundamental to what the planning and development process should achieve. In this respect, Paragraph 131 states that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

6.29 Paragraph 130 of Section 12 states that planning decisions should ensure that developments:

a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;

b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

6.30 Section 14 of the NPPF refers to meeting the challenge of climate change, flooding and coastal change. Paragraph 159 outlines how new development should be planned to avoid increased vulnerability to climate change, and to reduce greenhouse gas emissions, such as through its location, orientation, and design.

6.31 Paragraph 164 states that LPAs should give significant weight to the need to support energy efficiency and low carbon heating improvements to existing buildings, both domestic and non-domestic.

6.32 Paragraph 173 of Section 14 details that when determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere and that applications should be supported by a site-specific flood-risk assessment, where appropriate.

6.33 Paragraph 175 provides that applications for major developments should incorporate sustainable drainage systems unless there is clear evidence this would be inappropriate.

6.34 Section 15 of the NPPF refers to conserving and enhancing the natural environment, with Paragraph 180 stating this should be by:

a) protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan);

b) recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland;

c) maintaining the character of the undeveloped coast, while improving public access to it where appropriate;

d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures;

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 instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, considering relevant information such as river basin management plans; and

f) remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.

6.35 Paragraph 186 of Section 15 seeks to protect and enhance biodiversity and geodiversity by stating that local planning authorities should apply the following principles when determining applications:

a) if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused.

b) development on land within or outside a Site of Special Scientific Interest, and which is likely to have an adverse effect on it (either individually or in combination with other developments), should not normally be permitted. The only exception is where the benefits of the development in the location proposed clearly outweigh both its likely impact on the features of the site that make it of special scientific interest, and any broader impacts on the national network of Sites of Special Scientific Interest.

c) development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons, and a suitable compensation strategy exists; and

d) development whose primary objective is to conserve or enhance biodiversity should be supported; while opportunities to improve biodiversity in and around developments should be integrated as part of their design, especially where this can secure measurable net gains for biodiversity or enhance public access to nature where this is appropriate.

6.36 Paragraph 189 of Section 15 states that planning policies and decisions should ensure that a site is suitable for its proposed use, taking account of ground conditions and any risks arising from land instability and contamination.

6.37 Paragraph 191 of Section 15 states that planning policies and decisions should ensure that new development is appropriate for its location considering the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development.

6.38 Section 16 of the Framework concerns conservation and enhancement of the historic environment, with paragraph 195 reiterating the value of heritage assets as irreplaceable resources which contribute to quality of life for existing and future generations.

6.39 Paragraphs 200 to 204 discuss how LPAs should consider developments affecting heritage assets, with paragraph 200 itself detailing the need for proportionate assessment of heritage assets in the presentation of development proposals.

6.40 Paragraph 205 states that when impact from a proposed development to the significance of a designated heritage asset, great weight should be given to the asset's conservation irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm.

National Planning Policy Guidance

6.41 The National Planning Practice Guidance [PPG] provides detailed guidance on the contents of the NPPF (2023). PPG was most recently updated in February 2024 following the most recent revision to the NPPF in December 2023.

6.42 PPG notes provide clarity and supplementary guidance on how NPPF policies are expected to be applied in the consideration of planning applications.

Development Plan

The Kirklees Local Plan (adopted 27 February 2019)

6.43 The Kirklees Local Plan was adopted by the LPA on 27 February 2019 and covers the period 2013 between 2031. It comprises the strategy and policies document, allocations and designations document and associated policies map.

6.44 The Proposals Map associated with the Local Plan does not designate the site for a specific use, although, given its location within Huddersfield, relevant town-centre policies from within the Local Plan are applicable (see policies LP13 and LP17 in Table 1 below).

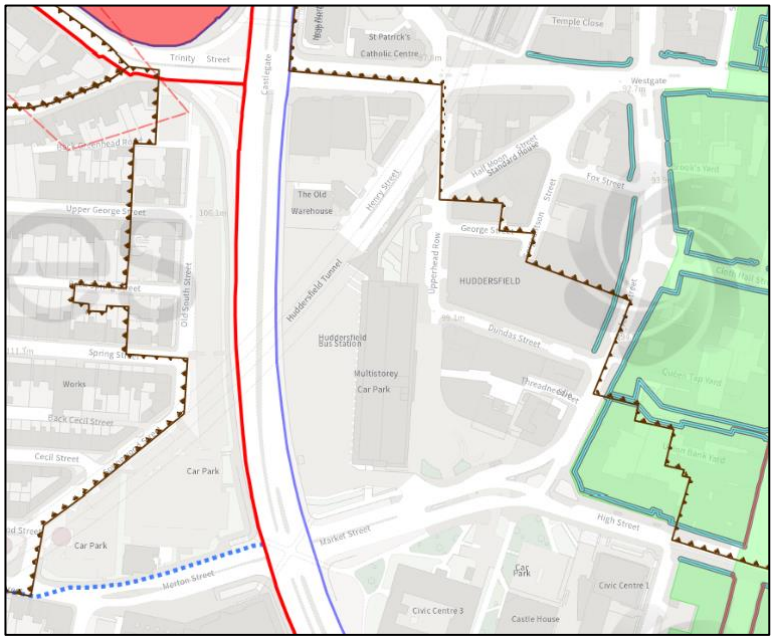


Figure 6 – Development Plan Policy Map extract

6.45 Table 1 sets out the planning policies considered to be relevant to this Application. These policies are considered further in section 7 of this Statement.

Policy No.	Topic	Comments
LP1	Presumption in favour of sustainable development	The council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework
LP2	Place shaping	Development proposals will build on the strengths and opportunities, and address challenges, to protect and enhance the character of places in Kirklees.
LP4	Providing Infrastructure	Kirklees Council, alongside partners, will work to bring forward essential or desirable infrastructure which is necessary and proportionate to deliver the Local Plan's spatial strategy.
LP7	Efficient and effective use of land and buildings	Proposals should encourage the efficient use of previously developed land in sustainable locations, and the adaptation of underused properties.
LP13	Town Centre Uses	Proposals should be made as to be inclusive and attractive for all users, including pedestrians, cyclists, and public transport users. They should respond to local character, heritage, public realm, and other features of the surrounding context.
LP14	Shopping Frontages	Proposals will continue to support the use of primary and secondary frontage for retail and other main town centre uses.
LP17	Huddersfield Town Centre	Proposals will support Huddersfield being the principle focus for main town centre uses, with developments being supportable which include: - contribute to the town being a safe welcoming and inclusive destination into Kirklees, - provide sustainable transport modes. - create opportunities for economic development. - regenerate key historic features of the town centre - retain and refurbish traditional shop fronts. - provide urban green infrastructure
LP19	Strategic Infrastructure Network	Development will contribute to achieving a balanced and integrated transport network which maximises the efficient and effective use of road, rail and public transport.

		Proposals will be encouraged which bring forward strategic transport infrastructure, particularly where they would directly benefit from these schemes.
LP20	Sustainable Travel	Proposals for new development shall be designed to encourage sustainable modes of travel.
LP21	Highways and Access	Proposals should be able to be accessed effectively and safely by all users. Development will: - ensure safe and efficient traffic flows within and around the development. - provide new or improve infrastructure to ensure safe access from the highway network for pedestrians, cyclists, public transport users and private vehicles
LP24	Design	Development proposals will demonstrate good design which is; context-respondent and appropriate; ensures high standards of amenity; incorporates sustainability; reduces crime; meets the needs of a range of users; secures the retention and planting of new trees. Any extensions to existing buildings will be subservient to the original building and will be in keeping with those surrounding the site of the proposals.
LP25	Advertisements and shop fronts	Replacement shop fronts will be consistent with the character of the existing building, surrounding locality and features of interest, and proportionate in scale with the façade and streetscene on which it sits.
LP27	Flood Risk	Proposals must be supported by an appropriate site-specific Flood Risk Assessment in line with national planning policy.
LP28	Drainage	The presumption is that Sustainable Drainage Systems (SuDS) will be used to reduce runoff, avoid negative impact to water quality – this includes using green infrastructure.
LP30	Biodiversity and Geodiversity	Proposals will protect and enhance biodiversity and geodiversity in Kirklees.
LP32	Landscape	Proposals will enhance the landscape character of Kirklees, respecting the setting of settlements and buildings in the landscape.
LP33	Trees	Proposals will retain trees and respect their contribution to public amenity.
LP35	Historic Environment	Developments affecting the historic environment should preserve or enhance

		the significance of assets to retain Kirklees' distinct identity, unless justified in accordance with the NPPF.
LP51	Local Air Quality	Proposals should not result in increases to air pollution which would have unacceptable impact to people, or the natural or built environments.
LP52	Protection and Improvement of Environmental Quality	Proposals causing pollution should be prevented or mitigated against as to retain quality of life and wellbeing for people in Kirklees.

Table 1: Relevant Local Plan policies

Other Material Considerations

Highway Design Guide SPD (adopted November 2019)

6.46 The Highway Design Guide SPD promotes high standards of highway design, reflective of nationally recognised best practice, and is relevant to all aspects of the built environment. The SPD encourage good design in terms of how developments, routes and spaces relate to one another to create streets and public spaces that are safe, accessible, and pleasant to use.

Waste Management Design Guide for New Developments (Version 5, October 2020)

6.47 This document advises how to ensure effective waste management provision is made in new developments, acting as a practical guide in the provision of minimum standards for the storage, recycling, and collection of refuse.

Kirklees Biodiversity Net Gain Technical Advice Note (adopted June 2021)

6.48 This technical advice note provides guidance on how Biodiversity Net Gain should be achieved by development within Kirklees in accordance with Local Plan policy LP30, offering general guidance to developers and ecologists.

6.49 The technical advice note was initially purposed as to provide guidance in the e intervening time prior to the introduction of the Environment Bill, which would then be periodically reviewed considering legislative and national policy drivers to ensure no conflict with future legislation, and that the guidance remained consistent with policy.

6.50 No further update to the guidance has been prepared by the LPA since the Environment Act came into force on 12 February 2024, however, it is still considered to be consistent with adopted Local Plan policy LP30.

Local Plan Review / Emerging Local Plan

6.51 On October 17 2023, the formal 'review' process, of whether the Kirklees Local Plan remains fit for purpose, was commenced as required by Regulation 10A of the Town and Country Planning (Local Planning) (England) Regulations 2012.

6.52 The findings of this review are yet to be published; and the Local Plan is still currently deemed to be suitable for the purposes of determining the Proposed Development, based on the LPA's considerations of recent planning applications elsewhere.

6.53 Following the review process, the LPA are expected to begin the process of formulating a new Local Plan. Informal correspondence with the LPA has suggested that a draft updated Local Plan will be subject to public consultation, in late 2025 at the earliest (subject to change).

Section 7 | Planning Assessment

7.1 Based on the policy framework set out in Section 6 of this Statement and in accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004, the Proposed Development is considered below within the context of the Development Plan and national planning policy and guidance including the NPPF and the PPG; along with other material considerations in the form of relevant adopted SPDs.

7.2 The Proposed Development will be considered in respect of the following material considerations:

- Principle of Development;
- Design and Layout;
- Landscaping;
- Sustainability
- Highways and Accessibility;
- Heritage;
- Arboriculture;
- Ecology and Biodiversity;
- Flood Risk and Drainage;
- Ground Conditions;
- Air Quality;
- Noise Impact;
- Lighting;
- Crime Prevention.

Principle of Development

7.3 As established within pre-application discussions, the Proposed Development will not change the use of the existing Huddersfield Bus Station and seeks to provide more attractive facilities within the bus station for the benefit of customers.

7.4 Following a decline in footfall post-pandemic, the works seek to re-establish the use of sustainable transport modes by residents of Huddersfield and the wider West Yorkshire region, through enhancing the connectivity and accessibility of Huddersfield Bus Station, and bettering its integration with other sustainable transport modes.

7.5 The overarching objective of the proposed refurbishment is to secure a safer, more accessible and modernised Huddersfield Bus Station, which will encourage a sustainable modal shift towards the maximised use of public transport, walking, and cycling. As detailed in Section 4, the scheme is divided into 2 phases, which will cumulatively deliver this vision.

7.6 Huddersfield Bus Station is a focal point for sustainable transport in Kirklees, and the Proposed Development will better the existing sustainable transport connections throughout Kirklees and the wider West Yorkshire region through the improvement of this facility.

7.7 Local Plan Policy LP20 states that *"Proposals should include measures to encourage the use of sustainable travel options, including public transport"*. The Proposed Development suitably aligns with the aspiration of policy LP20.

7.8 The development will support improved sustainable transport connections throughout Kirklees and the wider West Yorkshire region.

7.9 When considering the Proposed Development in the context of Sustainable Development (see NPPF paragraph 8 and Local Plan policy LP1), it is important to recognise the following social, economic, and environmental benefits which it would secure:

a) Social – The Proposed Development will improve the accessibility of sustainable transport use to the public, thus fostering improved standards of health and wellbeing for customers. Furthermore, enhancing internal and external public spaces will have positive impact on public safety and the sense of security surrounding the bus station.

b) Economic - The improvements to the bus station will give further priority to public transport, which supports the district's economy, and encourages access from the public into the town centre and towards existing businesses and services.

c) Environmental - The Proposed Development will encourage the use of sustainable travel options and thus constitutes an air quality mitigation measure, as set out in the WYLES Air Quality and Emissions Technical Planning Guidance and will support Kirklees' current climate emergency focuses. The integration of additional landscaping and features such as a green roof and PV panels will also improve the environmental sustainability and energy efficiency of the bus station.

7.10 In summary, the principle of development is evidently acceptable with regard to Local Plan policies LP1, LP13, LP20, and Sections 9 and 14 of the NPPF.

Design and Layout

7.11 The Design and Access Statement prepared by ahr Architects, demonstrates how the Proposed Development will respond to the surrounding context and the overarching NPPF aspirations of achieving beautifully designed development.

7.12 The Proposed Development has been formulated in accordance with the following design principles, as quoted from within the DAS:

- *"To create a contemporary sheltered canopy structure that forms a gateway to the bus station.*

- *To provide a rejuvenated and attractive public realm area that encourages more members of the public to use the bus station.*

- *To incorporate sustainable design approaches that promote biodiversity through the green roof and self-sufficient energy production using solar panel glass.*

- *To provide a cycle hub that promotes the use of non-private motor vehicles, providing a sheltered and secure space to store bikes.*

- *To refurbish and overclad the existing bus station stair cores, improving the overall aesthetics of the building.*

- *To provide a screen/ mesh to the car parking levels above the Upperhead Row bus station entrance to prevent public access to the canopy. Phase 1 seeks to enhance the experiences of customers and passengers at Huddersfield Bus Station within the entrance canopy and public realm areas, to improve the senses of place, safety, and security, within and around the bus station. "*

7.13 Works comprising Phase 1 concern the improvement of external areas of the bus station, including interfaces with pedestrian routes and vehicular highways. The proposals will enhance and integrate the Site's public realm areas into the town centre context, creating a contemporary and attractive gateway experience into Huddersfield. These works will not affect the layout of the bus station, in terms of its footprint, orientation, and the operational arrangement of the Site will be unaffected.

7.14 Phase 2 works will create a contemporary sheltered canopy structure that forms the approach into the bus station, providing a rejuvenated and attractive public realm area that encourages public use of the bus station and facilitates the enhancement of this gateway into Huddersfield. The proposed canopy will incorporate sustainable design approaches that promote biodiversity and energy efficiency, through features such as the green roof and use of solar panel glazing.

7.15 The scale of the proposed canopy is such that it will remain subservient to the bus station building (see Local Plan policy Local Plan Policy LP24), and the contemporary appearance, using a high-quality palette of natural materials, will introduce a greater degree of architectural interest to this aspect of the town centre.

7.16 The sculptural form of the canopy will aid in providing a new 'centre of attention' and concealing the multistorey car park's long grey concrete façade, which currently dominates the approach to Huddersfield Bus Station from Macauley Square, thus enhancing the character of the streetscape.

7.17 Other public realm improvements will develop the sense of place around the bus station, as a gateway and focal point into Huddersfield Town Centre. The improvements seek to complement the active frontages which surround Macauley Square, and which exist along the Upperhead Row elevation of Huddersfield Bus Station, creating further activity and a place for positive social interactions.

7.18 A contemporary, but complementary materials palette has been chosen for both the built elements of the Proposed Development, as well as within the hard and soft landscaping schemes.

7.19 The choice of materials will ensure that the refurbished bus station demonstrates a modern aesthetic and will contribute to Huddersfield Bus Station appearing as a prominent 'gateway' into Huddersfield and Kirklees, whilst simultaneously creating a sense of place.

7.20 As with the landscaping (discussed later within this section), the chosen materials are ones which demonstrate sustainability and a simplicity in their maintenance, to ensure that the bus station and its public realm can be easily upkept and will remain aesthetically attractive during its lifespan.

7.21 The design of the Proposed Development is one which aligns with key principles of the National Design Guide and Section 12 of the NPPF and paragraph 135. The layout of the Site is mostly unaffected, and given the bus station's established operation, the Proposed Development will retain the practical and functional arrangement of the bus station.

7.22 Furthermore, the Proposed Development is reflective of the aspirations set within Local Plan policy LP24., delivering a high-quality scheme which is reflective of the local and national agenda towards high-quality design. The quality of design will have positive implications on the character and appearance of this aspect of Huddersfield town centre, thus the Proposed Development will also align with Local Plan policies LP2, LP17 and LP32.

Landscaping

7.23 The Proposed Development seeks to both enhance the existing public realm at Huddersfield Bus Station aesthetically and to improve the ecology and biodiversity conditions of the Site. The scheme of landscaping has been informed by the Ecological and Biodiversity reports, prepared by Ecus, which accompany this submission.

7.24 As discussed in Section 5, the Proposed Development will incorporate a mix of new hard and soft landscaping in public realm areas around the bus station, including the introduction of new seating areas, furniture, and landscape features, to define the new pedestrian approaches to each concourse entrance.

7.25 Landscaping plans for the Phase 1 works, prepared by Ecus Ltd., show a large amount of soft landscaping to be retained around the Site, including existing trees to the south which will assist in softening the interfaces with the Site boundary and break up areas of hard landscaping.

7.26 Landscaping plans for Phase 2 works, prepared by Pick Everard, show further tree retention, and the planting of ornamental shrubs in the northeast public realm. 3no. trees to the southeast of the existing bus station will be removed to facilitate the proposed canopy, however, their loss will be adequately compensated through off-site contributions to biodiversity elsewhere within the Kirklees metropolitan borough rea.

7.27 The Proposed Development will have positive implications on the character and appearance of this aspect of Huddersfield town centre and will enhance the biodiversity and geodiversity credentials of the Site. The Proposed Development therefore accords with Local Plan policies LP2, LP17, LP24, LP30, LP32, LP33, and LP52, and broader requirements established within Sections 12 and 15 of the NPPF.

Sustainability

7.28 Unsustainable transport patterns, by private motor vehicles, are prominent polluters in Kirklees, and opportunities to instead promote sustainable transport should be welcomed to facilitate the transition from car dependency. The Proposed Development as a whole will be key in promoting sustainable transport as a favourable means to travel in Huddersfield, throughout West Yorkshire, and beyond, in alignment with Local Plan policy LP20.

7.29 A more efficient and sustainable Huddersfield Bus Station will be achieved through the Proposed Development, which is important in consideration of Kirklees Council's declaration of a climate emergency in 2019 which expressed an urgent need to reduce carbon emissions and better adapt to climate change.

7.30 Additional landscaping, new sustainable features such as the green roof, solar panels, the use of EVCPs in staff and servicing areas, and the cycle hub itself being a facilitator for clean and sustainable transport, are the key aspects of the scheme which will enhance Huddersfield Bus Stations environmental credentials.

7.31 The green roof and revised landscaping will ensure that, whilst uplifting biodiversity and geodiversity conditions on the Site, there will also be improvements to air quality through the tree and vegetation planting. The green roof will also contribute to an effective insulation approach for the Site.

7.32 Furthermore, the solar panels will deliver a more sustainable source of energy for Huddersfield Bus Station, as opposed to overdependence on traditional, less efficient sources.

7.33 The cycle hub, as a central component of the Proposed Development will present opportunity for citizens to use an alternative, greener form of transport to access Huddersfield town centre, within an energy efficient structure that presents sustainable transport facilities which are currently of limited supply in Huddersfield. The enhancements to the public realm will also enable the public to feel safer and more comfortable in accessing the Site on foot or as part of a linked journey between sustainable transport modes.

7.34 EVCPs will facilitate staff and servicing journeys to and from the site being made by cleaner forms of private vehicles, thus reducing levels of air pollution caused by such journeys in comparison to existing travel patterns.

7.35 It is concluded that the range of measures which are to be integrated into Huddersfield Bus Station will better its contribution to the surrounding environment, in terms of the Site's efficiency, and therefore it is well aligned with the overarching NPPF principle of securing sustainable development (paragraph 11).

7.36 The sustainability measures within the Proposed Development are appropriate in consideration of Local Plan policies LP20, LP51, and LP52, and will contribute to reducing pollution from the existing bus station and towards addressing the Climate Emergency which has been declared in Kirklees.

Highways and Accessibility

7.37 No changes will be made to the roads surrounding the Site, and access arrangements for buses, coaches, private vehicles, pedestrians, and cyclists, will remain as existing following the Proposed Development.

7.38 The number of bus stands will reduce from 25no. to 21no. to enable a safer and more accessible bus station layout, which is better suited to today's fleet of buses.

7.39 The redesign of Drive-In, Reverse-Out ["DIRO"] bus bays will improve internal accessibility and manoeuvrability for all bus types, thus enhancing the practicality of the bus station configuration for the benefit of operators and vehicle drivers.

7.40 The loss of bus stands will allow the angles of DIRO bays to be amended, which will subsequently increase boarding areas, with benefit to accessibility for passengers using any bus type.

7.41 Staff parking will be provisioned within a designated area of the forecourt and operational areas to minimise the risk of conflict between staff and buses. The staff parking area will retain the 6no. existing parking bays, complemented by the introduction of an additional electric vehicle charging point (EVCP) and the relocation of 1no. EVCP bay within this area.

7.42 The cycle hub will further enhance accessibility options to the bus station and generally into Huddersfield town centre. The design of this feature is such that it can accommodate double storage cycle tracks which maximise capacity for secure bike storage, space for nonstandard cycle parking, and space for cycle lockers and helmet storage. Such facilities increase the offering of safe cycle storage in the town centre and serve as a key incentive for using bikes as part of sustainable journeys into the town centre (and beyond).

7.43 In assessing highways and access considerations, NPPF paragraph 116 is of key relevance, and is quoted below:

"116. …applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."

7.44 The works concerning the cycle hub, public realm, and internal circulation and accessibility, will ensure that criteria a and b are achieved, prioritising use of the bus station by pedestrians and cyclists and facilitating their safe access onto Huddersfield Bus Station bus services. The Proposed Development therefore aligns with paragraph 116a.

7.45 In relation to 116b and c, the enhanced appearance of Huddersfield Bus Station, brought through the refurbishment works to the building itself and to the public realm areas, will enhance the feeling of safety and security throughout the Site post-completion. Improvements of public perception are a key aspiration of the scheme following the public consultation response (refer to Section 4 and Appendices), and the Proposed Development will ultimately benefit its context and will enhance the usability of Huddersfield Bus Station by all members of the public.

7.46 The established vehicular access arrangements and access to EVCPs allow goods, services, and emergency vehicles, to continue accessing the Site efficiently and sustainably. Paragraph 116d, and partially 116e are therefore met.

7.47 The integration of EVCP into the staff parking areas will ensure adherence to NPPF paragraph 116e.

7.48 It is considered that the Proposed Development is wholly in accordance with NPPF paragraph 116, and at a local level with policies LP19 and LP20, which respectively concern the Strategic Infrastructure Network and Sustainable Travel.

7.49 In addition to the assessment above, Bryan G Hall (BGH) have prepared a Transport Statement (TS) in support of the Proposed Development. The TS has considered the transport implications of the Proposed Development and its ability to ensure a sustainable development.

7.50 The TS establishes Huddersfield Bus Station as being well located for encouraging journeys via all modes of sustainable transport, including walking, cycling and public transport, whilst

asserting that the Proposed Development will encourage staff and bus station users to access Huddersfield Bus Station in a more sustainable manner. The sustainable location of development, and facilitation of a genuine choice of sustainable transport modes accords with NPPF paragraph 109.

7.51 The TS concludes that the Proposed Development will not have any detrimental road safety impacts on the operation of the adjacent network, and thus is appropriate in consideration of NPPF paragraph 115.

7.52 In conclusion, the Proposed Development will deliver a sustainable development which is will deliver betterment to highways and access conditions at the Site, with subsequent benefit for transport and accessibility throughout the surrounding area. The proposals are therefore acceptable regarding NPPF Section 9, notably paragraphs 109, 155, and 166, and with Local Plan policies LP19 and LP20.

Heritage

7.53 A Heritage Statement, prepared by Stephen George + Partners LLP [SGP], has been prepared to support the planning application. The Heritage Statement represents a proportionate assessment of the Proposed Development in relation to adjacent heritage assets, in alignment with NPPF paragraph 200.

7.54 None of the listed buildings in the vicinity of Huddersfield Bus Station will be directly impacted by the Proposed Development, although it is anticipated that Phase 2 works will have some impact on the setting of these heritage assets.

7.55 The existing Site is prominent amongst the setting of Listed buildings on Dundas Street, however, the 1970s concrete and brick exterior is considered to negatively contribute to their setting. Furthermore, the public realm areas along Upperhead Row are of low and degraded quality, and attract unwanted antisocial behaviour, which negatively contributes to the sense of place around Huddersfield Bus Station.

7.56 The Heritage Statement considers that the proposed Phase 2 works will deliver enhancement which outweighs any perceived harm to the setting of adjacent listed buildings. This enhancement is brought by securing public benefits including; improved pedestrian and cycle accessibility to Huddersfield Bus Station; overall enhancement to Huddersfield Bus Station's appearance and the sense of place around the bus station; and improvements in the overall energy efficiency of the bus station.

7.57 The works contained within Phase 1 are concluded to have negligible impact and will cause no harm to the surrounding heritage context.

7.58 In summary, the Proposed Development is considered to have a positive impact on the settings of nearby listed buildings, outweighing any perceived harm through achievement of an array of public benefits. Considering NPPF paragraph 203, the Proposed Development will sustain and enhance the setting of nearby heritage assets and will make a positive contribution to local character and distinctiveness. The Proposed Development is therefore concluded to be acceptable regarding NPPF Section 16, and Local Plan policy LP35.

Arboriculture

7.59 Ecus Ltd. (Ecus) have undertaken an Arboricultural Report, Impact Assessment and Method Statement (AIA) to BS 5837:2012 *Trees in relation to design, demolition and construction* –

Recommendations in May 2024, to assess the impacts of the development of the development proposals on existing tree coverage at the Site.

7.60 Phase 1 works will initially require the removal of 3no. trees and impact on the roots, stems and canopies of retained trees will need to be mitigated, with the AIA outlining a range of protection measures and construction methodologies to be adopted to prevent accidental damage and other adverse effects on the health of retained trees.

7.61 The AIA also makes recommendations for any measures to mitigate or compensate for the loss of trees and the impact on the Site and surrounding context. These measures, notably the integration of new planting, have been integrated into the proposed landscaping arrangement for the Proposed Development.

7.62 In addition to new planting contributing to the betterment of the Site as a gateway into Huddersfield (see Local Plan policy LP2), the Proposed Development through implementation of AIA recommendations, will ensure that works concerning trees cause no detriment to, and will result in betterment of, the existing ecological and biodiversity conditions of the Site.

7.63 In consideration of the above, the Proposed Development is in accordance with Local Plan policies LP30, LP32, and LP33, and the broader requirements set within Section 15 of the NPPF.

Ecology and Biodiversity

7.64 Ecus have also undertaken a Preliminary Ecological Appraisal (PEA) at the Site.

7.65 The PEA concludes that works associated to the Proposed Development will be localised and not expected to impact the integrity of the nearby statutory and non-statutory designated sites, based on the nature and scale of the proposals, and the degree of separation between these and the Site. As such, the PEA asserts that no mitigation or compensation measures for designated sites are necessary.

7.66 The PEA has also outlined recommendations to protect ecological conditions of the Site, which would result from the Proposed Development. It is recommended that retained habitats are appropriately protected during works, and native tree and shrub planting forms part of the soft landscaping proposals to offset the loss of modified grassland, and provide ecological enhancement for bats, birds, and invertebrates.

7.67 Ecus also conducted a Preliminary Roost Assessment (PRA) in March 2024. Although no confirmed bat roosts were identified on the Site during the PRA, the buildings were assessed as displaying 'Low' suitability to support roosting bats, and as surveyance of the Site was undertaken in July 2024.

7.68 A Bat Emergence Survey Report, also by Ecus, did not identify any emerging, foraging, or commuting bats. No roosts were found, nor was any additional bat activity indicated during the survey. The report concludes that further surveys are not required, and that a sensitive approach to refurbishment and lighting, should be sufficient to mitigate any potential impacts to bats. Furthermore, 2no. bat boxes are recommended, with details to be secured at a later stage via planning condition.

7.69 In consideration of the above, the Proposed Development is wholly in accordance with Local Plan policies LP30, LP32, LP33, and LP52, and the broader requirements established within Section 15 of the NPPF.

Biodiversity Net Gain

7.70 In addition to the suitable management of ecological conditions on Site, as established in the previous section, the development will also achieve the mandatory 10% Biodiversity Net Gain, per the requirements of the Environment Act.

7.71 Ecus have prepared separate Biodiversity Net Gain Assessments ["BNGA"] for each phase of the Proposed Development. Both BNGAs have been prepared in accordance with the Department for Environment, Food & Rural Affairs ["DEFRA"] Statutory Biodiversity Metric User Guide ["the SBM"] (February 2024).

7.72 Regarding phase 1, the proposed habitats on-Site produced a biodiversity value of 0.25 Habitat Units ["HU"] post-development, representing an increase of 0.04 HU which equates to a 16.51% net gain, which exceeds the statutory BNG requirement of 10% on-Site. This gain is achieved through the creation of vegetated garden habitat, and the planting of 3no. native trees and a native hedgerow, which compensate for the loss of introduced shrub habitat.

7.73 The proposed habitats in phase 2 produced a biodiversity value of 0.40 HU, representing an increase of 0.10 HU which equates to a 31.82% net gain, which again exceeds the statutory requirement for 10% net gain post development. However, SBM trading rules are not met due to no compensatory habitat measures being proposed to offset losses of urban trees on Site.

7.74 To satisfy SBM trading rules, the loss of urban trees is required to be compensated with 'Same broad habitat or a higher distinctiveness habitat required', with the BNGA recommending that urban trees are planted to the minimum value of 0.06 HU.

7.75 Due to an inability to integrate the recommended planting on-Site, Kirklees Council, as the party responsible for phase 2, intend to plant the appropriate quantum of trees, and thus achieve the necessary 0.06 HU uplift off-Site on land under their ownership within the LPA area.

7.76 At the time of writing, off-site compensation through direct delivery of off-site habitat enhancements at a suitable location (agreed between the client and the Local Planning Authority) involving a mutually agreed financial contribution towards the maximum value of 0.06 HU will be secured.

7.77 Both phases will be subjected to separated Habitat Monitoring and Management Plans ["HMMP"], to ensure that Site habitats deliver the habitat scores listed within their respective BNGAs. This document will outline means of management for post-development habitats, to the standard required to deliver the BNG score specified, and in accordance with the condition assessment methodology.

7.78 The Proposed Development is concluded to be appropriate to meet the requirements of the Environment Act, and the approach to securing the significant BNG is in accordance with Local Plan policies LP30, LP32, LP33, and LP52, and the broader requirements established within Section 15 of the NPPF.

Flood Risk and Drainage

7.79 A Flood Risk and Drainage Assessment (FRDA) has been prepared by Weetwood Services Ltd. in accompaniment of this planning application.

7.80 As stated in Section 3 of this Statement, the Environment Agency's Flood Map for Planning resource indicates that the Site is in Flood Zone 1.

7.81 The FRDA concludes that the site is not at risk of flooding from fluvial sources, reservoirs and canals, or other impounded waterbodies, and is at a low risk of flooding from surface water and groundwater. As such, the proposals satisfy the requirements of the flood risk Sequential Test.

7.82 Given the low risk of flooding to the site, and that the finished floor level of the existing bus station building being approximately 210 - 280 mm above ground levels, no specific flood risk mitigation measures are proposed within the FRDA.

7.83 In terms of drainage, the Proposed Development will manage surface water runoff through the long-established strategy which involves draining to sewer, as it does not introduce any additional impermeable area.

7.84 New pipework and gullies, and utilisation of a bypass separator are proposed within the redeveloped concourse, to replace a silted channel drain and existing petrol interceptor, which will provide betterment in peak runoff rates. The bypass separator and proposed green roof to the canopy project will also improve standards of water quality treatment at the Site.

7.85 The petrol interceptor is a retained component of the drainage strategy, and its proper functioning is required to adequately protect the local water connection, and to ensure compliance and efficiency with relevant standards. The current interceptor has been in operation for more than 20 years, and in-depth inspection of the interceptor is scheduled before the commencement of external work, to assess effectiveness and to undertake any remedial works required to meet the necessary standards. Should the interceptor be found unsuitable for its intended purpose during this evaluation, a replacement will be installed.

7.86 Foul water is proposed to continue to drain via existing private connections. No new connections are anticipated to be required, nor are foul loadings expected to increase post development.

7.87 In conclusion, the FRDA demonstrates that the proposed development fulfils the requirements of NPPF Section 14, and therefore accords with policies LP27 and LP28 of the Local Plan.

Ground Conditions

7.88 The Application is supported by a Desk Study and Coal Mining Risk Assessment prepared by WSP, which assists decision-making by identifying potential ground engineering and contamination issues. Potential sources of contamination at the Site are assessed as being of low risk to future site uses, construction and maintenance workers, and to Controlled Waters receptors.

7.89 The Assessment recommends that further intrusive site investigation should be undertaken prior to the commencement of development, to support the design of foundations and the discharge of planning conditions. Some intrusive site investigation has been conducted, and is enclosed within this application, however further investigation may be required to assess possible impact on the infrastructure, including rail tunnels, which run beneath the Site.

7.90 Additional investigations will confirm; the nature of shallow ground conditions underlying the Site; the geotechnical properties of shallow geology; the nature of underlying bedrock and presence of any historical mine working, and; the presence of any identified potential sources

of contaminants. The requirement for further intrusive site investigation can be suitably secured via planning condition.

7.91 The ground conditions and contamination-related impacts of the Proposed Development are acceptable in consideration of Local Plan policy LP52 and Sections 2 and 15 of the NPPF, in terms of environmental sustainability; and ensuring that the Site is suitable for its proposed use, taking account of ground conditions and any risks arising from land instability and contamination.

Air Quality

7.92 Stroma Built Environment Lt. have undertaken an Air Quality Exposure Assessment (AQA), based on the potential impacts of existing and future traffic levels resulting from the Proposed Development.

7.93 The AQA concludes that the impact from construction activities, caused by dust soiling and PM_{10}, can be reduced to negligible by the implementation of appropriate mitigation measures to construction activities. Such mitigation measures will reduce the likelihood of nuisance dust episodes to a low to negligible level.

7.94 Regarding the impact of vehicle emissions from the Proposed Development, the AQA predicts NO_2 and PM_{10} concentrations to be below relevant air quality objectives and within APEC Category A, which states that there are no air quality grounds for refusal.

7.95 Mitigation measures have been appropriately integrated into the accompanying Construction Environmental Management Plan (CEMP) for Phase 1, with these also to be translated into the separate CEMP for Phase 2 (to be secured by Planning Condition) at the relevant stage.

7.96 The AQA demonstrates that the development is acceptable in consideration of Local Plan policies LP51 and LP52, Section 15 (notably paragraph 80) of the NPPF. Furthermore, environmental impact will be negligible, such that it will not compromise the wider social or economic benefits that constitute the Proposed Development as delivering sustainable development, per NPPF paragraph 8 or Local Plan policy LP1.

Noise

7.97 Pace Consult have conducted an environmental noise survey (ENS) to determine the existing noise climate affecting the proposed refurbishment section of the Site.

7.98 The ENS considers the impact of the Proposed Development on the nearest residential dwellings, considering the existing noise climate, which includes constant road traffic, noise from people, and the mechanical external units (air conditioning, and condensers) serving adjacent and nearby business premisses.

7.99 Given that the use of Huddersfield Bus Station and its surrounding public realm areas is long-established, the Proposed Development will not cause undue harm to residential amenity in terms of Noise Impact. The Proposed Development is therefore acceptable about NPPF paragraph 191a and Local Plan policy LP52, which seeks to protect standards of environmental quality.

Lighting

7.100 As shown on the Lighting Plan, prepared by Kaizen, which accompanies the application, new lighting features will ensure increased luminance throughout the Site, most notably in areas around the main entrance, bus access areas, bus stops, and passenger collection points.

7.101 The external lighting scheme has been designed to meet the required standards and ensure that best practise is achieved, with enhanced lighting improving safety and accessibility standards throughout the site and within public realm areas adjacent to the entry and exit points.

7.102 In consideration of the surrounding mixed-use context, and the principle of lighting in the forecourt and other external areas being established, the lighting strategy is appropriate to avoid undue impact on amenity. limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.

7.103 It is therefore considered that the lighting strategy is well considered and appropriate in consideration of NPPF paragraph 191c and Local Plan policy LP52.

Crime Prevention

7.104 A Security Risk Assessment [SRA] has been conducted at Huddersfield Bus Station to identify the main threats, threat actors, site vulnerabilities, and other risks posed by criminal elements. Full details of the proposed security risks and mitigations can be found within the SRA, which accompanies this application, as well as within the AHR Design & Access Statement.

7.105 The SRA assesses critical assets with a particular focus on threats to people, property, processes, and intellectual property, and provides solutions and operational requirements to address these issues.

7.106 The SRA also establishes the Proposed Development's compliance with the guidelines and principles set across the national Crime Prevention Through Environmental Design 1&2 and Secured by Design guides.

7.107 The SRA demonstrates that the Proposed Development has been designed appropriately with consideration to Sections 8 and 9 of the NPPF, in terms of enabling healthy communities as well as encouraging the use of sustainable transport facilities.

7.108 Furthermore, the Proposed Development accords with Local Plan policy LP24 in that it will ensure safe usage of the development for end users, in line with adopted national design guidance on the themes of crime and safety.

Section 8 | Conclusions

8.1 This Planning Statement has been prepared by nineteen47 for Willmott Dixon Construction, on behalf of Kirklees Council and West Yorkshire Combined Authority, in support of an application for full planning permission for the following description of development:

Refurbishment comprising (phase 1) façade improvements including Henry Street entrance, replacement shop fronts and alterations to external bus apron, alterations / extension to the existing barrier within the bus alighting lane adjacent to Henry Street, and (phase 2) new entrance canopy, public realm improvements, cycle hub and façade improvements including replacement shop fronts at Huddersfield Bus Station, Upperhead Row, Huddersfield, HD1 2JN.

8.2 West Yorkshire Combined Authority will be responsible for Phase 1, and Kirklees Council responsible for Phase 2, with this approach meaning that each element of the proposals and any associated mitigation works, and post-completion management, are defined separately as to tie responsibility to the relevant applicant. Irrespective of the phased approach, the intention is to deliver the phases simultaneously.

8.3 The Statement demonstrates that the principle of development is acceptable, when considering that the established use of the Site will remain as existing. The proposals will deliver significant benefit, through incentivizing an uptake in sustainable transport use in Huddersfield and across the wider West Yorkshire region via the refurbishment of a key aspect of transport infrastructure.

8.4 In addition, all other technical and material considerations are satisfied, based on relevant policies set within the Development Plan, including policies LP2, LP13, and LP20 of the Local, and relevant Sections and paragraphs within the NPPF.

8.5 As there are no policies in the Development Plan or NPPF which designate the Site for a specific use, planning permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits.

8.6 The Proposed Development will deliver a wide range of public benefits weighing in its favour, including a range of social, economic, and environmental enhancements which contribute to it being reflective of the overarching policy aspiration of sustainable development, per NPPF Paragraph 8 and Local Plan policy LP1.

8.7 The social, economic, and environmental benefits which will be secured by this sustainable development are summarised as follows:

a) Social – The Proposed Development will improve the accessibility and favourability of sustainable transport use, improving public health and wellbeing, and improving safety and security standards around the bus station.

b) Economic - The improvements to the bus station will give further priority to public transport, which supports the district's economy.

c) Environmental - The Proposed Development will encourage the use of sustainable travel options and is an air quality mitigation measure, which will support Kirklees' current climate emergency focuses. Additional landscaping and sustainability features will improve environmental quality and energy efficiency of the bus station.

8.8 The supporting information submitted with the application demonstrate that the Site can be developed in-keeping with the scale and character of the surrounding built and heritage context, and there are no other technical constraints inhibiting the delivery of the Site for the Proposed Development.

8.9 As set out in detail in Section 7 of this Statement, the Proposed Development complies with all relevant policies from the Development Plan, along with all relevant requirements from the NPPF.

8.10 The Proposed Development therefore represents sustainable development in the context of the Development Plan and the Framework. There are no adverse impacts considered to outweigh the benefits of the Proposed Development, and no material considerations to outweigh the presumption in favour of sustainable development.

8.11 In this context, it is respectfully requested that full planning permission is granted for the refurbishment of Huddersfield Bus Station.

Appendix 1 | Transforming Huddersfield Bus Station Public Consultation 2021 - Consultation Report

Transforming Huddersfield Bus Station Public Consultation 2021

Consultation Report

Transforming Cities Fund (TCF)
Consultation & Engagement Team
West Yorkshire Combined Authority

December 2021

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Overview

The Scheme

Between Thursday 29 July 2021 and Sunday 12 September 2021, the West Yorkshire Combined Authority, in partnership with Kirklees Council, sought feedback on the proposed transformation of the Huddersfield Bus Station building and its surroundings; including an improved interior, better accessibility and upgraded entrances. Feedback was sought on initial early-design proposals for the bus station and will help shape the development of more detailed plans.

Background

Huddersfield Bus Station is a key transport hub in Kirklees providing connections within the local area and across the region. Before the pandemic it was one of the busiest bus stations in West Yorkshire, with over 37,000 bus station users per day on average in 2018-19.

Responses to the 'Huddersfield Blueprint' public consultation in 2019 revealed people's concerns about the appearance and accessibility of the bus station. Having opened in 1974, some parts of the bus station need modernising to improve its appearance and the facilities for people living, studying, working in, and visiting Huddersfield.

Improvements in Huddersfield Town Centre

The Huddersfield Bus Station proposals are the first stage of a wider package to transform the way people travel in and around Huddersfield, including better walking and cycling access for the bus station, railway station and the town centre. There was a separate consultation on proposals improving access to and from for Huddersfield Rail Station in a scheme called 'Huddersfield Rail Station Connections', which was live between Tuesday 08 October and Monday 08 November via the following link: https://www.yourvoice.westyorks-ca.gov.uk/hudds-access

Aims

To encourage more people to use public transport in Huddersfield and the wider region, these proposals will seek to meet the following objectives:

- Provide an enhanced customer experience at Huddersfield Bus Station by upgrading facilities and improving safety for everyone who uses the bus station

- Transform the interior and exterior spaces of the bus station to make it a modern and attractive gateway to Huddersfield
- Make it easier for everyone, including those with disabilities, to get to the bus station and to use the facilities, with better connections to the town centre to encourage more people to travel by bus
- Make the bus station a greener, more energy efficient and environmentally friendly facility by adding solar panels and increasing green landscaping
- Improve the access routes to the bus station to make walking and crossing roads safer for people
- Make the bus station a more secure facility, to improve personal safety and encourage more people to travel by bus

The proposals presented to the public as part of this consultation, including artist's visualisations and labelled plans of the bus station area, can be viewed by clicking here (opens in a new tab).

Consultation Activity

The public consultation was carried out over six weeks between **Thursday 29 July** to **Sunday 12 September 2021**.

The purpose of this consultation is to involve the public and stakeholders in the project development process and ensure the project achieves an outcome which benefits everyone. Final design decisions have not yet been made, and public feedback and input will help shape the future development of more detailed designs.

Covid-19 pandemic and accessibility

Usual consultation activity would typically include public meetings and focus groups, which did not meet government rules and guidelines on public gatherings and social distancing at the time of this consultation. The overriding priority for Kirklees Council and the Combined Authority must be the public safety of residents and employees.

That said, meaningful consultation and engagement is an essential part of any major programme, and it is vital to ensure the engagement is readily accessible to members of the public who do not have access to the internet or feel uncomfortable engaging online. Therefore, whilst accepting that this consultation would be predominantly via online channels, more traditional methods of communications were used to ensure the consultation was safe but also accessible and inclusive, for example, delivering leaflets to venues and businesses, use of a freepost address to submit a written survey or letter, and use of a dedicated telephone number for any questions or to request materials in alternative formats.

Promotion

The consultation was promoted via the following methods:

- **Press:** A press release was issued to local and regional media organisations, including the Huddersfield Examiner, to promote the consultation and encourage people to participate in the survey

- **Social media:** Frequent social media posts from Kirklees Council and West Yorkshire Combined Authority across platforms such as Facebook, Twitter and LinkedIn were used to promote the consultation, including paid for advertising campaigns

  In August, a paid for Facebook advert had a reach of 34,218, receiving 103,550 impressions, and 1,249 link clicks. In September, a second advert had reach of 15,081, receiving 30,076 impressions, and 174 link clicks. An additional post advertising online Question & Answer events in September received a reach of 11,816, receiving 15,159 impressions, and 104 link clicks.

- **Video:** a promotional video was filmed featuring the Mayor of West Yorkshire explaining the project and its aims, and encouraging the public to feedback on proposals. This was shared over social media and on the online consultation page

- **Direct mail:** Interest groups and other local stakeholders were contacted by the project team via email to encourage their participation. Stakeholder organisations were also asked to share the link to the online survey via their own social media and mailing lists

- **Flyers:** flyers promoting the consultation and informing readers how to get involved and give their feedback were produced and distributed to the public at Huddersfield Bus Station, and Kirklees Council teams distributed them at services, businesses, and venues in Huddersfield town centre

- **Metroline helpline:** The Combined Authority Metro telephone number was made available for members of the public to request further information, printed copies or information in other formats

- **Freepost:** Participants could request freepost envelopes with printed copies of the survey for return to the Freepost address CONSULTATION TEAM (WYCA)

- **YourVoice:** An email tool was used to contact people who had previously said they were interested in hearing about consultations in and/or around Huddersfield and Kirklees

- **Real Time Information:** Between Thursday 5 August and Sunday 12 September 2021, the consultation webpage details were displayed on Real Time Information screens at various bus shelters within an eleven-kilometre radius to Huddersfield Bus Station.

- **Posters and vinyl boards:** Printed A3 posters and A1 vinyl information boards, showing plans of the proposals, were displayed inside the Bus Station building for the duration of the consultation period.

Your Voice Online Engagement website

The consultation was hosted on West Yorkshire Combined Authority's 'Your Voice' digital engagement hub using the web address: https://www.yourvoice.westyorks-ca.gov.uk/hdbsThe following tools were available on Your Voice to help provide further information:

- **Your Voice Survey Tool:** The survey was hosted on the Your Voice site, which could be reached on the project page or via a direct web address link

- **Your Voice Q&A Tool:** The Your Voice site hosted a Question & Answer tool (Q&A) allowing participants to submit queries for response by the project team

- **Your Voice Email Inbox:** Responses, questions or feedback were encouraged via the YourVoice email address (yourvoice@westyorks-ca.gov.uk)

- **Your Voice FAQs:** The 'Frequently Asked Questions' tool provided further information about the project and signposted participants to other resources

- **Your Voice Documents:** documents uploaded as PDFs to the consultation page provided details of the issues, opportunities, plans and proposals

Stakeholder Engagement

Stakeholder mapping was carried out prior to consultation and emails were sent to a large list of stakeholders in the Huddersfield area who may have links to the bus station or who would be able to help promote the consultation. Groups contacted included elected members, bus operators, businesses and services, transport providers, community groups and other statutory stakeholders. Targeted mapping and engagement were also carried out to ensure the consultation was inclusive for 'seldom heard groups' (see section below). Education providers, including Kirklees College, Greenhead College, Huddersfield University, Brian Jackson College and Huddersfield University Students' Union were also contacted to ask how the consultation could best be promoted, and to offer workshops with staff and students.

Other stakeholders connected with Huddersfield were engaged prior to public consultation with to provide local insight and input into the design of potential measures to improve the facilities. Bus operators, tenants and staff were invited to workshops delivered by the project team, and briefings were attended by political figures including cabinet members, local ward councillors, and members of the Combined Authority's Transport Committee. Proposals were also shared with the Mayor of West Yorkshire, prior to the public consultation.

Inclusive Engagement

The term 'seldom-heard groups' refers to under-represented people and/or communities who rarely have the same opportunities or access to express themselves as other stakeholders. Due to multiple barriers affecting access to and the use of public and social services, often the views of these groups go underrepresented. It is critical that efforts are made to connect and communicate with diverse groups, to facilitate fuller participation and ensuring that the consultation is accessible and progressively inclusive. Many factors can contribute to people who use services being seldom heard, including:

- Gender including trans identity/history
- Age
- Disability
- Race and ethnicity
- Sexuality
- Community impairments
- Mental health
- Homelessness
- Geographical isolation
- Socio-economic background
- Caring responsibilities
- Marriage, partner, and relationships
- Religion and belief
- Pregnancy, maternity, and parental leave

Utilising knowledge from within Kirklees Council and building on previous engagement, seldom-heard groups, along with other local stakeholders, were identified and communications sent to key contacts signposting the consultation and survey and offering the opportunity to engage further. It was also requested that those contacts circulate the information supplied to their wider networks.

A workshop with accessibility groups representing people with disabilities were engaged with prior to public consultation, to ensure that their feedback on early ideas could be incorporated into the proposals. The workshop included representatives and members of Experience Community, Kirklees Council Independent Travel Trainers, Kirklees Education, Kirklees Visual Impairment Network, Royal National Institute of Blind People, Visits Unlimited and Disability Access Forum.

We were also keen to reach members of the public who do not have access to the internet may experience access issues. Flyers promoting the consultation were distributed by Kirklees Council teams to businesses and venues in the town centre. Posters, flyers, and paper copies of the survey were available at Huddersfield Bus Station, and the plans were displayed on an A1 window vinyl. A freepost address was supplied for letters, a telephone number was provided for signposting, an advert was run in a local newspaper and paper versions of the consultation survey were offered upon request. Contact details were supplied for those requiring consultation materials in different formats. A promotional video featuring the Mayor of West

Yorkshire with subtitles available was also created to simply explain the project, its aims, and how to get involved.

As we develop the next stages of design for this scheme, we will proactively undertake further engagement with seldom-heard groups, such as accessibility groups and young people in education, to enable their communities to input directly on specific scheme components, in line with the detailed level of designs.

YourVoice Engagement Analytics

During the six-week engagement period, 2,555 visits were made by 2,143 ‘Visitors’ to the Your Voice engagement hub. A single Visitor may visit the site several times, which is why the total number of ‘visits’ is higher than the total number of ‘Visitors’. The Visitors can be divided into the following categories:

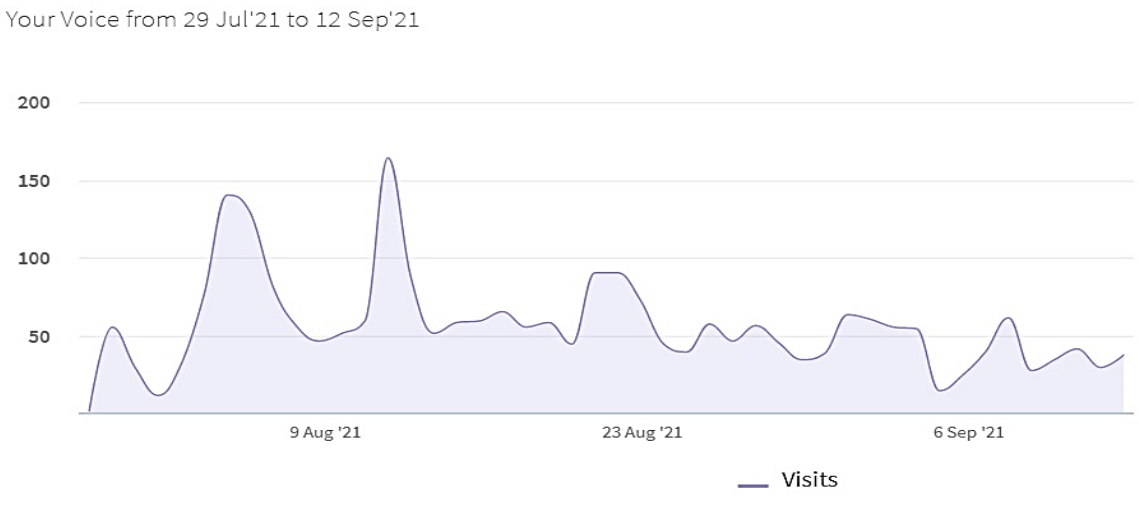
Aware (2,143 visitors): Visitors that we consider to be 'aware' have made at least one single visit to the project page. These people have seen the information on the landing page about the project and survey, but not taken any further action (not clicked on anything).

Informed (838 visitors): An informed visitor has taken the 'next step' from being aware and clicked on something. That might be to read Frequently Asked Questions (FAQs) about the project, download the proposals plans or the Privacy Notice.

Engaged (280 visitors): Every visitor that contributes to a website ‘tool’ (in this case, the Survey and Q&A tools) is considered to have actively 'engaged' with the project.

7 questions were asked on the ‘Q&A’ tool of the YourVoice web page, and **6 emails** were received via the YourVoice email inbox, all of which can be viewed in full with associated responses, in Appendix Two and Three.

Timeline of visits
The graph below gives an indication of how many visits were made to the YourVoice webpage each day over the course of the consultation timeline:



Traffic Channels
The table below shows the different channels that were used to visit the YourVoice webpage.

Site access routes	Number of visits
Direct: (by typing the web address URL (short for universal resource locator) directly into the address bar on browser to access site). N.B. this category also includes site access via links within emails that were sent out	**783**
Social media: (including Facebook, Twitter, LinkedIn, Instagram)	**1321**
Email: (site access via direct email campaigns using external email tools)	**31**
Search engine: (including Google, Bing, Internet Explorer etc)	**183**
.GOV sites: (referrals from government websites)	**88**
Referrals: (re-directed to the site)	**149**

Consultation Results

Understanding the Results

Quantitative Data Analysis: The quantitative responses from the survey were analysed using standard frequency counts and percentages (where figures in this report do not add up to 100%, this is the result of computer rounding or multiple responses). Any questions in which respondent could select multiple options (for example, how they found out about the consultation), are reported by the number of respondents per option.

Qualitative Data Analysis: The analysis of free text qualitative data in survey responses, was carried out using thematic coding. This process involves identifying themes in responses, and assigning responses, or elements of responses, to these themes to gain a deeper understanding of views and perceptions. Comments relating to each theme are then grouped together and counted which allows the most common themes to emerge, thus aiding a deeper understanding of respondents' views and perceptions. The full list of open text comments (verbatim) can be viewed in Appendix One.

There were several other opportunities provided for members of the public to submit open-text responses:

- Questions received and responded to via Your Voice Q&A tool
- Emails received and responded to via the Your Voice inbox
- Letters received and responded to

Questions received via the Q&A tool can be viewed in Appendix Two.
Emailed feedback received can be viewed in Appendix Three.

Key Messages

The consultation survey was divided into three sections; Section 1 asked about respondents' travel habits and views on the bus station as it currently is, Section 2 asked for feedback on the current proposals and priorities for potential future projects, and Section 3 asked optional questions about respondents' backgrounds and how they found out about the consultation.

A total of 274 online surveys were completed. The bullet points below are a summary of the headline findings and most popular responses from the feedback given to questions in this consultation survey. You can see the full results, including summary tables of themes in open text comments, in the 'Analysis of Survey Responses' sections further below and all open text comments are included in full in Appendix One.

Section 1 – Views about the current bus station

Connections to Huddersfield Bus Station

- The majority of respondents (218) said they live in Huddersfield, with 111 respondents saying they visit for leisure or social activities and 87 saying that they work there
- The majority of respondents (209) said they travel to and from the bus station by bus, with 107 saying that they walk there and 71 saying they travel by car/van (as a driver or passenger)
- When asked how often they used the bus station before the Covid-19 pandemic, and how often they expected to once restrictions were lifted, most people reported that they used the bus station '2-3 times a week' and more people said they would use it on this basis after the pandemic than before (69 before the pandemic, 77 said they would use it on this basis after restrictions were lifted). However, the number of people saying they use the bus station on a daily basis is lower after the pandemic than before (65 before the pandemic, dropping to 51 people saying they would use it on this basis after restrictions were lifted)

Views of the existing bus station

- When asked about the relative importance of features in a high-quality bus station, the top three features identified by respondents as 'Very Important' or 'Important' were 'Security (e.g. CCTV, lighting, staff present)' (259), 'Availability of travel information / tickets' (259), and 'Toilets' (258). The lowest-rated 'Very Important' or 'Important' features were: 'Retail units (e.g. Shops / Cafes)' (149) and 'Cycling facilities (e.g. parking)' (115)

- Of the 196 respondents who said that 'Security (e.g. CCTV, lighting, staff present)' was 'Very important' to them, 100 of those respondents identified as female, 72 as male, 2 as ‘other’ and 22 preferred not to say.
- When asked how satisfied respondents were with the same features in the existing Huddersfield Bus Station, the highest rated features for currently ‘Very Satisfied’ or ‘Satisfied’ were: ‘Safety (e.g. from moving buses)’ (184), ‘Ease of access when getting on and off buses’ (164) and ‘Availability of travel information / tickets’ (107). The lowest rated features for ‘Very Satisfied’ or ‘Satisfied’ current satisfaction were ‘Toilets’ (51), ‘Comfortable waiting area’ (47) and ‘appearance and quality of building exterior’ (37)
- Of the 57 respondents who were either ‘Unsatisfied’ or ‘Very unsatisfied’ with the feature ‘Accessible facilities for all bus station users, 15 of them identified as having their day-to-day activities limited because of a long-term health problem or disability.
- Of the 80 respondents who said they were wither 'Unsatisfied' or 'Very unsatisfied' with 'Security (e.g. CCTV, lighting, staff present)' at the existing Huddersfield Bus Station, 38 of those respondents identified as female, 31 as male, 1 as ‘other’ and 10 preferred not to say.
- When asked what reasons they had for not using Huddersfield Bus Station, the top three statements respondents ‘Strongly agreed’ or ‘agreed’ with were: ‘I don’t find the waiting facilities comfortable’ (191), ‘I don’t think the bus station is an attractive building to use’ (189) and ‘I don’t feel safe using the bus station (e.g. antisocial behaviour)’ (111)
- Of the 60 respondents who either ‘Strongly agreed’ or ‘Agreed’ with the statement ‘There is not enough disabled access’, 17 of them identified as having their day-to-day activities limited because of a long-term health problem or disability.
- Of the 114 respondents either ‘Agreed’ or 'Strongly agreed' with the statement 'I don’t feel safe using the bus station (e.g. antisocial behaviour)', 57 of those respondents identified as female, 41 as male and 16 preferred not to say.
- When respondents were asked what other reasons they had for not using the bus station, the following themes were highlighted as ‘Very important’ or ‘Important’: ‘Bus station is unattractive / in need of modernising, particularly the toilets’ (19), ‘Bus services are too infrequent or do not suit the route needed’ (18) and ‘Concerns about antisocial behaviour, smoking and feeling unsafe in or around the bus station’ (16).
- When asked overall, how satisfied respondent were with the existing Huddersfield Bus Station, most respondents were ‘Unsatisfied’ (85) or ‘Very Unsatisfied’ (36), while 82 responded that they were ‘Neutral’. In comparison, fewer numbers of respondents reported they were ‘Satisfied’ (60) and seven respondents said they were ‘Very Satisfied’
- When respondents were asked if there was anything else they wanted to say about their experiences of the existing facilities at Huddersfield Bus Station,

top themes in the open text comments were ‘Toilet facilities require improvements / should be free’ (35), ‘Bus station is unclean and in need of refurbishment/ modernising’ (31) and ‘Concerns about antisocial behaviour, smoking and feeling unsafe in or around the bus station’ (24)

Section 2 – Views on the proposals

Features in the proposals

- When asked which of the features in the proposals respondents would like to see introduced, the top three features that respondents said they ‘Strongly Support’ or ‘Support’ were: ‘Improvements to security and personal safety’ (244), ‘Upgraded signage and seating’ (237), and ‘Addition of an accessible 'Changing Places' toilet with extra equipment and space to meet the needs of disabled people’ (233)
- Of the 173 respondents who said they 'Strongly supported' the measure 'Improvements to security and personal safety', 87 of those respondents identified as female, 64 as male, 1 as ‘other’ and 21 preferred not to say.

Canopy structure

- When asked if respondents supported the introduction of a canopy structure over the area outside and surrounding the main entrance of the bus station, the majority either ‘Strongly supported’ (105) or ‘Supported’ (103) the proposal, while 40 of respondents said they were ‘Neutral’. In comparison, 10 respondents said they were ‘Against’ and 15 were ‘Strongly Against’ the proposals
- When asked what features they would like to see introduced in the space under the canopy, the top three features respondents said they ‘Strongly Support’ or ‘Support’ were: ‘Bus information including ‘real time’ display boards’ (251), ‘Street mapping / town centre information’ (233) and ‘Planting areas (such as small trees / flowers)’ (224). The least popular features were ‘Cycle / e-bike hire’ (127) and ‘Cycle maintenance hub’ (111), though it is worth noting that although lower in numbers, most of the responses were in support of these features than neutral or against them
- When respondents were asked if there was anything else they wanted to say relating to the proposed new main entrance canopy structure, the top-rated themes in the open text comments were: ‘Concerns that canopy might encourage antisocial behaviour, smoking and feeling unsafe outside the bus station’ (53), ‘Negative comments – waste of money’ (15) and ‘Support the proposals’ (12)

Services in bus station

- When asked which potential services they would like to see within units on the Market Street side of the main entrance of the bus station, the options respondents said they 'Strongly Support' or 'Support' most were: 'Metro convenience / grocery shop' (186), 'Coffee shop' (182), then 'Health facility for public information, dispensing and vaccinations' (150). The least popular option was 'Doctor's / GP practice', but this did receive support of 104 respondents
- When asked what other services respondents would like to see in the bus station building, the top themes in the open text comments were 'Transport / Tourist Information Services' (20), 'Food / Drink providers' (9) and 'Security / Police services' (9)

Macauley Square

- When asked which features should be considered in a future project to enhance Macauley Square (the public space outside the front of the bus station), the top three features respondents said they 'Strongly Support' or 'Support' were: 'Planting and trees' (238), 'Information boards' (222) and 'Seating' (218). The least popular features rated were 'Art features' (142) and 'Play features' (126), though it is worth noting that although lower in numbers, most responses were in support of these features than neutral or against them

Overall views on proposals

- When respondents were asked how they rate the overall proposals to transform Huddersfield Bus Station, the majority rated them as 'Good' (103) or 'Very Good' (70), while 67 of respondents rated them as 'OK'. In comparison, 11 respondents rated them as 'Poor' and 18 as 'Very Poor'
- When asked to explain their answer, the top themes in the open text comments were 'General positive comments' (37), 'Concerns about anti-social behaviour (e.g. of people hanging around the bus station)' (20) and 'Negative - waste of money / spend it on other priorities e.g. bus services or improving town centre' (16)
- When asked to what extent they agreed that the proposals would improve a range of facilities or qualities at Huddersfield Bus Station, the top three features that respondents 'Strongly Agreed' or 'Agreed' would be improved were: 'Appearance and quality of the building exterior' (205), 'Appearance and quality of the building interior' (201) and 'Comfortable waiting area' (199). The features that the lowest number of respondents agreed would be improved were: 'Easy to access the bus station by walking / cycling' (158) and 'Cycling facilities (e.g. parking)' (148), although it is worth noting that although lower in

numbers, most respondents were in support of these features rather than neutral or against them

- When asked whether the proposals would encourage respondents to use Huddersfield Bus Station more, 144 (53.5%) said 'Yes', 63 (23.4%) said 'No' and 62 (23%) said 'I don't know'
- When asked whether respondents would be more likely to walk or cycle to and from Huddersfield Bus Station after this project is completed, 104 (39.1%) said 'No', 89 (33.5%) said 'Yes' and 73 (27.4%) said 'I don't know'
- When asked if there was anything else respondents wanted to say about the proposals, the top themes in the open text comments were: 'Better connectivity is needed with the wider area and other types of transport e.g. cycling' (18), 'Concerns around accessibility' (15), 'Bus services are unreliable / infrequent / expensive' (15) and 'Negative – waste of money / spend it on other priorities e.g. bus services or improving town centre' (15)

Section 3 – Respondent demographics

- 47% of respondents identified as male, 48% as female and 2% as 'Other'; 3% of respondents preferred not to say
- 38% of respondents were aged 45-64 years, 38% were aged 25-44 years, 14% were aged 65+, 9% were aged 16-24 years and 0.5% were aged 15 and under; 1% of respondents preferred not to say
- 69% of respondents did not consider their day-to-day activities to be limited because of a long-term health problem or disability. Of the 27% of respondents who reported 'Yes', 16% said they are personally affected and 11% said a member of their household is affected
- 206 respondents identified as 'White British' (84%). 10 respondents identified as 'White Other' (4%), 10 respondents identified as 'Asian / Asian British' (4%), five respondents identified as 'Mixed / Multiple Ethnic Groups' (2%), two respondents identified as 'Black / Black British' (1%); 0 respondents preferred not to say

Analysis of Survey Responses

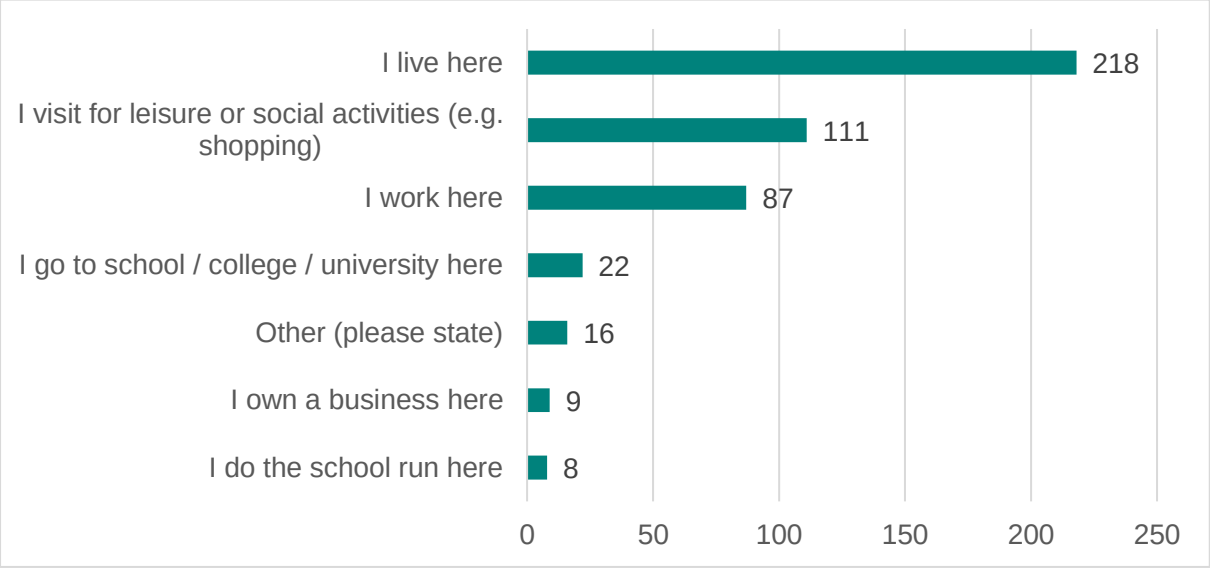
The consultation survey was divided into three sections; Section 1 asked about respondents' travel habits and views on the bus station as it currently is, Section 2 asked for feedback on the current proposals and priorities for potential future projects, and Section 3 asked optional questions about respondents' backgrounds and how they found out about the consultation.

A total of 274 online surveys were completed. The following section includes charts and graphs representing quantitative analysis of the data received. Comments received as open text responses have been coded by subject matter and summarised at the relevant questions. Please note that some questions will have fewer responses because respondents have self-selected which they would like to answer.

Section 1 – Your views about the current bus station

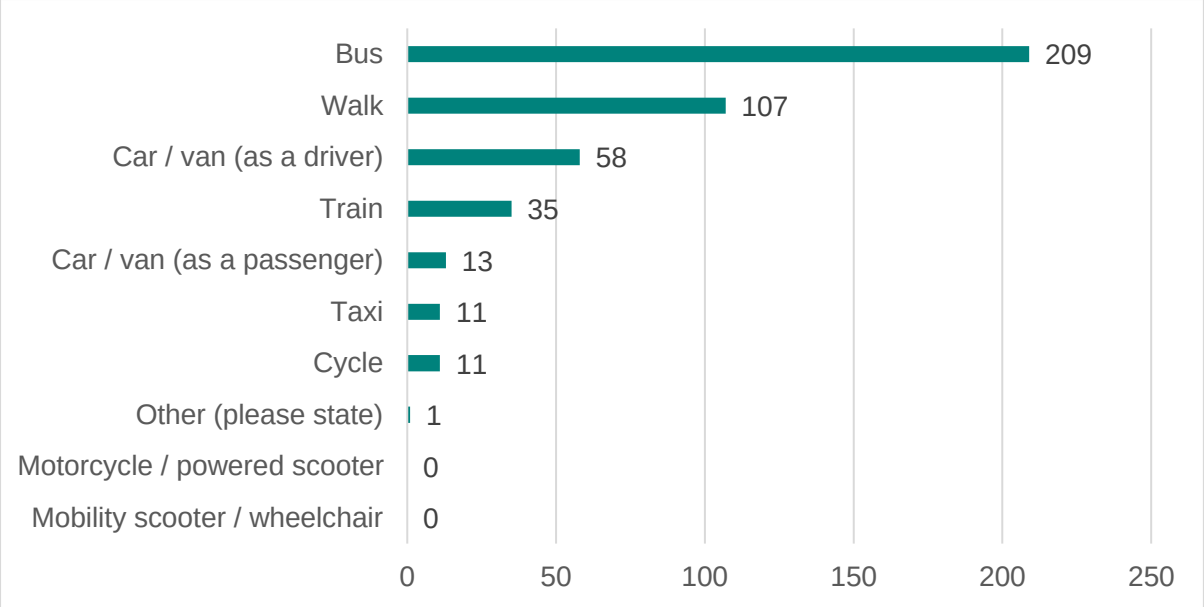
1. **What is your connection to Huddersfield?** Tick all that apply to you.
   274 responses, 0 skipped

☐ I live here	**218**
☐ I work here	**87**
☐ I own a business here	**9**
☐ I go to school / college / university here	**22**
☐ I do the school run here	**8**
☐ I visit for leisure or social activities (e.g. shopping)	**111**
☐ Other (please state):	**16**



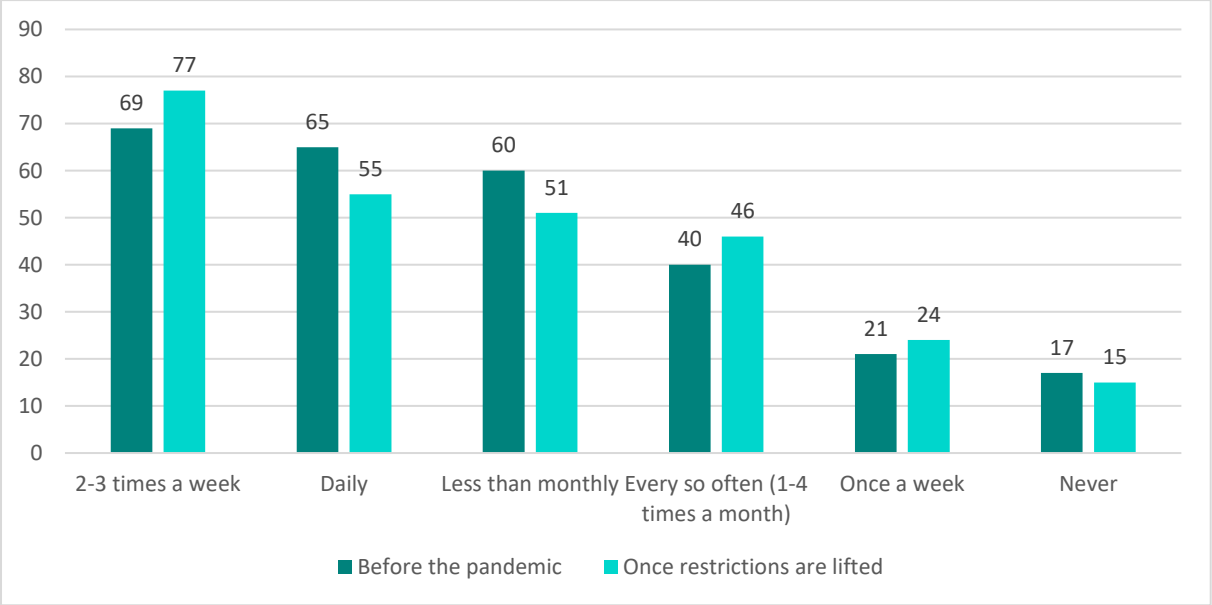
2. **How do you typically travel to and from Huddersfield Bus Station?** (Please answer based on your pre COVID-19 habits or assuming social distancing measures are no longer in place). Tick all that apply to you.
274 responses, 0 skipped

☐ Walk	**107**
☐ Cycle	**11**
☐ Bus	**209**
☐ Train	**35**
☐ Mobility scooter / wheelchair	**0**
☐ Motorcycle / powered scooter	**0**
☐ Car / van (as a driver)	**58**
☐ Car / van (as a passenger)	**13**
☐ Taxi	**11**
☐ Other (please state):	**1**



3. **How often did you use the existing Huddersfield Bus Station, and how often do you expect to use it once COVID restrictions are lifted?**
272 responses, 2 skipped

	Before the pandemic	Once restrictions are lifted
Daily	**65**	**51**
2-3 times a week	**69**	**77**
Once a week	**21**	**24**
Every so often (1-4 times a month)	**40**	**46**
Less than monthly	**60**	**55**
Never	**17**	**15**



4. **Thinking about the following reasons for <u>not</u> using the bus station, how much do you agree with the following statements**: (Please put a tick in the column that best represents how much you agree with each statement).
274 responses, 0 skipped

We have highlighted on each row whether positive responses (‘Strongly agree’ and 'agree'), neutral responses, or negative responses (‘strongly disagree’ and 'disagree') had the highest tally of responses.

	Strongly agree	Agree	Neutral	Disagree	Strongly disagree	Don’t know / Not applicable
I don’t find the waiting facilities comfortable	**73**	**118**	**35**	**30**	**9**	**2**
I don’t think the bus station is an attractive building to use	**104**	**85**	**45**	**21**	**8**	**4**
I don’t feel safe using the bus station (e.g. antisocial behaviour)	**42**	**72**	**68**	**57**	**26**	**4**
I find the bus station too noisy	**33**	**78**	**74**	**61**	**18**	**4**
I find the bus station too busy	**24**	**44**	**108**	**65**	**18**	**7**
The bus station is too far away from me	**16**	**27**	**78**	**83**	**41**	**21**
I struggle to get here because of poor walking / cycle facilities	**10**	**40**	**47**	**81**	**61**	**27**
I don’t use bus services	**17**	**22**	**38**	**62**	**91**	**33**
I struggle to find my way around inside the bus station	**9**	**24**	**47**	**95**	**86**	**5**
There is not enough disabled access	**21**	**39**	**72**	**44**	**11**	**77**

5. **Do you have any other reason for not using the bus station? (Please state)**
   99 responses, 175 skipped

Comments coded by theme	Tally
Bus station is unattractive / in need of modernising, particularly the toilets	19
Bus services are too infrequent or do not suit route needed	18
Concerns about antisocial behaviour, smoking and feeling unsafe in or around the bus station	16
Bus services are too expensive and unreliable	13
Bus service does not stop at / use bus station	8
Uses other forms of transport instead	7
Dislikes the music and security announcements	5
Negative comments regarding Huddersfield Town Centre	4
Bus station does not link well with other transport (e.g. rail, cycling)	3
No improvements needed to bus station	2
Uses the bus station for shopping, work or travel to other towns	2
Concerns around COVID19	1
Other	3

6. **How important are each of the following facilities or qualities to you in a high-quality bus station?** (Please put a tick in the column that best represents how important you feel each one is). **271 responses, 3 skipped**

We have highlighted on each row whether positive responses ('Very important' and 'Important'), neutral responses, or negative responses ('Not important at all' and 'Not important') had the highest tally of responses.

	Very Important	Important	Neutral	Not Important	Not Important At All
Security (e.g. CCTV, lighting, staff present)	**196**	**63**	**7**	**1**	**0**
Availability of travel information / tickets	**188**	**71**	**4**	**5**	**0**
Toilets	**183**	**75**	**11**	**0**	**0**
Safety (e.g. from moving buses)	**186**	**68**	**9**	**4**	**3**
Ease of access when getting on and off buses	**153**	**98**	**13**	**4**	**1**
Comfortable waiting area	**143**	**102**	**19**	**2**	**0**
Accessible facilities for all bus station users	**180**	**64**	**22**	**2**	**1**
Easy to access the bus station by walking / cycling	**129**	**93**	**39**	**7**	**1**
Appearance and quality of the building interior	**116**	**99**	**34**	**17**	**1**
Environmentally friendly (e.g. solar panels)	**118**	**81**	**45**	**16**	**8**
Appearance and quality of the building exterior	**112**	**83**	**47**	**22**	**5**
Retail units (e.g. shops / cafes)	**49**	**100**	**78**	**33**	**9**
Cycling facilities (e.g. parking)	**62**	**53**	**94**	**36**	**23**

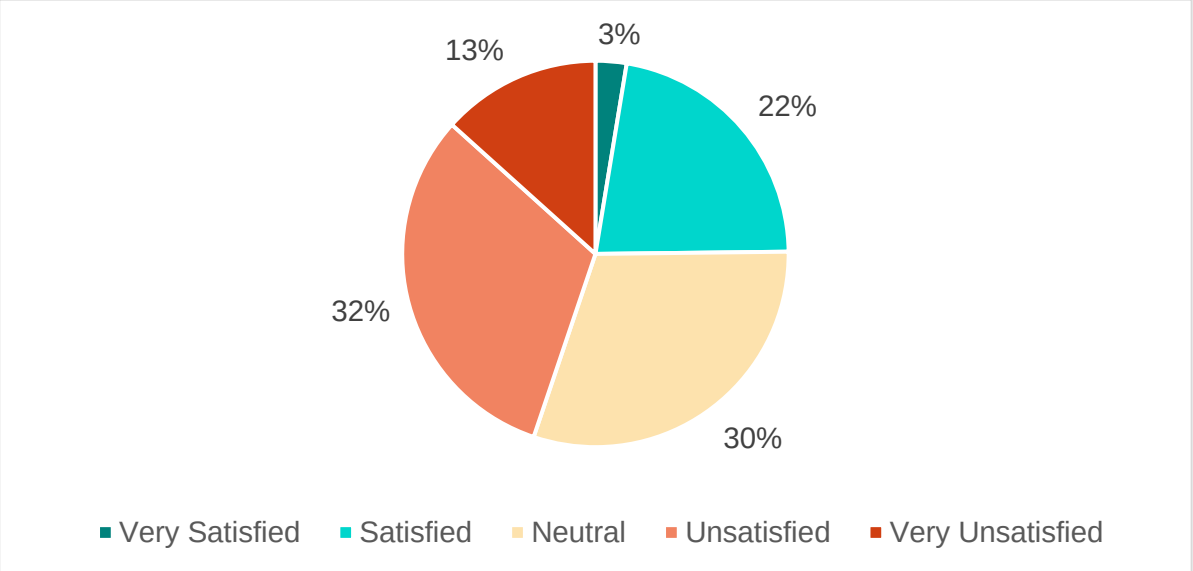
7. **How satisfied are you with the following facilities or qualities at the <u>existing</u> Huddersfield Bus Station?** (Please put a tick in the column that best represents how satisfied you are with each one). **272 responses, 2 skipped**

We have highlighted on each row whether positive responses ('Very satisfied' and 'Satisfied'), neutral responses, or negative responses ('Very unsatisfied' and 'Unsatisfied') had the highest tally of responses.

	Very Satisfied	Satisfied	Neutral	Unsatisfied	Very Unsatisfied
Safety (e.g. from moving buses)	**61**	**123**	**54**	**25**	**9**
Ease of access when getting on and off buses	**42**	**122**	**70**	**28**	**7**
Availability of travel information / tickets	**20**	**87**	**90**	**58**	**13**
Security (e.g. CCTV, lighting, staff present)	**18**	**87**	**84**	**62**	**18**
Cycling facilities (e.g. parking)	**8**	**17**	**173**	**43**	**28**
Accessible facilities for all bus station users	**12**	**74**	**127**	**42**	**15**
Easy to access the bus station by walking / cycling	**19**	**73**	**124**	**38**	**16**
Retail units (e.g. shops / cafes)	**15**	**54**	**106**	**73**	**20**
Appearance and quality of the building interior	**9**	**32**	**80**	**93**	**55**
Environmentally friendly (e.g. solar panels)	**11**	**12**	**93**	**90**	**62**
Toilets	**11**	**40**	**63**	**103**	**54**
Comfortable waiting area	**13**	**34**	**59**	**113**	**49**
Appearance and quality of the building exterior	**8**	**29**	**69**	**98**	**66**

8. **Overall, how satisfied are you with the <u>existing</u> Huddersfield Bus Station?** (Please put a tick in the box that applies to you).
270 responses, 4 skipped

Very Satisfied	Satisfied	Neutral	Unsatisfied	Very Unsatisfied
7	60	82	85	36



9. **Please use the space below to tell us anything else you would like to say about your experiences of the existing facilities at Huddersfield Bus Station. 138 responses, 136 skipped**

Comments coded by theme	Tally
Toilet facilities require improvements / should be free	35
Bus station is unclean and in need of refurbishment/ modernising	31
Concerns about antisocial behaviour, smoking and feeling unsafe in or around the bus station	24
Bus station is uncomfortable, crowded, and inaccessible for users	20
Difficult to get to: due to bus stop locations and poor connections to town centre / train station (including cycling)	18
Bus information provision is poor	17
Seating is uncomfortable or insufficient	17
Dislikes the music and security announcements	16
Satisfied with the existing facilities	15
Bus services are not frequent or reliable enough	11
Bus tickets are too expensive or difficult to purchase	8
Suggestions of additional features	8
More environmentally friendly measures are required	4

Negative comments regarding town centre / funding should be spent on other priorities	**4**
Retail offering could be improved	**2**
Concerns around COVID19	**1**
Other	**1**

Section 2 – Your views on the proposals

10. To help us develop our plans, please tell us which of the following measures you would like to see introduced in our proposals (subject to funding). 274 responses, 0 skipped

We have highlighted on each row whether positive responses ('Strongly support' and 'Support'), neutral responses, or negative responses ('Strongly against' and 'Against') had the highest tally of responses.

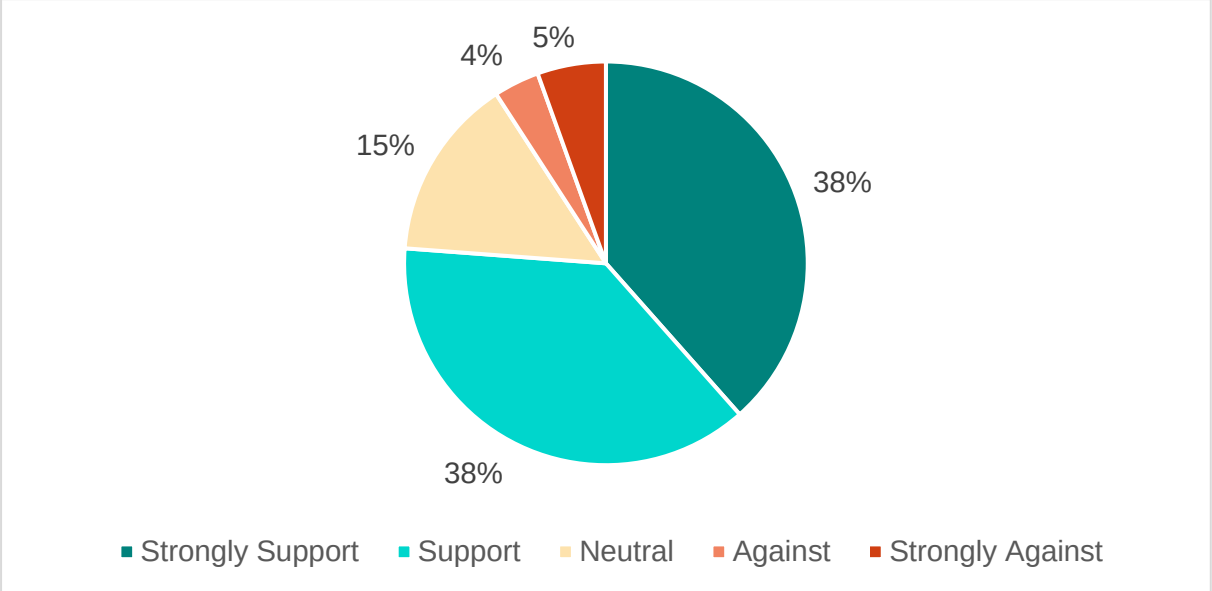
	Strongly Support	Support	Neutral	Against	Strongly Against
Improvements to security and personal safety	**173**	**71**	**22**	**2**	**2**
Upgraded signage and seating	**153**	**84**	**23**	**7**	**4**
Addition of an accessible 'Changing Places' toilet with extra equipment and space to meet the needs of disabled people	**154**	**79**	**33**	**3**	**3**
Ease of access for getting on / off buses	**125**	**101**	**37**	**5**	**2**
Improved wayfinding for people with specific access requirements	**139**	**85**	**43**	**3**	**3**
Improve and modernise the travel centre	**133**	**91**	**53**	**10**	**4**
Improved, safer road layout for people travelling on Henry Street	**140**	**73**	**48**	**7**	**4**

An extended and improved entrance to the arrival building on Henry Street	**108**	**104**	**41**	**11**	**8**
Solar panels (to reduce the carbon footprint of the station)	**142**	**67**	**48**	**8**	**6**
High quality modern internal finishes (walls, ceilings, and floors)	**115**	**88**	**50**	**7**	**8**
Upgraded shop fronts and wall finishes beneath the canopy area	**95**	**99**	**59**	**11**	**5**
A 'green' roof (area of planting on the roof)	**126**	**61**	**55**	**16**	**13**

Part of the Huddersfield Bus Station project proposals is a new main entrance canopy structure that seeks to provide a larger all-weather area for customers to wait, meet and access services, as well as provide a covered walkway to the taxi rank on Upperhead Row. There are also a range of potential new public facilities and amenities that can be implemented in the main entrance canopy area that we would like your views on below.

11. **Do you support the introduction of a canopy structure over the area outside and surrounding the main entrance to improve space, facilities and experience for bus station users?** (Please put a tick in the box that applies to you). **273 responses, 1 skipped**

Strongly Support	Support	Neutral	Against	Strongly Against
105	**103**	**40**	**10**	**15**



12. **Regarding the newly created area under the canopy, which of the following measures would you like to see introduced in this space.** (Please put a tick in the column that best represents how much you support each one). **274 responses, 0 skipped**

We have highlighted on each row whether positive responses ('Strongly support' and 'Support'), neutral responses, or negative responses ('Strongly against' and 'Against') had the highest tally of responses.

	Strongly Support	Support	Neutral	Against	Strongly Against
Bus information including 'real time' display boards	**148**	**103**	**21**	**1**	**1**
Street mapping / town centre information	**109**	**124**	**35**	**0**	**2**
Planting areas (such as small trees / flowers)	**133**	**91**	**35**	**7**	**4**
Seating (possibly integrated into planting areas)	**107**	**105**	**32**	**21**	**8**
Hot drinks and snacks kiosk	**90**	**99**	**61**	**16**	**5**
A convenience shop	**85**	**97**	**71**	**15**	**5**
Cycle parking	**67**	**83**	**91**	**20**	**9**
Cycle / e-bike hire	**61**	**66**	**97**	**25**	**21**
Cycle maintenance hub	**49**	**62**	**108**	**35**	**14**

13. **Do you have any other comments relating to the proposed new main entrance canopy structure at Huddersfield Bus Station?**
116 responses, 158 skipped

Comments coded by theme	Tally
Concerns that canopy might encourage antisocial behaviour, smoking and feeling unsafe outside the bus station'	**53**
Negative comments – waste of money	**15**
Support the proposals	**12**
Concerns around accessibility (e.g seating, planting or bins creating barriers for people in wheelchairs or with visual impairments)	**11**
No additional comments	**9**

Concerns around quality of design or the materials used	**8**
Suggestions of additional features	**7**
Better connectivity is needed with the wider area and other types of transport (e.g. cycling)	**6**
Questions the location of / maintenance requirements for planting and greenery	**6**
Retail offering could be improved	**6**
Questions need for cycling facilities at bus station	**5**
Supportive of planting and greenery	**4**
Bus information provision is poor	**1**

14. **There are units within the existing bus station building on the Market Street side of the main entrance where various new public uses could be provided. Which of the following services would you most like to see in the bus station building?**
(Please put a tick in the column that best represents how much you support each one). **272 responses, 2 skipped**

We have highlighted on each row whether positive responses ('Strongly support' and 'Support'), neutral responses, or negative responses ('Strongly against' and 'Against') had the highest tally of responses.

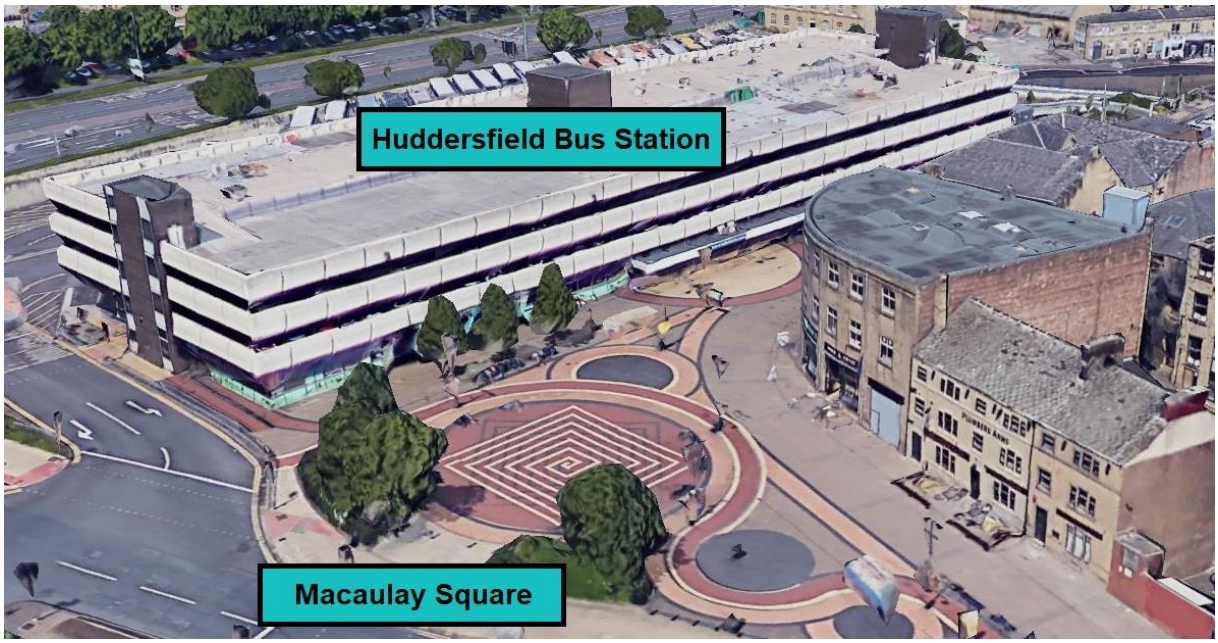
	Strongly Support	Support	Neutral	Against	Strongly Against
Metro convenience / grocery shop	**71**	**115**	**70**	**11**	**5**
Coffee shop	**86**	**96**	**71**	**8**	**8**
Health facility for public information, dispensing and vaccinations	**64**	**86**	**89**	**21**	**11**
Doctor's / GP practice	**48**	**56**	**118**	**34**	**13**

15. **Are there any other services would you like to see in the bus station building? 94 responses, 180 skipped**

Comments coded by theme	Tally
Transport / Tourist Information Services	**20**
Food / Drink providers	**9**
Security / Police services	**9**
Nothing to add	**9**

Commercial outlets (newsagents, dry-cleaning, florist, hair salon, cash machine)	**8**
Improved Toilets / Free Toilets	**7**
Citizens' advice services (help with bills / benefits / food banks / homelessness)	**6**
Pharmacy / Dentist / GP / Sanitary & Contraceptive Services	**6**
Free Wifi / Phone Facilities	**5**
More Seating	**5**
Facilities for children	**5**
Library / Book Shop	**4**
Art and culture features	**4**
Wheelchair / Mobility Scooter Hire	**3**
Focus on quality of bus services instead	**3**
Facilities for people with disabilities	**2**
No takeaways / betting shops / discount shops	**2**
Electric vehicle charging for taxis	**1**
Baggage Storage	**1**
Cycle Facilities	**1**
Traffic Calming	**1**
Other	**2**

16. **Which of the following measures do you think should be considered in a future project to enhance Macaulay Square (the public space to the front of the bus station)?** (Please put a tick in the column that best represents how much you support each one). **271 responses, 3 skipped**



Above: an aerial view of Macaulay Square and Huddersfield Bus Station [Image from Google Earth]

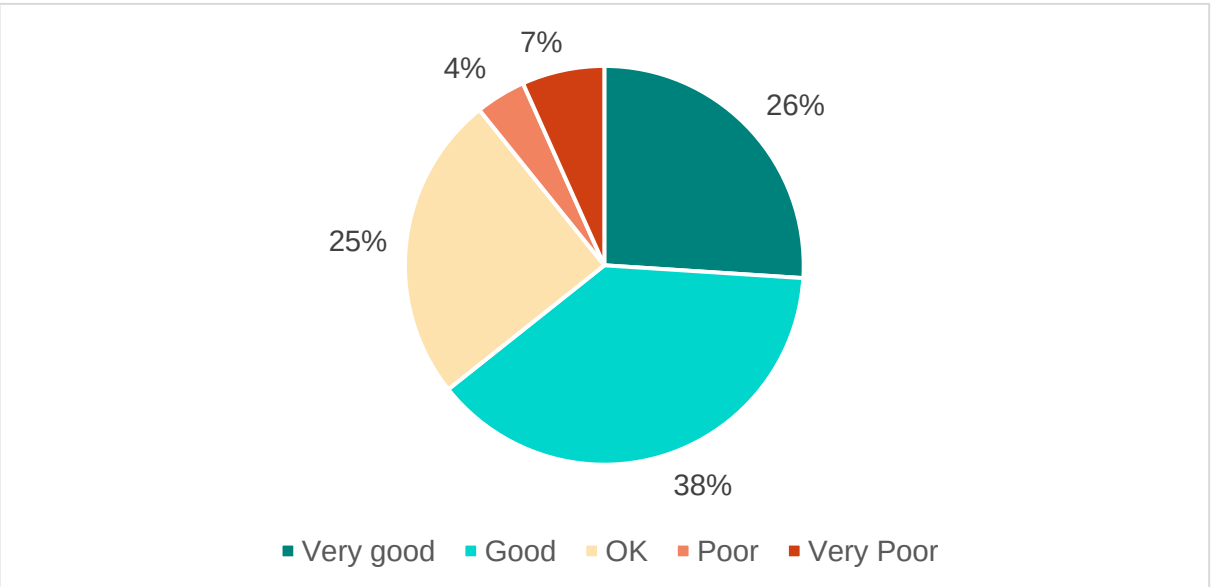
We have highlighted on each row whether positive responses ('Strongly support' and 'Support'), neutral responses, or negative responses ('Strongly against' and 'Against') had the highest tally of responses.

	Strongly Support	Support	Neutral	Against	Strongly Against
Planting and trees	**160**	**78**	**23**	**6**	**3**
Information boards	**98**	**124**	**37**	**4**	**5**
Seating	**121**	**97**	**40**	**7**	**4**
Outdoor tables & seating for cafes/pubs	**104**	**95**	**39**	**16**	**14**
Higher quality surface materials	**99**	**83**	**71**	**7**	**5**
Art features	**66**	**76**	**88**	**18**	**19**
Play features	**55**	**71**	**82**	**36**	**22**

These final questions are about your views on the <u>overall</u> proposals for improving Huddersfield Bus Station.

17. **How do you rate our <u>overall</u> proposals to transform Huddersfield Bus Station?** (Please put a tick in the box that applies to you).
269 responses, 5 skipped

Very Good	Good	OK	Poor	Very Poor
70	**103**	**67**	**11**	**18**



18. Please use the space below to explain your answer.
116 responses, 158 skipped

Comments coded by theme	Tally
General positive comments	37
Concerns about anti-social behaviour (e.g. of people hanging around the bus station)	20
Negative – waste of money / spend it on other priorities (e.g. bus services or improving town centre)	16
Comments on accessibility for people with disabilities and/or elderly people (e.g. provision of seating)	10
Additional suggestions for improving the bus station	9
Negative – poor design	8
Positive about introduction of greenery and landscaping / more needed	8
No need to improve current bus station	8
Provision for other forms of transport (walking, cycling, coaches, taxi, electric vehicles) needed	7
Focus on reliable bus services and modern information provision needed	7
Improved connectivity to Huddersfield rail station / town centre needed	5
Proposals do not go far enough / need an entirely new building	4
Concerns around provision for pedestrians on Henry Street	3
Café / Shop needed	2
Concerns about pub external area on Macaulay Square	2
Comments about maintenance	1
Toilets should be free	1
Prioritise solar panels	1
Other	4

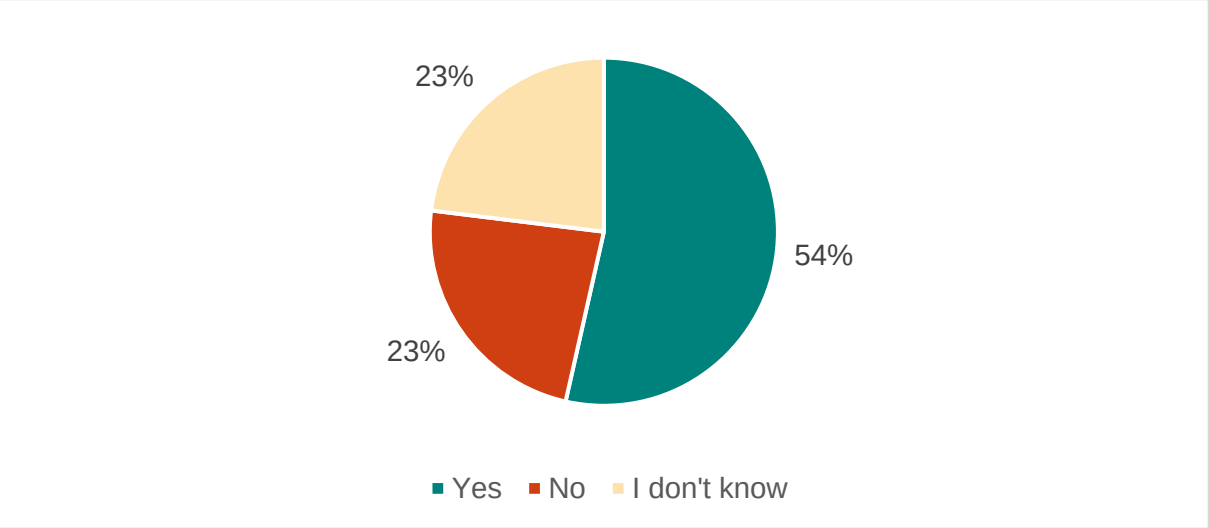
19. **To what extent do you agree that the proposals will <u>improve</u> the following facilities or qualities at Huddersfield Bus Station?** (Please put a tick in the column that best represents how you feel about each).
269 responses, 5 skipped

We have highlighted on each row whether positive responses ('Strongly agree' and 'Agree'), neutral responses, or negative responses ('Strongly disagree' and 'Disagree') had the highest tally of responses.

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
Appearance and quality of the building exterior	**112**	**93**	**41**	**6**	**12**
Appearance and quality of the building interior	**107**	**94**	**48**	**7**	**11**
Comfortable waiting area	**84**	**115**	**43**	**18**	**4**
Accessible facilities for all bus station users	**82**	**114**	**59**	**7**	**5**
Toilets	**87**	**105**	**59**	**10**	**6**
Environmentally friendly (e.g. solar panels)	**99**	**93**	**55**	**9**	**11**
Availability of travel information / tickets	**76**	**116**	**63**	**7**	**5**
Safety (e.g. from moving buses)	**62**	**113**	**65**	**13**	**12**
Security (e.g. CCTV, lighting, staff present)	**83**	**91**	**72**	**13**	**7**
Ease of access when getting on and off buses	**70**	**101**	**73**	**14**	**6**
Retail units (e.g. shops / cafes)	**61**	**104**	**84**	**7**	**7**
Easy to access the bus station by walking / cycling	**60**	**98**	**88**	**11**	**8**
Cycling facilities (e.g. parking)	**60**	**88**	**93**	**11**	**11**

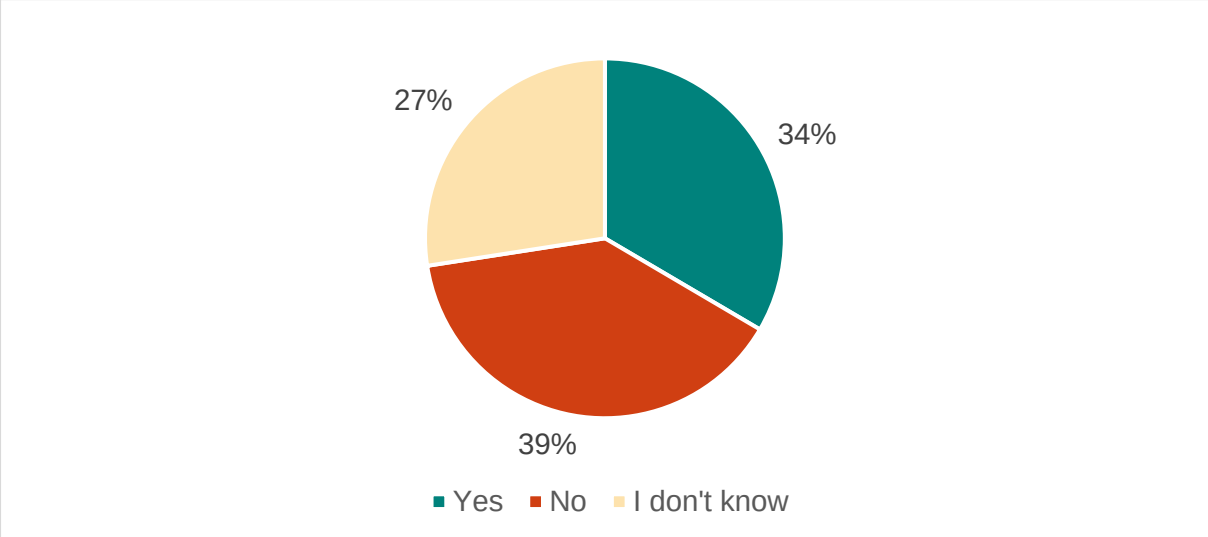
20. Will these proposals encourage you to use Huddersfield Bus Station more? 269 responses, 5 skipped

Yes	**144 (53.5%)**
No	**63 (23.4%)**
I don't know	**62 (23.0%)**



21. Will you be more likely to walk or cycle to and from Huddersfield Bus Station after this project is completed? 266 responses, 8 skipped

Yes	**89 (33.5%)**
No	**104 (39.1%)**
I don't know	**73 (27.4%)**



22. Please use the space below to tell us anything else about the proposals, or to make other additional suggestions that would help and support you as an individual when you are using the bus station.
95 responses, 179 skipped

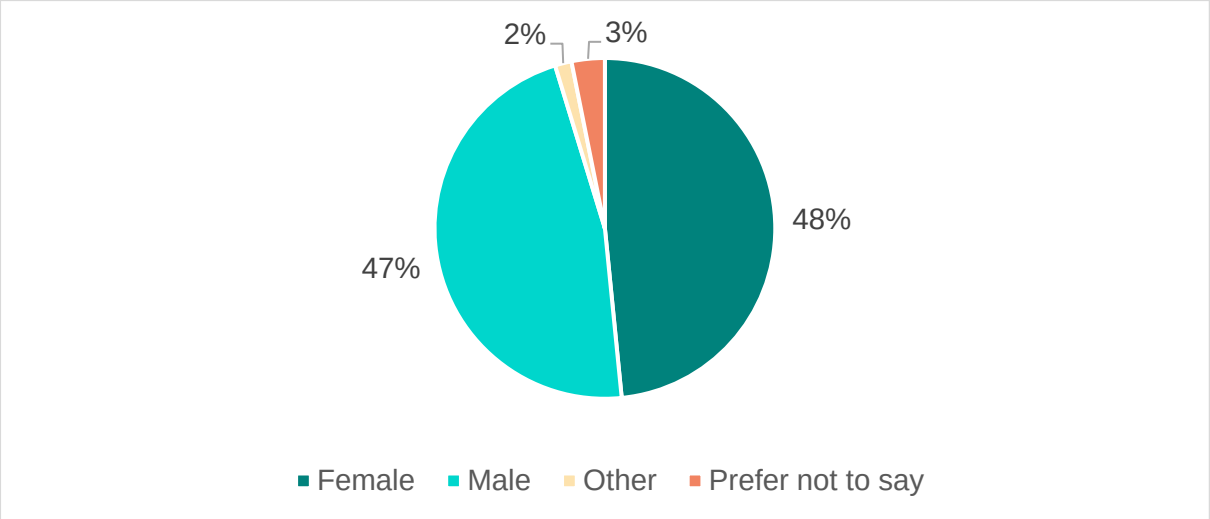
Comments coded by theme	Tally
Better connectivity is needed with the wider area and other types of transport (e.g. cycling)	18
Concerns around accessibility (e.g. availability of seating)	15
Bus services are unreliable / infrequent / expensive	15
Negative – waste of money / spend it on other priorities (e.g. bus services or improving town centre)	15
Concerns about antisocial behaviour, smoking and feeling unsafe in and around the bus station	14
Support environmentally friendly measures	9
General positive comments	9
Bus information provision is poor	7
Toilet facilities require improvements / should be free	7
Suggestions of additional features	7
No additional comments	6
Retail offering could be improved	4
Concerns about the consultation survey	3
Changes to music and security announcements needed	3
Questions need for cycling facilities at bus station	3
Improvements to the car park required	2
Other	3

Section 3 – About You (Optional)

23. Please tick to confirm that you have read and understood our privacy statement which can be viewed on the final page. 274 responses

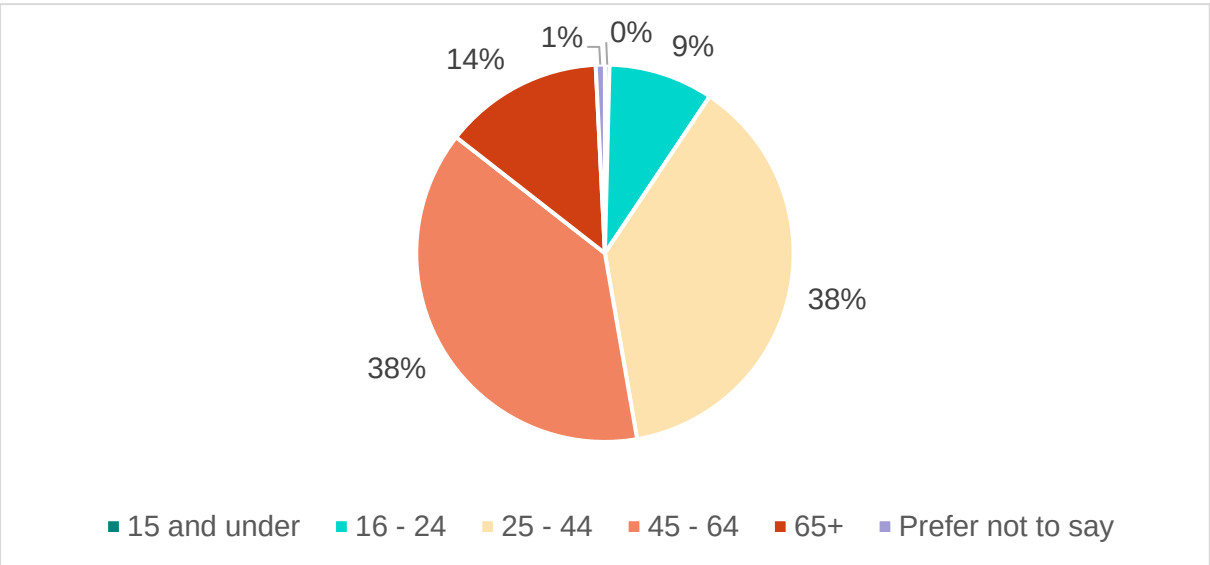
24. Do you identify as: 254 responses, 20 skipped

Male	Female	Other	Prefer not to say
119 (46.9%)	**123 (48.4%)**	**4 (1.6%)**	**8 (3.1%)**



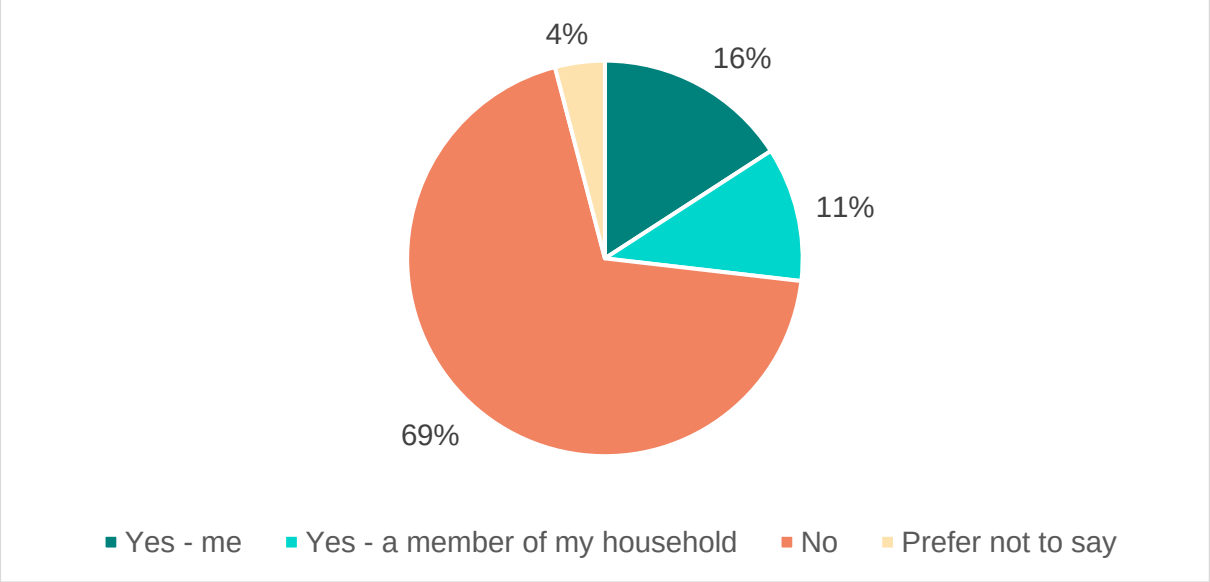
Which age category do you fall within? 256 responses, 18 skipped

15 and under	16 - 24	25 – 44	45-64	65+	Prefer not to say
1 (0.4%)	**23 (9.0%)**	**97 (37.9%)**	**98 (38.3%)**	**35 (13.7%)**	**2 (0.8%)**



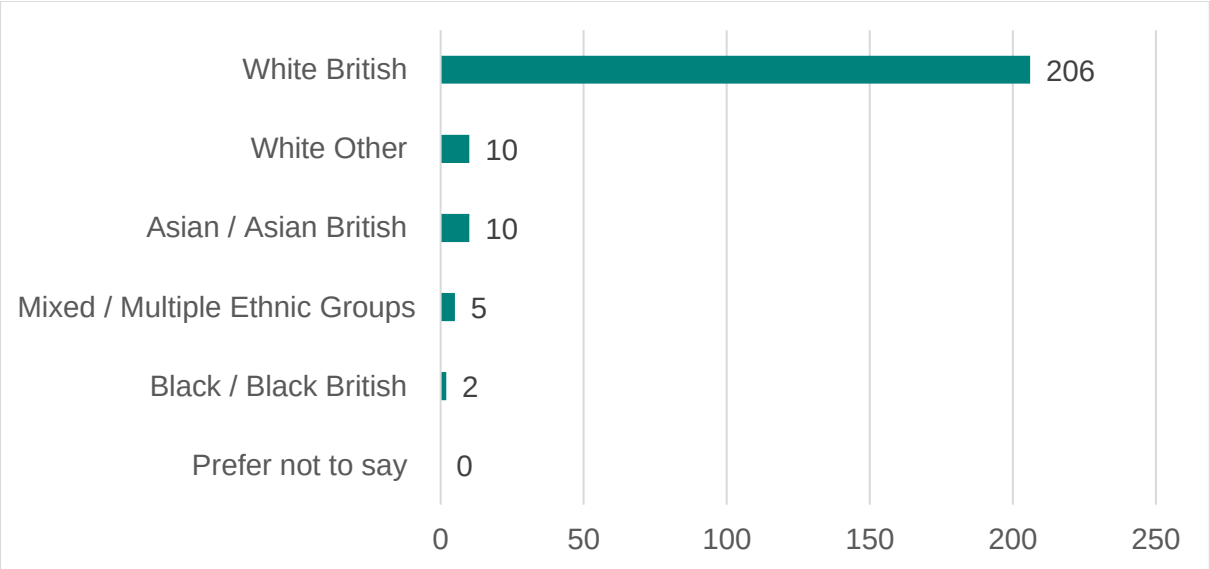
25. Are your day-to-day activities or those of a member of your household limited because of a long-term health problem or disability?
246 responses, 28 skipped

No	Yes - me	Yes – a member of my household	Prefer not to say
170 (69.1%)	**39 (15.9%)**	**27 (11.0%)**	**10 (4.1%)**

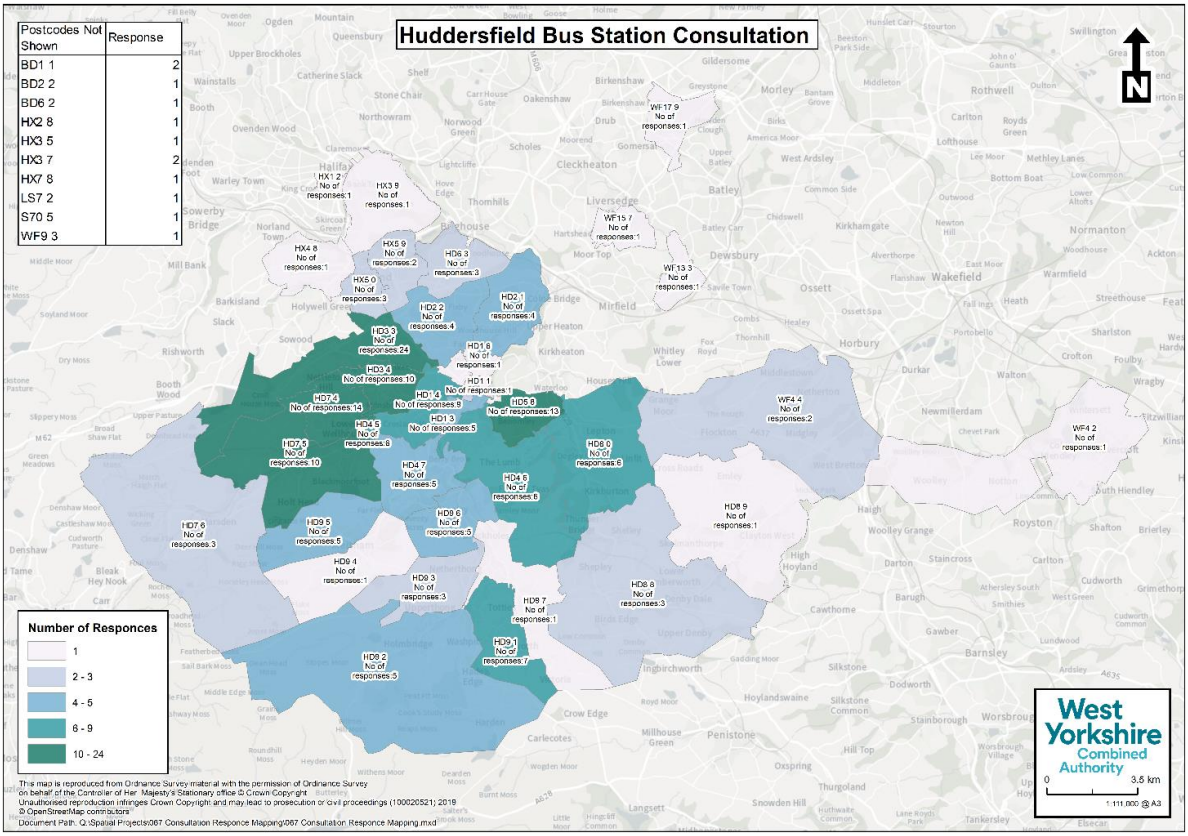


26. What is your ethnic origin? 244 responses, 30 skipped

☐ Asian / Asian British	**10 (4.1%)**	☐ White British	**206 (84.4%)**
☐ Black / Black British	**2 (0.8%)**	☐ White Other	**10 (4.1%)**
☐ Mixed / Multiple Ethnic Groups	**5 (2.0%)**	☐ Prefer not to say	**0**
☐ Other, please state:			



27. Please tell us the first 4 characters of your postcode
(e.g. if your postcode is HD1 2JN, please enter HD1 2)
244 responses, 30 skipped

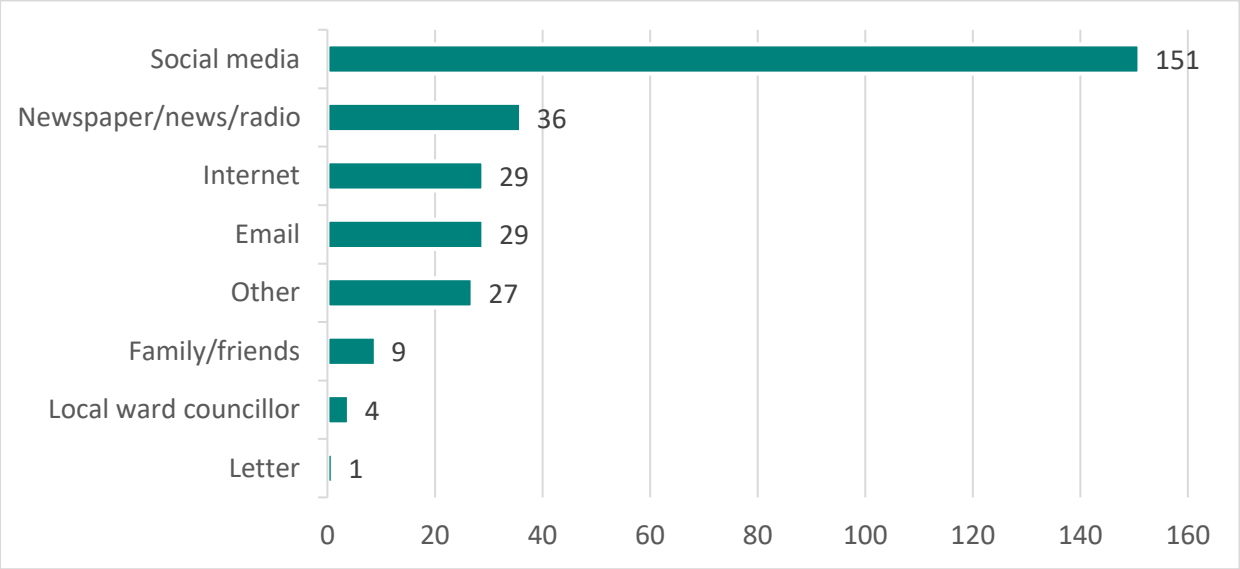


Postcode	Tally	Postcode	Tally	Postcode	Tally
HD3 3	24	HD7 6	3	HD8 9	1
HD7 4	14	HD8 8	3	HD8 X	1
HD5 8	13	HD9 3	3	HD9 4	1
HD7 5	11	HX5 0	3	HD9 7	1
HD3 4	10	WF14	3	HX1 2	1
HD1 4	9	BD1 1	2	HX2 8	1
HD7	8	HD1 2	2	HX3 5	1
HD3	7	HD4	2	HX3 9	1
HD4 5	7	HD9	2	HX4 8	1
HD5 9	7	HX3 7	2	HX6	1
HD9 1	7	HX5 9	2	HX7 8	1
HD4 6	6	WF13	2	LS19	1
HD5	6	WF4 4	2	LS7 2	1
HD8 0	6	BD1 7	1	OL14	1

HD1	**5**	**BD1 9**	**1**	**S70 5**	**1**
HD1 3	**5**	**BD2 2**	**1**	**WF12**	**1**
HD4 7	**5**	**BD6 2**	**1**	**WF13 3**	**1**
HD9 2	**5**	**BD8 4**	**1**	**WF15 7**	**1**
HD9 5	**5**	**HD**	**1**	**WF16**	**1**
HD9 6	**5**	**HD1 1**	**1**	**WF17**	**1**
HD2 1	**4**	**HD1 5**	**1**	**WF17 9**	**1**
HD2 2	**4**	**HD1 6**	**1**	**WF4 2**	**1**
HD2	**3**	**HD5 0**	**1**	**WF9 3**	**1**
HD6 3	**3**	**HD6**	**1**		

28. How did you find out about this consultation? 260 responses, 14 skipped

☐ From your local ward councillor	**4**	☐ Email	**29**
☐ Newspaper / news / radio	**36**	☐ From family / friends	**9**
☐ Social media	**151**	☐ Letter	**1**
☐ Internet	**29**		
☐ Other - Please tell us: **27**			



Appendix One

Full list of written comments to free text questions

Full list of verbatim open-text comments received for free text questions.

[Redacted]: Any information that could potentially identify an individual has been redacted from the content of this report to retain anonymity, and best practice data handling in line with our privacy statement. Redacted information includes names, addresses and contact information or other information that could be used to identify an individual. Where this information is relevant or necessary for a timely response to have been provided (emails), this information has been given freely, however redacted for the purposes of this report only. Any foul language, and defamatory or abusive comments have also been redacted. Please note that these comments have been copied verbatim from their source and have not been altered, updated, or amended.

Note on antisocial behaviour comments
There were numerous comments in open text responses made by respondents regarding perceptions of antisocial behaviour and personal safety in and around the bus station. West Yorkshire Combined Authority takes the safety of all members of the public and its staff seriously and works closely with local authorities such as Kirklees Council, bus station staff, the police, and other agencies to tackle any antisocial behaviour in bus stations across the region. The comments received about antisocial behaviour at the bus station have been shared with the bus station management team so they can consider any measures to help improve security and safety for those using the facility. The comments about security are also being reviewed by the project team to consider where physical aspects of the building design could help to alleviate antisocial behaviours.

Q5. Do you have any other reason for not using the bus station? (Please state)
It's is an intimidating place & outdated
No
It's an unpleasant experience - including visual, the level of noise, sanitation in the public toilets and from a safety point of view
I cannot stand the piped "music" that is constantly playing
I always need to come to the bus station whether for work or doing the shopping.
Groups of people loiter outside all of the entrances. Not safe in the station if you have to use on a Sunday or after 6pm. Buses are too infrequent at these times and you get drunks and allsorts hassling you.
Many relevant bus services leave from other locations within Huddersfield such as Market Street or Railway Station. YOU HAVE TO PAY FOR TOILETS!
Bus fares way too expensive & services not frequent enough, they should also finish later.
Now have a car but previously used it a lot, now use it to travel further afield (Halifax, Bradford etc)
No
Not enough buses, later in the evening, to get home.

Because I work at folly hall, its better for me to get off @ the sports centre and walk around the ring road, The ring road makes Folly hall feel disconnected from the town centre/ Bus station
It's filthy, run down and needs better toilet facilities.
Sometimes not enough buses timetabled for where I live.
I use a car when not using the bus due to rubbish bus service.
The toilets.
Bus times in the evening not great
The smell of funny fags on entering and folk drinking alcohol on benches
its not in the centre and getting back to the bus station carrying shopping is all uphill
Although I live in Huddersfield I work in another town that requires me to use the motorway.
If I do take a bus to town or return on one my bus stops are not in the bus station
Buses are slower than cycling the routes I take.
Smokers hanging out in front of entrance and unemployed alcoholics hanging around the building
Cost of buses.
It is not next to the train station
The town centre is shockingly bad. Kirklees has ruined Huddersfield. I go to Leeds and Wakefield who invested in their town centres and attracted companies.
no
I can’t stand having to walk through clouds of cigarette smoke at the entrance because people congregate there smoking
More disabled toilets
it stinks of piss and weed
None
People using drugs outside, rude behaviour while queuing, unsanitary toilet conditions (strong scent of urine, faeces on walls, use of drugs within bathrooms)
No direct bus route from where I live (Birkenshaw)
Very loud, repetitive and unnecessary safety announcements.
No free toilets and I’m disabled and need them, not enough seats, too busy, cold or hot, never right, buses too infrequent here
Cost, journeys should be cheaper.
It doesn't run buses to where i need to go.
Feels unsafe
No
No the price of the bus are little bit high but don’t mind that it is just doesn’t look like bus station needs massively improvement
The high cost of bus fares for short journeys. The hourly wait for local service. The number of times the bus fails to run and no explanation. Better service’s would bring in more customers. Too much emphasis on profit over service.
Hardly no Bus service to get me there.
It doesn't stop me using the bus station but it does irritate me when I use it, the constant tannoy announcements about things that are against the law etc. It always feels like a totalitarian authoritarian dystopian movie. More menacing than welcoming
Toilets are rubbish

My place of work is outside the ring road and the opposite side of Huddersfield to the bus station. I would need to catch two buses which would take too long or would have a long walk which in the summer is ok but winter it's hard arriving at work wet
It's not a nice place to use, I don't feel safe.
money would be better spent on police specially after 19:00hrs as all problems start then
If smells. Toilets are a disgrace. Usual characters walking up and down constantly often with social issues. The area outside attracts skokers and undesirables.
got a car
For some reason you have decided to not have buses that go the hospital stopping here, where is there no bus to the college and back
No tourist information on the displayed on the concourse
Annoyingly separate from the train station
The town needs improving vastly I worked there all mt life just not attractive to shop there anymore. Car parking needs addressing and violence
Buses don't turn up regularly for where I live near Moorend Road in Lockwood
The anti social behaviour and ope drug dealing is a huge put off. I don't park there or use the busses as it's not a safe environment.
Bus Service from Denby Dale to Huddersfield is poor.
I don't work in Huddersfield, so I drive if I do visit
I use it because I have to!!
The bus services don't offer a viable option for my commute to Leeds
no
Sometimes in an evening there are rowdy people hanging about.
The cost of the bus services!
No
toilets cost and I need them for medical reasons. I am disabled and don't have money to use the bathroom every 30 mins which I have to!
It's easier to use my car to save time and money as buses costly and not always reliable
Huddersfield centre becoming a no go area.(No decent shops, gangs of men loitering)
I find that the bus station in Huddersfield is a very uncomfortable place due to drug users and others just hanging around. Also currently the amount of members of the public and staff not wearing face masks.
No
Everybody is increasingly self conscious and scared to move due to the excessive security recordings.
No WiFi, not enough bus routes
A big problem is the walking times between home and bus stop and the work and bus stop. 20 minutes of walking each way for a 6 mile bus ride. Need more services.
Some anti-social behaviour at times
Unreliability of bus services
The bus services are useless!!
I drive, the only time I do use a bus is when my car is at the garage, and even then it's cheaper and easier to use a taxi
The buses are extremely expensive which is why people don't use them, not because of the state of the building. The other reason it is avoided is because it is not staffed and feels unsafe

Not all buses on my journey into the town centre stop at the bus station
It feels dirty all the time and not modernised; Too much anti-social behavior and very little security.
sometimes it's easier to go to an in town bus stop to catch the bus on time.
Depressing music playing all the time, alway too warm on sunny days
No
No nothing wrong with it as it is
Dirty
Poor bus service from /to outlane.
A little scary because of colour and people hanging around there also hard to find a bus that will take you. There should be a simple app and I don't know how to order a ticket
Again to do with safety concerns: antisocial behaviour
N/A
Difficult to get to on a bike
It's difficult to plan a journey on the buses - I'm never sure if I'm getting the correct bus, and it scares me when the bus route is unknown to me. I'm always nervous about traffic and being late then missing my connection/train.
Rubbish shops and food facilities, which also close early
The current bus station is not fit for purpose, it is also an uncomfortable environment to be in
Often use the train instead.
Nope
Lack of attractions and unique businesses in Huddersfield town centre; expensive bus fares I
The buses I travel on didn't stop there (370 & 371)
Toilets should be changed to swipe machine so bud users can use via there tickets
The Bus Station concourse is dated but and in need of a refurbishment but the general arrangement of spaces and the routes to the bus gates reasonably clear and coherent
My buses usually go from Kirkgate and don't visit the bus station.
If the bus times are not conveniently lining up with my train I will get a taxi

Q9. Please use the space below to tell us anything else you would like to say about your experiences of the existing facilities at Huddersfield Bus Station.
- lots of weirdos there - busy and no where to sit when waiting for bus
A room for the Police to use for breaks with toilet facilities etc would be good as the police presence would improve safety
As a wheelchair user I find the current bus station okay to use once inside, the approach is very precarious. It does get quite crowded as people stand in the pathways while waiting for their buses.
As above, very loud, unnecessary and repetitive safety announcements. No other travel centres I go to has them.
At the moment its a concrete block, so making it look nicer, would be brilliant especially for the future of the town.

Badly designed for queuing for buses. Just a random crowd and younger push to the front when the bus arrives. More seating is required which should be arranged in a 'snake' so people can sit and then move towards buses in an orderly way. Waiting ares should be extended to central columns. Too much pedestrian traffic trying to push through those standing and waiting for a bus outside the seating encloser. Make the enclosure larger.
Better seating....cleaner...brighter...background music...
buses fail to turn up which makes the bus station busy and noisy as not enough room for all the waiting people, which happens often.
Buses regularly don't turn up and there is no info or update on this on digital boards like you get in train stations. They just don't arrive and you don't know and staff are disinterested.
Buses too expensive and station feels unsafe and full of delinquents.Tackle those and you'd increase satisfaction
Change that music it feels like I'm in purgatory when I'm waiting for a bus..
Changing places toilet will be excellent but rest of bus station accessibility to improve too. Anything eco friendly would be fantastic but please think long term. Plant plenty including trees.
connectivity to the Internet is definitely a key factor for me so I can plan my journey
Could put a change machine near to the toilets so that people can get the correct amount that they need to access the toilets
Doesnt help that theres a big multi storey carpark sat on top of it.Looks dredful with that on top.Would be better having a complete new modern bus station instead of altering the same old things over and over again and still having the great lump sat on top of it.You can only do so much and doing the same things isnt going to make it better.Put the car park across the road.My point is knock it down and start afresh and give huddersfield a modern up to date total bus station without the horrible multi sat on top of it.
Don't waste my hard earned council tax money on the bus station. Sort out the town or reduce your business rates for the companies you are putting out of business. What a joke!
During periods of poor weather the tiled floor in the entrances and main part of the bus station can be a slip hazard. I have experienced issues with school/college students in the past.
Easy access to Huddersfield train station. More of it could have covered walkway.
Have always hated the waiting areas, there's lots of waisted space where the metal seats are and no space for the standing queue. It's chaos! People walk straight to the front of the queue, it needs a proper queueing system. The seats are cold to sit on. The music is annoying. The no smoking and security announcements are too repetitive and really not necessary. The toilets should be free. The information office needs more staff and better organisation. These should be central in the bus station not at one end. It's terrible moving through waiting travellers to get to both of these at present and that's for the able bodied! Staff should be around to assist travellers with information.
Having to pay for the toilet facilities is dispicable. It's a major public area and the nearest free and accessible toilets are too far away.
Having to pay to use toilets which require cash, I do not carry cash since pandemic.
I am deaf and the visual displays of the bus information is very good and helpful, please don't lose that.
I consider the imposition of charges and erection of turnstiles for the toilets was a thoroughly nasty, small minded decision, and resources are really so limited that this was considered

'necessary', reversing that nasty decision would be a far better use of those resources than revamping the building.
I do not use, as it is very unviting and not a nice place to be, if it is improved I may start to use it
I don't use the current facilities often because the bus service to and from Denby Dale is poor. I feel that improvements to transport including more frequent bus and rail services to and from Denby Dale should take a higher priority than the look of the building. If the bus services don't improve I won't use the bus station.
I feel satisfied
I feel there could be more comprehensive information about bus times and routes available. Perhaps an interactive map which would show live bus times, like the First Bus app has?
I find the bus station dates, smelly, uninviting, and full of loitering, noisy people. It's It's a nice place sadly. But I remember it always being like that. why I'd rather drive to be honest wvwn though I'm environmentally aware.
I find using the existing bus station not nice at all. It's full of people engaging in anti social behaviour, being drunk, begging, vagabonds. I am on edge and just want my bus to hurry up so I can get on it. The music and noise in there is loud and awful. The waiting areas are uncomfortable and the building inside and out is generally tired and unsightly.
I hate the music being played
I hate the muzak. Book shelf and piano were good.
I have slipped on the wet floor previously and seen a few others slip too.
I think the toilet facilities at the bus station should be free.
I understand that this is about the facilities but what I would like is cheap bus services so that if I travel with my wife, we don't get a taxi because it's more cost effective.
I use the bus to get to university and then back home, however one thing that doesn't allow me to enjoy my experience is the anti social behaviour from groups of boys, being inappropraite, too loud or just being rude etc. Especially with crime rates rising for girls/women its quite scary!
I was very disappointed that we now have to pay for the toilet facilities, when people queue they obstruct the walk ways, the bus timetables need to be displayed as I do not always have access to wifi to find the bus times
I welcome a revamp. However in .y opinion it does not need to be super modern in terms if now. These new designs go out of fashion in a decade or so. Nice white bright paint. New tiles, seating, cleaner toilets a must- they smell and look extremely unhygienic. The car park above looks unsightly and safety of crossing by the crown pub and that whole vicinity us dangerous. Fatalities have occurred there involving buses. In terms of solar panels, nice idea but super expensive. Will it pay for itself or will new pans in years to come hamper this feature. Ie moving premises- it needs to work. All in all the bus station does need a refurbishment. It's grotty, looks dull, unclean and past its best.
I'm afraid I just accept stuff unless it below par

I’m chronically ill and disabled and charging for toilets is disgusting. My bus is once an hour and I need the toilet a lot but don’t have money let alone for toilets. CHANGE THEM BACK TO FREE! Also more seats! Too many people standing and no seats
If there were more frequent buses, then I wouldn't need to spend as much time hanging around in the thing. I try to minimise my waiting time - and no amount of "improvement to visuals/comfort" would make me happy waiting longer.
If you get one of the buses that don’t call at the bus station just Kirkgate you don’t get any of the facilities or information.
Info on departures unclear, poor waiting facilities, toilets should be free and for goodness' sake TURN THOSE RIDICULOUS PRE-RECORDED ANNOUNCEMENTS OFF.
Information about expected buses is not good. It tells you the next expected bus for a service, but if it doesn't show up it does not tell you. You just wait and wait. This is ok at peak times but I have waited for the last bus that did not turn up and there was no information
It appears to be one of the few bus stations which have enough space for buses to lay over - probably because it was designed in the 1970s, unlike those bus stations designed in current times.
It badly needs an update. It hasn't been touched or had any money spent on it for over 20 years. It's an absolute disgrace, to be honest.
It doesn't encourage people to walk or cycle to and from the bus station. Although is close to the rail station as there is no direct, safe walk path between the rail and bus station. Passengers have to cross a busy road with cars, taxis and buses to walk between the two stations. In the evening and at night, the current walkway which is shared by cars and taxis is not very well light either. As well as the current walkway is cobble it's not very friendly to wheelchair users. Having the ring road right next to the bus and rail station is also a hindrance. There is an underpass but only the side of the railway station of major junction between the ring road and New Hey Road. Before Kirklees college moved this junction was very busy when students were walking between the college and the 2 stations. having a direct subway or walkway between the current location for the college and the 2 stations (rail and bus) will help and will encourage people to use the public transport more.
It doesn't stop me using the bus station but it does irritate me when I use it, the constant tannoy announcements about things that are against the law etc. It always feels like a totalitarian authoritarian dystopian movie. More menacing than welcoming. It makes for a miserable experience to be constantly told what you can't do and to be ordered about. It's probably an authoritarian's bossy wet dream, but for the customer it's hardly a calming environment.
It is very ugly
It isn't a particularly safe journey to the train station - the road is a nightmare & taxis are dangerous.

It just seems to attract unpleasant people And anti social behaviour. It doesn’t feel a safe place to be and smoking or vaping outside is absolutely awful. Toilet facilities need big improvements and should be free to access. It should be warm in the waiting area in winter and cool in summer. Safe and secure cycle parking is a must as well as timing busses to better coincide with train services to minimise travel and wait times.
It needs better toilets,bit more security, information and a few more seats. Not million's spending on something that you are only passing through
It really should be integrated with the train station for ease of reaching the final destination
It seems well laid out, and is better than several other bus stations I have used. The information boards are excellent.
It won't be just about the bus station. It will also be about where the buses go. The ease of understanding buss timetables and routes and the cost to. Also make sure the new canopy blends in to the existing concrete structure. Cladding or green walls or solar could work
It would be easier if people actually waited in their bay foe the buses but theyvtend to stand all over. Especially studen6. This can make it quite difficult for you to get to your bus bay. Particularly if you are cutting it fine for a bus.
It would be nice to have seating back where you wait for coaches when going on holiday. Sometimes coaches are late and you have to stand.
It’s feels like a cattle shed, unclear queuing systems, im pleased that buses let me off before they dock so I don’t have to enter the main building. It’s a no go area after 8pm and will always use a taxi for safety. A shame because some of the shops are good, and I would use.
Its 50 years old. Just build a new 1 next to the train station, have a proper interchange like bradford
It's a grim place only used out of necessity
Its fine. Could do with more competent security and bus information, such as late or cancelled services. Get rid of depressing musak and annoying no smoking announcement. We know!!!!
Its outdated, seating has been removed due to covid which was completely unacceptable, we are english we do not naturally sit next to strangers
It's showing its age and is in need of some refurbishment
Looks very dated and tired. Too many weird folk lingering about smoking weed and drinking. The announcements and music are very dated and just overall poor facilities.
Maybe giving announcements to say whether buses are going to be delayed or cancelled, have waited for a bus in an afternoon and they have not turned up.
Must have free toilets. Would rather have cheaper fares than a new building.
N/A

Need more cyclists bike parks. Introduce tickets that don't require mobile data so poor people and technophobes can use the bus and to improve the probability that people get to work, college, etc. Yorkshire unemployment numbers are slightly above UK average. Needs solar glass and solar roof panels. What about solar panels all over the buses? Use electric only buses or at least hybrid buses. Have the highest access possible to the highest possible number of customers. Not everyone can climb the stairs up from Queensgate to get to the Bus Station so design better access. Better walking and cycling access. Park and ride? possible to further reduce car traffic? But balance with that being bad for town businesses. Ensure Mcard top up machines actually work because it is infuriating when you try and pay with your bank card or mobile or cash and none work. Research safer travel top up options so customers do not have to get their bank cards or mobiles out. Introduce a Rewards Scheme, 3 journeys for the price of 2. While cash machines are still being used ensure they work or do not have one at all for better security. Have Customer Service Officers walking around the bus station to assist customers with problems related to getting on and off buses, etc.
Need more disabled toilets and Needs more easier access for disabled people
Needs renovation & update to appearance. Requires more access for cyclists. A more environmentally friendly building would be welcome
Never mind the building… sort out the buses e.g. routes, timetables and above all costs. For two people it's cheaper for me to get a taxi from door to door than get a bus into the town centre… really???
No need to waste money up grading for upgrading sake. Its a bus station, Not a first class airport lounge
Not enough seating and the metal seating is very uncomfortable and very cold in winter for sitting on. Need far more seating plus more comfortable. Toilet facilities should be free. The 20p charge is unfair and excessive as now so few public toilet facilities in Huddersfield (only station, covered market, library and bus station). Many larger stores which had toilet facilities have now closed. Often feel uncomfortable when approaching bus station from front, especially later in day. Many people hanging out in groups and often with cans of beer, etc. or eating carry out food and dropping litter and cigarette ends. The inside area of the bus station is often very crowded and it is difficult to navigate through.
not enough single sex or disabled toilets. Ladbrokes is not a great business to be in the bus station. Needs simpler pedestrian access to New Hey Road for Greenhead College and Greenhead Park. The external beauty could be enhanced.
Not enough waiting areas for busy service's. Service's going to similar areas too far apart golcar and longwood etc. Bus stands not chill friendly. Station should keep its light airy inside. The bus service's are the i
OK but maybe an express shop for last minute purchases
On the whole, the bus station is one of the better bus stations in the West Yorkshire area. However it is quite an ugly building, and can sometimes feel unsafe, particularly on an evening. Could do with more security personnel as I have witnessed antisocial behaviour here many times.
Only once have I paid to use the toilets at the bus station since the barriers were installed. Look to Network Rail, who have removed all charges for toilets at their stations. Think to yourself, have the gates paid for themselves?
Pay toilets not acceptable. Announcements re CCTV Eeyc very annoying.
People using vapes should be banned like smoking.

Poor signs at the departing door. Accuracy. Sometimes shows bus has departed and it's not even arrived!
Refurbishment to the current Huddersfield Bus Station is a COMPLETE waste of money. All it needs is better security (hire more security guards) maybe some better sustainability (solar panels etc) What Huddersfield really needs is a better, much more reliable public transport service. Better bus services!!
Relatively easy if you know where you are going or have used the facilities before. Matrix boards are useful but rest of the place is stuck in the 1970's. Free Wifi has been disabled since lockdown! Toilets need to become free again. Floors become slippery when wet. And get rid of them yellow boxes with the lady telling me what buses is at each stand haha.
Renewable energy is a must and as much as possible. cycle lanes on the approach to the bus station. and linked in to the wider town I.e the south of the town.
Seating areas to be more comfortable
Should not get charged
Sometimes there is a bad smell in the station, particularly in one of the shops. Also I've seen faults in the updating of information on the digital screens such as: one of the bus times being stuck on 5 minutes for TWO DAYS STRAIGHT.
Sort out a better timetable for outlane. Every year we are told you will look at it. Nobody ever does. Air conditioning would be good. Comfortable seating. Nobody should have to pay to pee.
The basic structure and layout of the bus station is good but has been compromised by the accretion of clutter and poor quality finishes. The original detailing was of a high standard and clear functionality. The station has been described as a mini-Preston, I feel a similar renovation approach restoring the modernist restrained character of the original would be best. The proposals look cluttered and gimmicky, likely to age poorly and reinforce the sense that bus travel is a second class experience.
The bathroom needs to be free for a start. Also needs disabled toilets!!! Charging for something that used to be free and always clean so it wasn't that it was gross. Make it free again! Think of disabled people as well!!! Nowhere near enough seats! I can't stand but nowhere to sit when there is tons of people grouping in a small area
The building exterior and interior ruins the appearance of Huddersfield town centre, therefore putting off tourists/visitors
The Bus Station exists as three parts, the Ground Floor bus terminus, the upper car park and the entrances onto Macaulay Square and Henry Street and while the bus terminus is dated it is perhaps the best of the three elements. There is often a often a sense of menace and unease in the car park and entrances and I have too often seen drug abuse (including intravenous use) and have been followed to me car. As a 6' male I have found the facility intimidating and my wife no longer uses the facility 'out of hours'
The bus station is certainly adequate, it facilities a function for us to get into buses in a warm friendly area. However the entrance could do with some upgrades. The brick flooring is very dirty, and as you enter the bus station it's dark and low ceiling. Otherwise, the function works.

The bus station is dated. We need to come up with ways of improving the experience to attract more bus travel and move us out of our cars. Any revamp of the bus station would be a good first step, but other steps need to quickly follow to maximise the project value. We need more bus services or tram system to move people around the town and more rural services that can quickly connect with the main artery services into Huddersfield. I work in Huddersfield and spent 2 years commuting via a very good bus route (Meltham). Unfortunately the 10 minute walk to the bus stop at the Meltham end, followed by a 10 minute walk from the bus station to work is not ideal. I've also cycled for a couple of years, but there isn't enough segregation from the road traffic. It's too dangerous for me. I now drive an electric car, which slashes 10-20 minutes off the bus journey dependent on traffic and gives me added flexibility.
The bus station is functional and clean and clear, i have been there when it's been busy, but that's usually times when people are commuting.
The bus station is functional.Waste of taxpayers money building a new bus station, surely there are more pressing demands?
The bus station needs radical change and new ideas. Have a look at Berlin. Amsterdam, or other European cities. Do not just build another boring brick wall with fancy tech signs. Something that the young and all ages want to come to and makes them feel good and safe. A fusion of Art, cultures, colors and openness but I doubt that this will happen. It is typical ask for public feedback but we will get what a Henry Ford.
The CCTV, no smoking announcements are far too loud, too regular and the voice of the recorded announcer is so annoying to everyone who visits and uses the bus station. Please can you change this now regardless of what happens in your future plans…
The charge for the lavatories is a bit annoying. I understand why there is one, to cut down on anti social behaviour but on numerous occasions the turnstiles haven't worked after putting in 20p and no one to sort the issue, if I take the kids I'm not paying multiple times, there is no change machine, it doesn't take cards. These issues need sorting out quickly. I'm unconvinced about service information provision too, no paper timetables again I understand why, no overall integration between train and bus service info that is readily available, lack of advertising of day rovers tickets across the wider network and a lack of overall information on services across West Yorkshire outside individual areas. Bus info to tourist areas needs to be more readily available to the casual user as well.
The current bus station is dated and can put people off using the bus station. There should be a convenience store (like a coop for example) because the closest supermarket is sainsburys which is far for people who have limited mobility.
The current station is very poor, as stated above
The fabric of the building seems serviceable. The charge for the toilets is a bit of a joke though. The need for focus should be on making it possible to spend less time there by improving the frequency and reliability of services.
The general ambience inside is poor and the piped music is especially bad and contributes to the general low quality experience of using the bus station. Nothing says you and your quality of life are not worth it more than cheap muzak. The outside environs are also poor quality and attract street drinking which generates a feeling of low level threat.
The leaflet racks at the bus station are well laid out

The main issue I think is crossing the road to the Henry Street entrance. I used to go to the bus station every day for college and it was honestly risky to cross that road. It was made a lot worse with road works. This removed the island and made it feel like a leap of faith to the other side hoping no cars would kill me!
The music in the bus station is very outdated and bizarre.
The seating /waiting areas in the bus stops are disorganised and chaotic. Even the new design still looks problematic. People queue in the area people need to walk by in and then surge in front of people who are already waiting. Leeds bus station have a better design seating wise that is more orderly and prevents queue pushers. Really frustrating . Please consider this in the new design,
the toilets could be bigger and should be free i find it difficult to get back to the bus station with heavy shopping as its all uphill the road can be difficult to cross due to amount of traffic exiting the car park and from sainsburys and where all the taxi's park it would be better if part of the paved area in front was used for taxi ranks
The toilets should be free for everybody.
The town centre needs improvement to attract people in - hardly any decent shops and have made it difficult for people to get in; too many parking restrictions. Fix that first before wasting money on a new trendy bus station. It doesn't need it - it's just a vessel to pass through. Now if this survey was about the state if some of the buses and the cost of bus travel …….
The walk from bus drop off to the pick up points is in my opinion ridiculous, it makes transfers unnecessarily long if coming from Holmfirth to go to Leeds you may have to walk from west gate to market street around 300yds or 3 mins. And that's for able bodied people. And it looks like the new bus station will be the exact same meaning not much thought has been made
There is a lack of wayfinding for visually impaired customers
there is no one there during dark hours as lots of youths stand around causing anti social issues even within the w c get more security on board, huddersfield town centre is a dangerous evoiremezt in dark hours, policing is required
There is nowhere to put a bicycle or transport a cycle by bus. There needs to be enough seats for all those who struggle with mobility issues whether classed as disabled or not and more accessible free toilets for people who are less mobile. And not have toilets open onto concourse, so embarrassing.
There needs to be a clear nominated space for coaches , ie national express and a drop off point for people carrying luggage etc.
there needs to be more seating, currently at busy times people waiting for buses stand on the concourse blocking the way of other people trying to go to a different stands. it would also ensure there is enough seating for the elderly and those who cannot stand for long periods of time due to health reasons. You currently have to pay to use the toilet facilites this should go back to access to toilets without paying.
This bus station works very well, it is the best one by far that I have used.
This scheme would seem pointless given that the roads the buses travel on are a disgrace and that Huddersfield town centre is more or less dead. This is a vanity project that benefits nobody but stake holders. Why not put the money used for this scheme towards Huddersfield and the roads? You can't even see road markings half the time!
Timetable displays need updating, but if the bus companies choose not to run buses or cancel it's not much use.
toilet facilities should be free

Toilets disgusting when open Waiting areas horrible Full of scruffs and [Redacted – abusive]
Toilets hardly ever in full working order. Trouble with the turnstiles apparently
toilets need to be free, i rarely use cash and never have change, since covid everyone has been encouraged not to use cash. I don't use contactless. These toilets are one of the two public toilets left in the town centre, people should not have to pay, some people can't even afford the amount. Charging is not inclusive. The positioning of seating in the bays where you wait to get on the bus results in those sat on them not getting on the bus before other people, when a bus pulls onto the stand, people don't queue and allow those sat on the seats to get on the bus first. If the seating was positioned in a snake fashion or cattle lanes like stands used to be, there would be a much more orderly queue and no queue jumping. I like the music piped in. The recorded voice giving out information on the tannoy sounds like someone from a 1940's public health broadcast.
Toilets should be changed to swipe access so tickets can let u in instead of coins
Toilets should be free to use not enough seating especially for coach travellers and security patrols should be patrolling regularly I have not seen any security here and information for travellers improved and electric scooters band
Toilets should be free!
Too busy during a pandemic, needs to have more space for people to stand and wait for buses at busy times, or an outdoor waiting area? Should be a rule to wear a mask in the enclosed space, especially as numbers are increasing.
Too many buses due to depart from same place at the same time who thought that up. Why are there no buses running from the bus station to the college at the start and end of day and at times when courses are scheduled to run late and night classes
Too many people ignoring the no smoking signs at the entrance!
Try to include a link to train station, signs which way ect
Upon every visit I'm faced with people smoking or using drugs outside the premises, shouting and arguing.
Very good.
why not have bus information at the entrance to the bus station otherwise you have to walk all the way in to your stop to find out there isnt another bus for 40 mins
Wifi would be helpful.
Would be more likely to use buses, if it was clean and felt safer to use.
You can tinker about paying out as much money as you want but two things remain no matter what you do. 1. Folk still need to walk to/from Bus to Rail Stations. 2. Because of the lack of foresight in the development of the Town Centre (which is not being improved in any way now by the "Blue Print") the Bus Station remains isolated from the shopping centre, and intended "green spaces", and the proposal to move the market to the other end of town will make it even worse. I've watched with interest the incessant faffing about "improving" the area around the place, and at the top of Westgate to "improve" access to/from the Rail Station but basically its a load of wasted money that in no way whatsoever enhances the PROPER necessity folk have of moving around the distances involved.
you get on the bus what more

You need a BULLDOZER.....Move it to the Railway station. An integrated hub is needed. OR.. Covered walkways, that make it look integrated...
Your current plans would merely be a sticking plaster & would be outdated in a few years, the whole concrete building need pulling down & a total new facility which would be future proof constructing in its place would be money better spent

Q13. Do you have any other comments relating to the proposed new main entrance canopy structure at Huddersfield Bus Station?
You must make sure no one is allowed to smoke or vape under this canopy and ensure that cigarette ends and chewing gum are not allowed to build up on the ground
Yes it will be full of youths smoking drinking and drugged or using drugs. Frightening for older people and intimidating.
Would like to see clear definition between seating areas and planters. Have concerns about the amount of shadow the canopy may cast making the entrance difficult to navigate for those with a visual impairment
Wildflower/low maintenance areas would be good as well as fruit trees (free food!). Anything here would have to be maintained or end up looking awful.
why waste my money
why bother it will eventually be vandalised at the cost of taxpayers, get real this is Huddersfield town where the police have not got any powers as someone once said it is the dump of the north,FACT
While I would agree that the Bus Station needs a 'refresh', the provision of a canopy and especially one as prominent as the proposal will only worsen the existing situation as it will increase any perceived threat by darkening the space and obstructing sight lines. In and of itself, it cannot reduce the existing anti-social behaviour but if unchecked, provide an area for loitering and the potential for making safe routes to the entrances harder to navigate. At present, Macaulay Square is a popular meeting space and allows for multiple and diverse groups to move about and linger without being on top of each other (and this includes the Plumbers Arms) but the canopy will significantly reduce this space. It is understood that Macaulay Square might be enlarged but that would mean reducing the road in from the Ring Road which will cause traffic issues that are already far from perfect. The scheme also shows screening of the open car park façade which will darken the space and reduce visibility both in and out and so decrease any sense of safety. I do not understand the bicycle provision in this location, who are the intended users and wouldn't the train station be a better fit?
While I love the idea of a canopy and seating area it needs to be policed so that it doesn't just become yet another area for the towns addicts and teenagers to hang out and terrorise bus station users. Currently, this is what happens outside the bus and train station and it is not pleasant for customers. I know many young people (university students) who do not feel safe using the bus station.
When you're visually impaired some street furniture can be useful to Eden navigation but too much street furniture intern an area into a no-go zone the balance must be met

What is the point? It will encourage more drunks and druggies, not to mention the gangs of youth culture with their music blaring. It is bound to be a modern, poor quality eyesore the same as the rest of the "improvements" to our previously interesting town centre.
Well be awesome and jazzy
Waste of money really
Waste of money
Waste of money
Unsure how planters would work when they are under cover. Lighting and tonal contrast should be adequate in all conditions and CCTV present to reduce antisocial behaviour. Free wi-fi and changing points would assist many. Ensure that the cycle parking allows for people who use recumbent cycles and other types. They should also be secure. Any furniture such as litter bins should be placed together to reduce barriers.
Try and reduce wind under canopy.
This is a long term gripe of mine, but it would be nice to see some actual grass / lawn on the ground around / near the canopy. The council got rid of grass from outside the bus station years ago and all they've done since is costantly remove grassy areas and pave over everything. It would be nice to see actual lawn on the ground for a change, and also PALM TREES. Let's make it look like a tropical paradise! Get some Phoenix Canariensis growing, and some Cordyline, Majesty and Kentia Palms. Let's be DIFFERENT rather than dull civic protocol. The usual trees we see in town centres can look a bit dull at times, so I say, let's be unique and make a statement!
This could be a lovely area as long as it isn’t allowed to be a place for anti social behaviour
The shops need to support health and well-being, especially if your trying to be greener and support physical activity and ease of access to the sport centre. Be radical!
The proposals are over the top. The money would be better spent elsewhere in the town
The existing building is good, a strong design that has suffered from neglect, Cheap internal finishes and clutter reflecting societal disregard for buses and bus users. The proposed finishes seem to be more clutter and the canopy is an appalling gimmicky abuse of the original design.
The car park above it needs to be sorted out, either removing it completely or building something more suitable.
The canopy will be most effective if it provides rain shelter
The bus station is synonymous with louts who litter - you'll need to keep it clean and litter free so plenty of recycle bins.
Survey seems to be leaning towards cosmetic and external appearance of the bus station rather than addressing safety & security for people using it.
Stop people smoking under it!
Stop folk from smoking and gathering at the entrances as can be very intimidating as well as not nice and unhealthy non smokers having to walk through other people's smoke. Staff do not currently prevent this!
Spend the money on something that matters.
Smokers congregating outside the entrances is already a problem. If there was a way to prevent having to "run the stinking gauntlet" it would be good. Not sure what "direction" the cycle parking is for. Can cycles be left securely overnight? How expensive will it be to leave a bike there? Can it be used for secure bike parking for people cycling into and out of town,

to do some shopping or for social events - and not actually using the bus? How late will it be open?
Should be clear how and where to get into tge station. Multiple enteace points would also be good.
Shops are not a priority and should not compete with existing businesses. Needs to be well lit and feel safe. How to stop smokers congregating at entrances which is unpleasant?
Shelter Smoking areas,
Seems like a good idea, but would be concerned about antisocial behaviour - same people who loiter outside now would loiter in greater comfort.
Security to make children feel safer
Secure cycle parking would be great for the town centre as well as the bus station. The only other such facility I know of is at the train station but this is behind ticket barriers. This must be made large enough for future cycling growth. As well as a canopy to the taxi rank there should be a canopy to Kirkgate to provide a connection to the buses that stop there and don't go to the station. The entrances to the car park ramps should be changed to give obvious priority to pedestrians crossing them.
Seating would encourage the deadbeats and smokers to loiter.
seating must be fully inclusive for older people / people with disabilities / wheelchair users etc. Skateboarding should be banned.
Seating may attract unsociable behaviour, there will be plenty in the main building. Plentiful taxis waiting so seats not required.
Seating and planters will just encourage groups of people to hang out there and intimidate others, trying to use the station. It's bad enough trying to get in the main entrance sometimes as it is. I don't like leaving my Mum on her own in the station if my bus comes first.
Questions 10 and 12 are entirely pointless as part of a survey like this as who would disagree with most of them? These proposals are OK, but I'm not convinced that the quality of the finished product will be good enough. The canopy is an OK idea, but it's not that interesting and the proposed new entrance to Henry Street is profoundly dull.
Putting up a canopy will encourage anti social behaviour ie smoking drinking and beggers
Problem is people using station other than getting a bus this will increase the anti social behaviour
Please do this as it will be a massive improvement
Planting area would be good with flowers but trees will become big and shedding leaves will be a hazard.
Piano, exhibition area, table tennis
Perhaps edible plants, such as tod morden has achieved with incredible edibles.
Patrolling needed to stop unsavoury characters
Not the best spending of money
Not sure how many people will need to use a cycle after taking a bus to travel to the town centre

Nope
No.
No need for plants, I don't think they would be looked after. Also some people might vandalise them.
No comments I would love to see the bus station like this
No
No
No
No
No
NO
Needs train times board in addition to the buses times
Needs to discourage groups gathering (anti social behaviour), under the canary and smokers
Needs policing for smokers and skateboarders
Needs plenty of lighting so it doesn't become a dark alleyway at night
Need to make sure people who smoke can still stand outside. I note proposals don't mention this but i suspect you would try to ban this. I would disagree with this
Need to ensure that the area is kept clean and well maintained whatever features are placed there
N/A
Love the plants idea 💡
Looks good. Stop smokers and groups gathering outside the entrance.alot of cannabis smoking goes on which stinks.
Longer and Sunday opening hours for cafes and shops
Like it.
Light colour to deflect heat, solar panel covered, watertight, cushioning in case more people leap off the top floors of the car park as they have before. Nice and light, especially at dark times of the day. Defibrillator available.
Let's be mindful of cost. It certainly needs brightening . Seating outside may attract anti social behaviour. Bike sheds etc. How many people use these things in hilly huddersfield . Look into terrain and lifestyles of people. Also people's habits are changing, the town is changing sometimes . The pub down by the bus station the plumbers can seem intimidating when large amounts are sat outside.
Knock it all down and start again as your proposal is merely a sticking plaster
Keep enough space for pedestrians
It would be better to have a structure that connected the bus station to the train station, so it was more like an interchange, even if it meant a less fancy structure.
It needs to deter smokers from congregating where non-smoking passengers can smell their cigarettes, either lit or spent ones.

It has to consider the safety and is this through lighting etc? Also is there an opportunity for an informal play area for kids for families who have to wait? Can play be incorporated into the planting area?
improved taxi rank area
i'm concerned about anti social and drinking under the canopy - i think the proposal will encourage this and this makes it unsafe for women and girls. Also the internal photograph has a ladbrokes - there shouldnt be gambling facilities in a bus station - it encourages addiction
If the artist impression is a true indication of the final design and colourway, I think it looks too "arty" and won't blend in with the architecture around it.
If seating is provided I would not like it to become a magnet for anti-social people drinking and begging.
If it’s the busiest it’s time it looked like the best.
I'd like the space to be utilised for things like pop up market stalls, use at food festival time etc
I would like to know what measures would be put into place to mitigate antisocial behaviour, for example smoking and drinking, in this area.
I would hope this area would be a no smoking area, if not it will detract from what you are trying to achieve
I would expect the structure to be in-keeping with the local area and compliment some of Huddersfield architecture - hiding the hideous exterior on upperheadrow would be a great improvement.
I think the design is ugly and will be dated in 10 years, I also think unless you tackle the issue of the unsocial behaviour that currently happens at the bus station then this will just encourage more and they stay dry to boot. with the proposals below with regards to Health services and Doctors, although in principle this sounds like a good idea, if this was for drugs scrips then this wont tackle the anti social behaviour.
I think that additional seating would soon be taken up by the drunks and anti social elements who currently sit around the vicinity, making the area less attractive to genuine bus station customers.
I support the idea of the canopy structure but measures would need to be put in place to tackle the large groups of people congregating around doorways, blocking access
I feel the canopy area could encourage more antisocial behaviour, loitering and drug use unless properly manned with strict security to stop those behaviours
I feel it's unnecessary.
I don’t really understand why you need cycle facilities at the bus station. If some one is cycling into work they don’t need to park their bikes here - it could be in any car parking facility or at their workplace.
I am a little concerned the canopy will make a quite shaded place that may feel unsafe at dusk. The materials used need to be carefully considered.
High seciruty with plenty of visible working CCTV to deter poor behaviour, as it will be under cover and may attract the idiots.
Have security in place to stop those teens loitering around that area, limit smoking from this area.
Get going with it.
Flogging a dead horse in my opinion.

Efforts should be shown to detering anti-social behaviour in the area
Dont
Design it in a water wave theme to attract passengers/ passengers going into the town centre
Cycle parking absolutely must be included as an integral part of the bus station. This needs to include easy access Sheffield stands, but also secure lockers to give confidence to users for long term I.e. whole day cycle parking. This needs to be integrated with safe, segregated cycle infrastructure/routes across Kirklees and in particular around and across the ring road. Integrating parking with a cycle hub e.g. cycle hire, information panels, cycle instructors, a cycle shop etc. would all make this more innovative and successful. Further integrating this into a multimodal travel hub would also help e.g. EV car club hire, smart booking for taxis, cycle hire etc.
Curb smoking outside the Upperhead Row and the mess to the pavement area, regular cleaning is needed. Dispersal of gathering youths would be appreciated as this could be intimidating to people of adore delicate nature, especially after nightfall.
Cameras for the dodgy people that loiter there Add seating
Branded modern retail and food properties, not small time crap chicken shops and awful cafes
Blend it in to the old structure where the parking lot is visible from ground level Make sure it let's enough light through so it won't be dingy even on wet days
Banning smoking from the entrance would be good.
Ban smoking in the area as this area is currently used for people smoking.
As much as the new canopy and seating/planters/bike hire is a fantastic idea - I am concerned at the anti social behaviour that will occur in this area. Is this something to take in to consideration to deter this behaviour in this area?
As long as it was monitored and people don’t beg there, or groups drinking.. it would need to be well lit and policed if there was over crowding or misuse. Otherwise sir will turn into a area of disinterest.
As long as it fits in, looks good im all for it.
Area is like a wind tunnel at best of times so cant see value of covering it. Putting seating will encourage less desirable making it off putting more than is now.
Again, a waste of time and money. The bus station which is available now is functional and that's what it needs to be. Any plants etc will be vandalized by unruly elements which will hang around.
Add some art and culture, lighting.
A silly unneeded extra to an already silly idea.
A good idea, but the quality of the shops/retail opportunities need to support the positive change.
A convenience store that doesn't sell fags. Always people outside smoking and you have to walk through a cloud of cigarette smoke to get in. It's disgusting

Q15. Are there any other services would you like to see in the bus station building?
Will be very handy

wifi/library facilities
Wifi
Whsmiths or small book store
Wheelchair and motorised scooter hire
Uninterested in this proposal.
Transport enquiry , customer services desk
Train times and ticket facilities so that you don't have to queue at the train station. Homeless shelter. Traffic calming measures for taxis.
Town Map
Tourist information centre
Tourist information
Tourist and Information Centre for Huddersfield.
Toilets,something for the children like play area or play gym
toilets at both ends or more central .baggage storage lockers and national express travel centre
Toilets
Some kind of general advice centre covering benefits, substance & alcohol abuse etc, that could refer people needing assistance to relevant organisations. Secure drop off point for the foodbanks & uniform exchange too.
Sexual health drop in clinic
Security staff, information boards
Security security security people will not use a facility if they feel intimidated by unsocial users
Security office and travel information.
Possibly a police hub/ communications Centre or tourism information etc
Police office and clinic
Police drop in clinic where people can access them for advice
point of physical contact in emergency
PLEASE - No carry out food and drink shops!! No betting shops/ No discount shops.
Pharmacy, highly skilled customer service staff, a warmer welcome to Huddersfield, pointers to tourist spots and places of interest with accessibility, a child friendly or child learning zone (interactive eureka style), a quiet area for people with Autism
Pharmacy
No.
No
No
No
No
no
Nicer toilets and baby changing facilities
N/A
More social spaces, a book store or similar rather than a betting shop
more seating, free toilets

MOre seating as the "new " layout has less that currently in.
More seat area
Mobility rental shop
Macaulay Square is a prominent space and useful for public information type displays as it attracts strong passing foot traffic. Consequently, a space for 'pop-ups' that provided for this activity would be useful
Local bakery or similar
Just plenty of buses, please.
Just a reliable bus service might help.
Is there an opportunity to have some cultural strand? Mini heritage display
improve availabilty of both bus and rail timetables and signage for the rail station.
I'm sure there are other things, but can't think of many that are as important as travel info, getting food and a drink or a pharmacy
I'd like to see MORE seating. I see in the proposals you have removed seating which is a moronic thing to do. That's more of a hinderance rather than a help. There are lots of people who prefer to sit rather than stand, so please add MORE seating!
I would really like to see a good fruit and veg stall at the bus station - I would definately use it. But no Ladbrokes. Im happy enough with Greggs though.
I think it would be good to have a council services area for paying bills, and accessing council services as it's convenient by the bus station.
How about information for visitors? Free maps showing library, museums, cafes, university sites etc.
Hot food snacks
Help with journey planning to increase sustainability.
Halal food restaurant
Hair salon or florist
GP surgery and Pharmcey are likely to attract addicts.
Good newsagent.
good bus service
Games arcade, maybe something fun for the kids.. we haven’t actually got a games arcade that plays consoles and old style games for kids and adults. It would instantly become an attraction
Free wifi, a public telephone (even with mobiles sometimes a public telephone is needed)
Free wifi to return and maybe phone charging docks similar to airports.
Free toilets
Free & clean toilet facilities.
First aid room maned at all times with on site security 24 / 7
Facility to call a taxi,
Easy baby changing facilities
Doesn't seem to be much seating in the main building while waiting considering the amount of seats there are on buses.
Dentist, Chemist, Nappy & sanitary towels and contraceptive services.
Cycle shop

Costa
Community veg garden
Coach holiday booking, you can't book them in the travel centre anymore.
Clear travel information
Citizen's advice could be better located here to help more people.
Child friendly space and a safe friendly place for disabled people as well as better access for them.
Charging points for electric taxis in taxi rank outside
Cash machine
Can't think of any.
Branded takeaway options - Greg's is the only decent professional one there.
Bookshop
Better information in regard to delayed or missed services. Too often buses are shown electronically with their departure time above the various gates and they then just disappear off screen even though the bus never arrived or departed there. Ridiculous.
Bank / Atm
Attended, free WCs, especially when buses are running very late or cancelled and I can be waiting over an hour then 1-2 hours commute
At least one or two payphones. Not all users of the station have mobile devices!
Art by local artists. Or crafts in display.
Again, these are cripplingly dull suggestions. The town is seeking to use culture to regenerate, so why not expand the excellent work the museums service has done on the rail station platforms and put a museum in or indeed an art gallery?
Advice and info for young people
Adding a mobilty scooter hire would be good, as at present its a fair walk to the nearest one.
A ticket office that's open after hours. Bakers, Repair and drycleaning service. Healthy eateries.
a tesco express
A police hub
A newsagent where you can get a paper, magazine or sweets.
A coach/holiday outlet for people booking coach holidays
?

Q18. Please use the space below to explain your answer [How do you rate our overall proposals to transform Huddersfield Bus Station?]
Your image does not reflect the area taken up by The Plumbers. The lanlord has illegally extended his outside area into a PUBLIC space. This has severely compromised 'social distancing' for access to the bus station by halving the walking space during a pandemic. Kirklees council should sort this out NOW!! Public safety!

While acknowledging the intent, the execution is poor in that it doesn't appear to address many of the problems associated with the existing facility, instead, it could easily be seen that they exacerbate them. It is understood that the money is to be provided by WYCA in some form but would leave the Council to fund the Macaulay Square and consequent road works (plus the ongoing maintenance) themselves which is not a cost-effective use of either parties money. Modern Bus Station design is for open and clear spaces with excellent visibility and the schemes for Heckmondwike appear to acknowledge that but the Huddersfield proposal seems to lack this approach and instead seems to make an existing problem worse without tackling the core issues
Waste of money. Should be lowering rents to encourage quality shops to the area instead of cheap and nasty discount shops.
Waste of money
Very excited, hope that change is actually coming instead of getting our hopes up
Using barriers and railings to corall people into crossing Henry Street at the designated point is not pedestrian friendly. It would be better to create another crossing point and entrance, perhaps at the western end of Henry Street, to allow a quicker route into the bus station for people walking. Then, there would be no need for ugly barriers.
Unless underlying issues regarding behaviour inside and outside the bus station are addressed permanently I feel extra seating, benches and play areas would be an unsafe development (especially with the pub just outside the station). More security needs to be implemented to control the antisocial behaviour as it currently does not and makes the station feel unsafe.
Trees are great for so many reasons!
To be fair, people don't want to hang around bus stations, they just want to get to where they are going as quickly as possible in an organised and informative environment. They also need people to talk to for help, not using apps on phones and gadgets. The elderly don't have all these mod cons or understand them. Everyone wants better services and information, not necessarily a state of the art bus station!
This is a long term gripe of mine, but it would be nice to see some actual grass / lawn on the ground around / near the canopy. The council got rid of grass from outside Macauley Square years ago and all they've done since is costantly remove grassy areas and pave over everything(so 'civic' dull and cold). It would be nice to see an actual decent bit of lawn on the ground for a change, and also PALM TREES. Let's make it look like a tropical paradise! Get some Phoenix Canariensis growing, and some Cordyline, Majesty and Kentia Palms. Let's be DIFFERENT rather than dull civic protocol. The usual trees we see in town centres can look a bit dull at times, so I say, let's be unique and make a statement! Make it look like a Miami park and maybe even a little pond with a wooden curved bridge crossing over it and maybe even a little fountain in the pond? Maybe even some lights wrapped high up around the palm trees to make it more safe and inviting. Some hard wearing carpet around the seating areas inside the bus station would also make bus users feel more warmer and welcomed. Tiles everywhere can feel cold. Make it a bit more like an airport lounge. And some plants / ferns above the doors would look nice. Get some greenery growing inside! Also, from a information perspective, it would be MASSIVELY helpful if the information displays would say if a particular bus had just departed or was running late, or even cancelled. Being in mystery about these issues is a massive pain in the backside, so let's be

HELPFUL and more informative! Many times I have been left in the dark over waiting for a bus which was meant to show up but didn't, and I've had to enquire at the bus info desk only to be told it was cancelled as there was a lack of drivers. Waiting around in mystery just wastes time and adds to stress especially if you need to get to work on time. So if a particular bus has just departed, then it would help if the info display would say X bus has just departed. If a particular bus was running late, then it would help if the info display would say X bus was late (with an estimated new arrival time). If a particular bus had been cancelled, then it would help if the info display would say X bus has been cancelled. In order to do this, it would be massively helpful if buses had GPS / sat nav on them to monitor their journey and relay this information back to the bus station (and also maybe every other bus stop with an info display). It's the same tech that trains use and have been using for the past 25 years so it baffles me why buses still haven't come to grips with using such common technology. The current system is programmed with bus timetable info but bus timetables are very much an 'in theory' method rather than an 'in reality' display. GPS tracking in real time info solves this problem. Also, please KEEP that cafe open in the bus station. I love it and go there regularly and would be devastated if it was replaced by something else. Seriously, please ensure it stays!
Think it is a good udea
Think a facelift is good , and also the link to the rail station should be a priority with clear crossing places. Pickup and drop off for people on coach holidays. But security and safety of passengers, to feel safe using the bus station, should be the first priority.
They're ok. The flooring in the walkway to and from Henry St. needs to be anti-slip. When the current flooring is wet it is very dangerous. Also, you must deter the street drinkers from loitering beneath the car park ramps.
They sound like a good idea and hopefully get people to use public transport more often.
These plans are long overdue and should be put into action immediately
There's no question?
There is no point at the moment in re-newing the bus station.The council need to improve shopping first, as empty shops don’t generate rent. I suggest sending the council to Barnsley for the day, they know how how to keep a town centre busy and thriving!
The town needs investment and the front door is a good place to start
The proposals seem to want to disguise the original bus station rather than reflect the good qualities. They look architecturally poor and likely to date quickly.
The proposals look good but without improvement to bus services, I feel its a waste of public money.
The proposals are for a new improved bus station, a good shout would be to encourage suitable bus companies with reliable buses and decent drivers. Security needs to be of paramount importance and security staff need siting in a central location with sight of all the bus station, plus they should be visible at all times.

The plans are not detailed enough to comment further but please ensure that the toilets are accessible, are cleaned and maintained regularly. is the lift to be upgraded? You need to work with RNIB, Guide Dogs etc to understand how they way find. The use of orange and straight lines can be an issue for those people with neuro-diverse conditions.
The existing building is poor and unattractive, it is a magnet for poor social behaviour and trouble that keeps good people away. A new building coiuld do the same unless it is secure and patrolled regularly OR it is inviting enough to attract enough people that would put the fools off from hanging around there, it needs to be social hub as well as a bus station
The bus station is unfriendly at night security patrols should be patrolling regularly and the lift up to the car park is used as a toilet as the toilets are not free also a waiting room added with amenities for disabled and child change facilities
The bus station is there as a place to catch buses, and to arrive in town. The it should look nice for people arriving on the bus from elsewhere - and look nice when walking out of the station into town. The vista on exit is more important than when entering. When entering, I just want to catch my bus - not spend ages hanging around.
The bus station is the most unpleasant one I have used in West Yorkshire and desperately needs updating.
The Bus station is fine as it is. The money needs to be spent on cheapning the bus systems, it is cheaper to operate a car in many areas now.
Support the proposals, but worry that the same undesirables will continue to congregate around the bus station - security is a concern.
Strongly agree
Stop smoking and deter would be loitering
Station needs a facelift both inside and outside, part of this facelift will see those canopy and arrivalls bit extended which will transform and change how it looks for the better. The retail units and improved facilities are not as important as station functions well currently.
Spend the money on something that actually matters in the town centre. I refuse to go not because of the bus station.
sooner the better
Some great ideas and the focus on a green space/use of solar panels is great.
Shame metro don't keep things updated rather than having a major revamp like this. The station should already feel safe which it doesn't and plans don't do this still
Revamping the outdated bus station would have a positive impact on people who use the service. Encouraging eco friendly systems and improving the green space is an excellent idea
Resources are needed elsewhere and I think it’s a waste of money to create some kind of utopia when waiting for a bus
remove the pub outdoor seating as it is hidious and prone to secuity problems for bus passengers
Remember that we do not want to spend more time in a bus station than absolutely necessary! Frequent and reliable services are my top priority. Its not a shopping centre - just need newsagent/cafe. Accurate information on bus departures should be improved. Need to feel safe - good lighting, no long corridors or dark corners, security staff visible. Accessible toilets - turnstiles are not ideal for those with children/pushchairs. Comfortable seating for those unable to stand.
Play features may encourage teenagers to hang around the area at night

Plant trees in a line to entice passengers to the bus station
Plans don't seem overly ambitious, just an upgrade on an existing model.
Overall, it looks lie a huge improvement! I like the cycle hub and the improved access for pedestrians. The canopy structure outside looks particularly good, and more planting and green spaces are always welcome. I would like the changes to the interior to include something to reduce the noise in there. I would hope that these days any changes to parking areas would include lots of charging points for electric vehicles.
Overall the proposals are welcome. The car parking above the bus station could also do with modernisation.
Overall good however queries around the upkeep longer term
Nothing wrong with the one we have now
Nothing more than a Local Government folly and vanity project. Spend the money on something else that really matters
No need to upgrade
No
No
New design has no "Major changes" inside to current set up and don't like the design on the front, as could create even more issues. Money would be better spent on improving services 1st!
Needs to be upgraded as it looks shabby. Anti slip flooring at Henry st needs to be considered as does water saving in the public toilets
Needs completing modernising
Needs a bit of modernisng but a complete overhall is a waste of money and time.
Need to provide shuttle service to car parks and the railway station.This would encourage people into town . It would enable me to walk on the flat and then shuttle up hills
my support for art features and play features is only neutral because these are a higher risk of vandalism than the other installations
Modern architecture seems to date quickly and age badly. Therefore please choose function over form.
making the toilets access via smartphone bus ticket or paper tickets not everyone has change to use so scan bus ticket to use toilet
Making the area as a whole would be fantastic.
Make the experience nicer for people visiting the area/comfort stops for coaches with pleasant area to stretch legs.
Main reason for not using the bus station is anti-social behaviour and I can’t see very much is being planned to tackle that
Love the solar panels and green roofing. Provide recycle bins - look to our European neighbours who do it so much better than we do.
Looks fabulous
Look nice and beautiful
Knock it down & start again

It's needed and overall the right thing to do but don't try to be too "out there" with the actual design and colour. Make it complement not stick out. Make sure it is good quality so lasts and doesn't look shabby quickly. Any planting will need looking after or will look a mess quickly, so think very hard about what is used and how it will be cared for over the years or it will be worse than no planting.
It's absolutely desperate for improvements. I know many who avoid Huddersfield for the poor bus station and busses.
It's a bus station so I don't want my money wasted on short-lived tarting up measures for presentational purposes only.
it works why waste public money, kirklees council have killed huddersfield
It needs to encourage people to get there and not be stressed or having to search round for bus info.
It needs modernisation but you need to get rid of the gangs and pot heads that loiter outside.
It needs doing. Huddersfield looks like it's stuck in a time warp
It needs a complete new 1. Had the chance where old sports centre was. Plenty of areas to build a new 1
It looks ok but to be fair is it needed? I can't see anything that is necessary except security. Maybe directions and visitor boards both to and from the station. Having visited other bus stations ours is better than a lot of them. For example Bradford Interchange is awful.
It is very off-putting walking through a cloud of weed smoke and gangs of people when accessing the bus station - that needs addressing before dealing with the appearance of the station. Buses are often late of cancelled resulting in being stuck at the station into unsocial hours, without any facilities. No customer service after 6pm either, so no way of finding out if/when buses will be arriving.
It is a waste of time and money, money which could be better used elsewhere.
I'm not convinced that the bus station needs a major make over - the spend could be large for little real benefit.
If you are going to keep the taxi rank located outside, better integrate it to the station, make the rank feel part of the transport Hub - Perhaps add electric taxi charge points to encourage ev adoption in taxi fleet.
If there are going to be street signage / information boards please make them high quality otherwise its just urban rubbish
I'd very much like to see improvements in the quality of the station.
I’m very happy with the complete overhaul of the aesthetics of the building, however nothing is being done about the 3 min walk when you get off the bus to be able to get to bus pick up. This makes changing buses harder, and that 3 min walk is for able bodied people
I’m unimaginative but it could be more colourful and interesting.
I’d like to see some areas where the people who currentltncause a lot of the ASB could access help and support. However I think that needs to be managed carefully so that they don’t continue to be a nuisance in the area. I think seating may encourage that
I would rather not have an access road directly outside the bus station. I feel this would be detrimental to my shop which is directly opposite the bus station. Elderly customers use the bus station and even for them I feel a road will be unsafe and not right for the bus station area.

I try not to come into town as lots of youths parking on traffic lights, cycle thru one way areas wrong way cross church st parking cars on pavement yellow lines it is now a no go area
I think you should be spending money wisely, these works would need to be done to compliment Huddersfield well and not just an excuse to spend money unnecessarily. the bus station is functional as it is
I think the proposals definitely need to include the square. This is a useful space full of wasted potential. I think the greening of this area is important. More thought should be given to what is described as planted landscaping and how this can contribute to greening of the town centre and creating wildlife corridors. The green roof is welcomed. Care should be taken to ensure this is a biodiversity rich roof, not simply a sedum roof.
I think the planned changes are unnecessary and mostly cosmetic. However, I would support planting in the Macaulay Square area as the paving is pretty atrocious.
I think it's a waste of money that Huddersfield needs much more in other areas
I strongly support them, I use the bus station twice daily and believe the improvements are much needed, and it would vastly improve Huddersfield, being something that is integral to the town
I like the overall design. Would like to see disabled logo or elderly logo on seating. I worry about safety, accessibility and seating for less mobile, obtaining tickets from Metro office outside of hours, lack of space to transport a bicycle on a bus.
I hope it makes young people feel safer
I feel there should be plenty of seating within the bus station. The new proposals do not look as though they offer enough seating.
I don't think your giving enough attention to link with train station. What about info board giving departure times for trains at station?
Huddersfield's future as a functional town centre where people can shop and meet needs a model transportation centre to meet the needs of everyone who is a stakeholder in the town, otherwise people will just go elsewhere.
Health and wellbeing and ease of access.
Great idea as expressed needs new, fresh ideas not the same thing but newer
Good first step. Lets have many other steps quickly following so that we can move more of us from our cars onto mass transit.
Firstly remember you are spending my money. The bus station does not require extensive renovation and I would suggest a top level budget of 100k. Three specific points 1. Despite a pedestrian being killed by a bus recently the Council have removed the pedestrian refuge where you cross Henry Street 2. The toilets should be free charging, discriminates against the elderly 3. I can understand cycle parking at a railway station. I'm a keen cyclist but have never made a combined bus/cycle journey, who is going to use these facilities and what is the cost?
Excellent and much needed.
Definitely love the idea. Just make sure it blends with what's already hear. And will last a long time. And gets the maintenance it needs.
Currently like much of Huddersfield it is an eyesore and so improvements to make the town more attractive for visitors is to be welcomed.

current building whilst not being pretty is perfectly functional. Navigation is super easy, it's just a straight concourse. Can't really see why it needs changing. I would not support changes to pedestrian access on henry street. I have mobility issues and i take the shortest route possible, your changes would mean i have to walk further and have a detrimental effect on how i access the bus station and surrounding areas.
Cost too much, not a hotel only passing through money better spent improving bus service and bring down the fares
Certainly update the facility BUT its easy to spend money when it isnt yours, is it not. So basic necessity, not grand plans and theories should be the order of the day.
Can't think of any.
Can it be demolished and started from scratch with a more fitting design in keeping with the town?
Brilliant; about time to remove the decadent styling of the station, improve facilities of information and clean up security and safety measures whilst also focusing on the environment to create a clean space.
At the moment waiting in the bus station is a bit like an outer circle of Hell - ghastly muzak and far too echoey because all flat hard surfaces. Not enough seating for bus queues so those of us who can often have to stand.
As long as the bus manoeuvring area and number of bus stances are not reduced, I think the proposals are excellent.
Anything that makes the bus station a hub and a better place to be surely will help to increase bus ridership.
Any outdoor surfaces should be permeable
Add security there as there are a LOT of dodgy people and drug dealers
above with regards to Macaulay Street, these are based on increased security and clamp down on the anti social behaviour. As said previously the canopy isn't very nice and will date very quickly, probably before its even finished. I am more interested in just getting my bus and for them to be on time rather than spending a great deal hanging about the bus station, but since that is rarely the case with my buses then better waiting areas will always be an improvement. Not having to pay for toilets again would be even better, hardly ever have the coins nowadays. It was said that there is a charge to help pay for the upgrade, are you going to charge us to just enter the bus station for these upgrades? I think more needs to be done about the actual bus services rather than where we wait for one.
1 - in the current proposal at point 11 "Environmentally friendly improvements could include solar panels, a green roof and staff electric vehicle charging" For a public space of this size, solar panels must be part of the proposed plan and not would be a nice option to have. 2 - it's great to see that " staff electric vehicle charging" is mentioned, however the current proposal doesn't mention anything: - about having charging points for electric vehicles in the car park that is on top of the bus station - building any infrastructure to accommodate eletric buses - about charging points for electric taxis in any of the taxi ranks that are outside or next to the bus station

Q22. Please use the space below to tell us anything else about the bus station proposals, or to make other suggestions that would help and support you as an individual when you are using the bus station:
You mention 'safety from moving buses' a few times. I do not perceive an issue here at all. The public are separated from buses now.
Would be useful to add wayfinding to the cycle parking so people can find it and approach safely. Having a cycle maintenance hub there with tools, pump etc is a great idea.
With a family of 5, having to pay for the toilets is a real annoyance. We don't have the correct change, it then takes a larger amount and doesn't let more than one through. They should be free. Having less buses to Lindley and more to elsewhere would be good. More reliable bus timetable. Ensuring more buses are available at the time local colleges finish to avoid overcrowding. Anti-social behaviour outside the bus station all day is a problem with groups hanging around and people smoking in doorways. How will you fill the retail shops with so many gaps already on the high street and at the current bus station? How will travel to the train station be improved?
Wide open and accessible. No spaces for people to hide or where they can loiter. Zero tolerance for trouble makers.
Why would you cycle to the station ? Most people get a bus there, or they cycle to their destination. It's not like a train most buses run locally. So the focus on cyclists is pretty far down the list of priorities.
When I think of the bus station I think of homeless people. Accommodate homeless people properly - provide them with bathing facilities and a warm environment.
Waste of money and time.
Unlikely to cycle myself as I live in holmfirth but others will. All looks great but think long term.
Turn off those repetitive announcements by the bloke with the silly posh voice and keep them turned off.
toilets should be accessible via bus ticket either by scanning bar code instead of just using cash
To have the bus stnight n with night and evening facilities
There don’t appear to be as many seats in the bus station itself and the plans don’t mention staffing levels or CCTV
The proposals should be tied in with the train station and a clear pedestrian link between the two should be incorporated as part of the project.
The possibility of reworking the building or how buses drop off and pick up in the station to reduce that up to 3 min walk
The outline of the proposals says 'solar panels could be' included in the scheme. I believe they MUST be included; it would be a dereliction of duty not to include them.
The only thing I would say is to be-careful on the sort of flooring used in the new design for Huddersfield bus station. Please don't use flooring that is too well polished laminated flooring as that type of flooring makes it very difficult for disabled people to walk on when using a building. The Broadway centre in Bradford has well polished laminate flooring that has been used I as a disabled person I find it very difficult to walk on and find it very unsafe

The only thing I am concerned of is the upkeep of the building. Being aware of the relative crime and lack of care some people have for public domain I only hope this rejuvenation of the bus station will not be skewered in a few weeks by some peoples' selfishness. Therefore a potential focus on maintenance would also be a sound addition to the plans.
The money needs to be spent on cheapning the bus systems, it is cheaper to operate a car in many areas now. Ideas like this will never work if you don't fix the root issue of public transport: COST
The cycling routes to town and those around the town centre need major improvement.
The Bus Station must be approaching 60 years old and its current suggests that a renewal in the next 10 to 20 years which should see many new developments in the way in which people use public and private transport. A more cost effective solution would be to remodel the interior as suggested but to not build the canopy but to look at external enhancements (eg through dynamic lighting) and to create life at street level by opening up some of the existing blank facades on Upperhead Row. There also needs to be positive intervention in the types of activities that go into these units that are freed from needing to provide revenue so that they provide a beneficial uses
Spending money improving the facilities is nice but the main driver of increased bus usage is better buses and lower fares. Period. Until the decrepit buses are replaced and the fares offer better value then tarting up the bus station is like polishing a turd, I'm afraid.
See previous comments
Security and waiting room with facilities
Pointless waste of money. Just need reliable bus service. The bus station is just a big bus stop. No need for shops and cafes and fancy entrance. Spend the money on keeping the town centre worth visiting
Please make sure that the improvements are dementia friendly. Eg signage, floor finishes, lighting etc. Some of the artist impressions show floor details such as dark, solid lines which would not be dementia friendly if implemented.
Please look at seating areas in the actual bus stops and think of ways to stop people going in front of others in the queue
Please improve the bus service and costs to travel
Please also consider other energy measures e.g. ASHP/district heat network combined with the superuser sports centre, lighting efficiency, EV buses, EV charging etc.
Please add MORE seating (NOT less), and add a bit of carpet around it. Make it more warm and inviting / relaxing. The hard cold civil obsession with tiling over everything can be really dull and uncomfortable. Make it more like an airport lounge waiting area. Also please keep the cafe open in that bus station. I'm a regular customer and I would like to keep it that way. Please ensure the cafe stays! Some ferns, small palms / indoor plants) inside would look nice, perhaps hanging over the doorways
Please add free toilets and make the disabled ones free. Being disabled we often have to use the bathroom more often.
Not sure cycling and bus use is ideal. Anti e bikes.
None.

No mention of any safe walking route to link up with trains at Huddersfield Railway Station, under this proposal. Why?, as its a key link. I want to be able to access bus tickets out of ticket office hours at the bus station. I want seating to have priority for elderly, disabled and less mobile inside bus station just like buses. I hope that smokers will be prevented from lingering around entrances, as at the moment they're not and is so unhealthy and antisocial.
No amount of bus station "improvements" can compensate for a lack of buses.
No
No
No
Needs more security staff on site. One security working alone is not enough. Anti-social behaviour will still occur regardless of the bus station being upgraded
Need better bus services. Bus journeys need to be quick and frequent to make them an attractive option to taking the car. I live off the A629 in Shelley and bus services are not frequent enough nor direct enough to Huddersfield. I don't want to sit on a bus that diverts off the main route to go around Lepton etc.
N/A
My priorities are safety, and greater accessibility and comfort for the less able and those with children. Bike hire at the bus station would be good for short journeys across town. Your monitoring question on sex is poor - I am female I don't identify. Sex is the protected characteristic in the Equality Act
More information on trains in the bus station and more information on buses in the train station. All about connecting!
More information for buses would be more helpful and getting timetables back out.
Make the toilets free to use.
Let's get value for money. Nice clean bright buildings for our money ie not dull gray walls but nice white bright what will always be accepted. We need to be concerned of anti social behaviour , we do not want another St Peters garden and we need to make way for the future. I would say cycle facilities are possibly needed but again this is hilly terrain and a large part of the population are disadvantaged and in all probability not going to hop on a push bike. We certainly do not need e bikes. This is a waste of money in my opinion. Let's keep it real we are Huddersfield, not London in York. We can be positive about change but realistic also. Let's not waste pennies, kirklees sometimes do things what damage the local economy and waste money Ie St George's Square and not closing the town off to vehicles even further. I would say more plants and bedding areas, trees also nice colourful and bright.
Knock it down and start a fresh as a sticking plaster will not suffice

Keep Motorised Scooters out of any plans you might have for the future of Huddersfield transportation, I have family connections in London where they are trialing Rental of Motorised Scooters, as you may already be aware, people have been run over and killed or have life changing injuries due to idiots renting these and going to fast without any due care and attention. It's a massive accident waiting to happen that Huddersfield can definitely do without. Other than that, your plans are well received. Thank you…
Just fix it up and don't waste money on a full revamp!
just another expensive facelift
just a waste of time lets face it the town is now lawless and the majority stay away
It's OK given the limitations of the site, but some aspects of the proposals require really high quality finishes to make this feel like a nice place to be. This goes for the public space around the bus station as well which need to be first rate. More imagination require regarding some of the retail units and don't forget about the bloody music! Background music has a real impact on how a place feels and whilst this is likely to be out of the scope of this consultation, if it doesn't change, it will ultimately cheapen the experience and lessen the impact of the physical changes.
It's all well and good improving the Travel Centre as long as it has reason to exist. I went in today and asked for bus maps of Huddersfield and Wakefield but they could not provide them. I am wondering if Metro are using the COVID-19 crisis as a means of retirement by stealth of printed maps and timetables. Meanwhile, racks that would otherwise be filled with Metro bus timetables are now solely populated by Team Pennine printed materials. It feels like Transdev are the only operator in West Yorkshire who still see the importance and value of printed publicity.
Is travel by bus to Huddersfield to catch a connecting train, these proposals would not nothing to enhance this.
Information about other modes of transport such as information about live train station departures. This provides a more integrated transport system in Huddersfield.
If you have money fix the entrance to the car park and the lift
If there was more information on how to purchase a ticket and if it was safer for teens
I'm always hopeful and I really hope it contributes to a more vibrant, safer Huddersfield along with the blue print. However I think there are some deep rooted issues, especially in this area, that need to be dealt with at their root/source.
I would use the bus station more if there were buses going direct to places of interest, e.g. Ilkley, Skipton, Bolton Abbey. Currently you have to travel to Leeds to pick up services to these destinations. Why does everything have to revolve around Leeds.
I use it rarely but I feel it's not a beautiful place to visit. I'm not artistic but it could be visually improved. More colourful, some interesting stuff to do or look at whilst waiting. And many more seats for busy routes.
I think the current bus station works well, it does what it says on the tin! It is a bus station. Passengers need toilets, waiting areas and information about buses, and possibly some refreshments, the rest is just frills.
I think it would be a better idea to spend the money on ensuring the buses actually run on time, and that the scheduled buses actually turn up. That would be much better than hoping that your bus turns up, only to find it, and the next one, aren't coming (looking at you, First Buses).

I think it is very good that they contain plans for changing places toilet facilities, I work with people with learning disabilities and when we can we shall start using buses with them.
I often take a train from Huddersfield so it is important for me to have a safe crossing from bus station to train station. Hope plans will take this into account as I get bus into town then walk to station, and vice versa when I return.
I no longer use the bus to travel into work (too slow & expensive), easier to use the train. Current facilities are looking at little drab, but not sure this investment is essential.
I live in Halifax so wouldn't walk or cycle to the bus station but I would come more often for shopping if it was improved.
I hope this comes to fruition
I don't think your giving enough attention to link to train station you don't even mention it in this survey.
I answered neutral to Q19 because there isn't sufficient detail in the published proposals, eg no detail on proposed toilet upgrades, and I don't think most of this work is necessary (or at least not the highest priority for improving the bus passenger's experience). In other areas bus operators have customer service staff present who are able to react to big queues of people for a particular destination when there is disruption etc as seen in the recent C5 documentary series On The Yorkshire Buses. Metro should insist on the main operators doing this at major stations like Huddersfield as a condition of using the station. Providing waste disposal facilities in the layover area such that operators can have staff on-site to litter pick on buses between journeys would be a huge improvement. I don't think that the state of the bus station is the thing that prevents people from wanting to use the buses. The state of the vehicles themselves and the poor timetable/service frequency are much more likely to put people off.
I am a disabled student at the University of Huddersfield, I am entitled to a free bus pass but I dont use the buses unless I have to, I get a relative to drive me in because the bus services are so poor.I want to be independent and use public transport, less cars on the road is better for the environment, but the bus journey to and from Denby Dale is too long and buses infrequent.
How afordebl and where the buses go will also be important. And Making them as fast as comparable car journeys
Having a good relationship with local bars and pubs
Give business rate cuts or spend the money improving the dire Town center that you have let go into ruin.
Get it done quickly!
Free toilets, especially for disabled More seats Temperature better inside
free toilet facilities
For the bicycle park to be useful, I feel the connections to local cycle routes e.g. the bus lane on Meltham road, the cycle lane on the A640 and birkby bradley greenway would need to be improved. At present you would have to get off and walk at various points to reach the bus station. It would also be useful to signpost it from these routes.
Ensure safety of those within and outside the premises. Stop the drug and alcohol use

Decent safe cycle lanes need to be provided to link up with public transport and these cycle lanes must not just be a token gesture of a lane where it fits and then it just vanishes where the road narrows these cycle paths need to actually connect communities and services
Couldn't you have made this survey more clear and to the point?
Car parking facilities definitely should stay. Lift improvement. Better lighting. Paystations which work pricing should be the same on all levels.
Cancel the proposals
Bigger lettering on information boards as my sight is not as good as it was. Increased number of languages used on information to increase access. More audible directions for those with eyesight issues. Better deaf services. Very clear and to the point big graphics. Railings on car park levels to reduce risk of falls, jumps, accidents. Gateway to care signage to hopefully improve safeguarding.
Be brave, innovative and listen.
An easy to use app for bus times.
Already stated as above need more frequent shuttles
Already added in other fields
Again, I don't think the cosmetic changes will offer good value for money.
Adequate seating is important as for buses I catch, they seem be half hourly or even hourly, so I'm often in there for a long period of time
Access onto buses is currently very restricted, I am not sure how these proposal will change this, the numbers of bus stops appears to be the same. All buses should have ramps and space to operate them.
a mask dispenser/type of vending machine would be great
A good bus station also need a good bus service
1) Main access is throgh the subway next to the Baptist Church - That is very frightening place. The proposal doesnt address this and the subway is very off putting. 2) How will the Bus station be safer for women and girls ? Predators hang out at the BS & whilst staff will move them on when requested what's in the proposals to stop them coming in ? The interror sight lines to observe men's bad behaviour is just the same, and they hide behind the pillars. Internal steel girders would remove the pillars which would help. 3) Live bus updates on the exterior is needed but please dont make them tacky! 4) I like the piped music currently in the BS - I do think it has a calming effect! Maybe it could be thought about a little more. 5) The lack of late night busses means it can be an alarming place after 6:30pm. Can busses be routed more closely together later so that you're not stood so far away from staff 6) Please note I do not 'identify' as a female - I am a female. Please remove the use of the term 'identify'.
1 - For a public space of this size, solar panels must be part of the proposed plan. 2 - Installation of charging points for electric vehicles in the car park that is on top of the bus station - say in the first phase install charging points to 10% of the parking bays in the car park 3 - Building any infrastructure to accommodate electric buses - this is a must to ensure future-proofing the site 4 - Charging points for electric taxis in any of the taxi ranks that are outside or next to the bus station - again, this is a must to encourage the taxi drivers to switch to electric vehicles 5 - Direct walking link between the rail station and bus station - under Westage / Trinity Street via a subway or bridge over. Commuters will have a much shorter and after journey

between the 2 stations 6 - Direct walking link between the bus station and Kirklees College - under Castlegate or via a bridge. This will make the journeys between the 2 sites shorter and safer.
.
"Environmentally friendly improvements could include solar panels, a green roof and staff electric vehicle charging" This needs changing to 'will include solar panels, a green roof and staff electric vehicle charging'

Appendix Two

Questions received via YourVoice Q&A

Q&A 1

Is this going to integrated with the rail services and not a disaster like Leeds both a mile apart. See Germany!

Response

Hi there,

Huddersfield Bus Station is 350 metres from Huddersfield Railway Station. The Transforming Huddersfield Bus Station project aims to improve the existing bus station building, so demolition and rebuilding would not be possible within the funding proposed. It will not be possible to move the bus station closer to the railway station. However, the 'Huddersfield Rail Station Connections' scheme does include improvements to Huddersfield Town Centre that will make access easier for people walking to and from the rail station. This is currently out for public consultation and can be viewed via the following link: Huddersfield Rail Station Connections | Your Voice (westyorks-ca.gov.uk). We are also looking to install rail real time information screens in the project's proposals, which will let people in the bus station see live information on the times of trains at Huddersfield.

Yours Sincerely,
The Consultation Team

Q&A 2

To make transport around Calderdale & Kirklees better will a core bus network get included in this plan? Also will you be refurbishing Bradford Interchange bus stn and train station anytime soon?

Response

Hi there,

Thank you for your questions. A core bus network is outside the scope of this scheme as this focuses on the transformation of the bus station building and its surroundings. However, there is a significant piece of work looking into the future of transport in West Yorkshire, which you can view here: www.yourvoice.westyorks-ca.gov.uk/connectivity

In particular, on the 'Connectivity Infrastructure Plan', there is a 'West Yorkshire Strategic Bus Network Review' document from 2020 which has sections on Calderdale and Kirklees from slides 22-45.

Also, the TCF Network Navigation scheme will deliver an improved customer wayfinding and information in Calderdale, Kirklees, Wakefield and Bradford by providing better signposting of the core bus network using colour on bus stops and shelters which coordinate with a series of new maps. This will be similar to the signposting of the core bus network which has been delivered in Leeds.

The scheme is planning to go out to consultation in early 2022 with more details on the offer. I hope this signposting is useful for you.

There was also a consultation on proposals for improvements at Bradford Interchange which you can view via the following link:
https://www.yourvoice.westyorks-ca.gov.uk/bradfordinterchange
There will be further consultation on more detailed designs at a future date, and you can subscribe to stary informed about the project on that web page.

Yours Sincerely,
The Consultation Team

Q&A 3

Is there going to be a road directly in front of the renovated bus station all the way across upperhead row? And Dundas Street will that still be a road?

Response

Hi there,

Thank you for your question. The proposals do not include for the provision of a road directly in front of the enhanced bus station. This area is to be enhanced for use by pedestrians with the provision of a main entrance canopy structure with associated landscaping, including the planting and the provision of seating. Servicing utilising Dundas Street is proposed.

Yours Sincerely,
The Consultation Team

Q&A 4

when i get off a bus with a suitcase i do not want to have to walk the entire length of the bs to bay xyz to get on a coach with my suitcase. also these bays are as far away from the toilets as possible. leave coaches on abc with the built out walkways as at present. they do not cause hardly any congestion also we would like the seats back on abc as soon as possible thankyou old age pensioner

Response

Hi there,

Thank you for your comments. Seating has been temporarily removed from some stands at the bus station in order to reduce crowding during the Covid-19 pandemic. However seating will be restored to these stands when the situation improves.

Regarding the relocation of the coach stands, the aim of this change is to make passengers' movement through the bus station easier. It will move the coach stands away from a particularly crowded area of the bus station, where it is proposed to locate services with a lower frequency or capacity. This will reduce congestion within the bus station at a very busy point where people entering from the Henry Street building arrive into the main building. We will however, give this issue raised further consideration as part of the feedback recieved during the public consultation on proposals for the bus station.

Yours Sincerely,
The Consultation Team

Q&A 5

i agree with putting bigger signs up at the entrances but it's hardly rocket science, could have been done years ago

Response

Hi there,

Thank you for your feedback. Your comments were recorded as part of the public consultation, which will help in the next stage of developing more detailed plans for the bus station.

Yours Sincerely,
The Consultation Team

Q&A 6

Dear sirs,

Bus Station Improvements Have you ever considered making a better connection between the Huddersfield Bus and Rail Station. At the railway station the westbound platform goes under the road near the bus station have you ever considered putting in an exit and lift to connect to the main road We are spending a lot of money making better facilities and as many passengers use both rail and bus connections I believe this idea should be given some thought Whilst watching the Dewsbury consultation I was interrupted and may have missed the point are we retaining the travel centre

Yours sincerely,
[Redacted]

Response

Hi there,

Huddersfield Bus Station is 350 metres from Huddersfield Railway Station. The Huddersfield Bus Station Transformation project aims to improve the bus station, demolition and rebuilding would not be possible within the funding proposed. It will not be possible to move the bus station closer to the railway station. However, there is currently another project which is aiming to improve travelling to and from Huddersfield Rail Station by walking and cycling. Public consultation is live for that project and you can see the proposals by following this link: https://www.yourvoice.westyorks-ca.gov.uk/hudds-access

We are also looking to install rail real time information screens in the project's proposals, which will let people in the bus station see live information of the times of trains at Huddersfield rail station. We have not considered adding an exit or lift for the westbound platform under the main road at this time, any proposal to do so would require detailed conversations with Network Rail and the work itself would likely be cost prohibitive. The travel centre at Huddersfield Bus Station is being retained, although the space it exists in will be altered to accommodate some of the other proposed facilities. The travel centre at Dewsbury Bus Station which was operated by Arriva has been closed for some time and there are currently no plans to reintroduce one. Tickets and bus information will be available through ticket vending machines and there will be a continued staff presence to assist customers in purchasing their tickets. Real-time information on bus services will also be improved as part of this scheme.

Yours Sincerely,
The Consultation Team

Q&A 7

get rid of that booming hectoring voice which we are all sick and tired of

Response

Hi there,

Thank you for your feedback on your experiences of Huddersfield Bus Station. Your comment has been recorded as part of the consultation feedback and will be considered by the project team, which will help in the next stage of developing more detailed plans for the bus station.

Yours Sincerely,
The Consultation Team

Appendix Three

Emails received and responses provided

Email 1

Regarding the plans for the revamp of Huddersfield Bus Station.

Would it be possible (under the new funding scheme for Huddersfield l) to be really radical and position the bus and train station closely together. So that (as in Switzerland for example) the transport hubs are fully integrated. Even if it means an underground solution? This could be great for concourse food outlets/ shopping etc.

If you look at Bern Station as just one example of a ‘destination’ in itself- not just a passing through.

For myself- this would really encourage my uptake of public transport. The fact that I could carry my case and business files etc from bus to train without getting soaking wet/freezing cold would be a massive bonus. Also from a lone traveller safety perspective to have a populated concourse would be terrific.

Response

Hi there,

Thank you for your suggestions, they were recorded as part of the public consultation on these proposals. Unfortunately, it will not be possible to relocate the bus station to the be closer to the railway station. The possibility of a full demolition and reconstruction of the bus station was examined at an earlier stage of the project and found to be unachievable given the limited funding available to this project.

However, the Huddersfield Stations Gateway programme does include improvements to Huddersfield Town Centre that will make access easier for people walking between the rail station and the bus station which will be put out for public consultation this Autumn. We are also reviewing the inclusion of rail real time information screens in the project, which will let people in the bus station see live train information.

Yours Sincerely,
The Consultation Team

Email 2

Hello, Under the bus station is a unused railway tunnel, once used for the Penistone Line, This tunnel could be rebuilt to give access between the Railway Station and the Bus Station, giving a direct link for passengers rather than the awkward above ground route at present in use. Thank You

Response

Hi there,

Thank you for your suggestion, which was recorded as part of the public consultation feedback. We are aware of two railway tunnels under the bus station. However, both of these tunnels are in use, for both the Huddersfield Line and the Penistone Line, so there is no opportunity to open them to the public.

However, the Huddersfield Stations Gateway programme does include improvements to Huddersfield Town Centre that will make access easier for people walking between the rail station and the bus station which will be put out for public consultation this Autumn. We are also reviewing the inclusion of rail real time information screens in the project, which will let people in the bus station see live train information.

Yours Sincerely,
The Consultation Team

Email 3

Good Morning

I have been looking at the plans for the revised bus station in Huddersfield which in all honesty doesn't seem the best use of my money and am particularly interested in the provision of additional cycling facilities.

I'm not sure how familiar you are with Huddersfield but as a cyclist I give you plenty of evidence of money wasted on cycle schemes such as ridiculous cycle lanes in the town centre or unusable ones on major roads that are full of potholes and have random endings ejecting you back into traffic. I really don't want anymore of my tax wasted when there are so many better spending priorities.

I can see the sense of having cycling facilities at railway stations and would support these. However I have yet to make a journey by a cycle/bus combination nor have I met anyone who has done so. If the facilities are intended for cyclists visiting the town and not using the bus station it would be much better to have many smaller secure points around the Town Centre.

Given these concerns could you tell me

The cost in the overall total of providing these additional cycle facilities

What research on potential usage have you done

How many users do you expect annually and how these are divided between cyclists visiting the Town Centre and those making combined bus/cycle journeys.

Finally one other question. Given the increased space now available on buses due to disability requirements are there any thoughts as to allowing the carriage of bicycles on buses subject to space not being required by other users.

Kind Regards
[Redacted]

Response

Hi there,

Thank you for your patience while we sourced responses and apologies for the delay. Your comments were recorded as part of the feedback gathered during the public consultation. The money for this scheme has been allocated to the West Yorkshire Combined Authority from Central Government for proposed improvements to the bus station building and its surroundings. While there are other schemes improving travel in and around Huddersfield, the funding for this scheme cannot be spend on other priorities (such as for example, road maintenance).

The delivery of cycle facilities forms part of the wider strategy across Huddersfield and is not aimed at being for the sole use of bus users. Indeed facilities at this location can be utilised by visitors to Macauley Square and the wider Civic Quarter. The delivery of cycle parking is a key strand if the Government's Gear Change ambitions which set out a vison for cycling and walking, in order to enable a step change in the use of these modes of transport.

Given the concept nature of the designs at the consultation stage the costs for the scheme are not fully known at this time and as such it is not possible to give detailed breakdown of each of the individual aspects. These will be worked through in further detail following comments and feedback from the consultation exercise and work with partners to develop more detailed proposals. The level of use is again not known as the exact type and quantity of cycle provision has not been confirmed. As noted above however, this provision is not solely for the use of those making combined bus/cycle journeys. The facilities are part of the enhanced provision across the whole of the Town Centre that will promote the use of cycling as a realistic means of travel.

Regarding your suggestion for allowing the carrying of bikes on busses subject to space not being required by disabled bus passengers, this would not be a feasible at present as the space always needs to be available for disabled bus passengers should they need to use it, meaning it cannot be offered to passengers with bicycles even if the space is not being used by disabled passengers at that time. However, fold-away bicycles are permitted for people travelling by bus.

Yours Sincerely,
The Consultation Team
Email 4

Thanks for this- just a few thoughts on the webinar I have highlighted in bold those bits where I would like an answer.

Firstly I am afraid having worked in the public sector I have been involved in numerous 'public consultations' which are in fact nothing of the sort. I will offer now to give £10 to a charity of your choice to each material alteration that will be made as a result of this exercise.

Secondly I know how to pull these bids together- so we get cycle provision which presumably scores in evaluations, whether there is a need or not. Bus Station Modernisation seems to be the WYCA thing at the moment so why shouldn't Huddersfield have some of the money-even if it is adequate at the moment.

I think in our hearts we all know that this work will not generate any additional passenger journeys. I would suggest bus usage is hindered by factors such as fragmentation of ownership, the 'nutter on the bus' factor compounded by fears about catching COVID, high levels of car ownership, high fares particularly when compared with the marginal cost of car travel and unreliability. As an example I went to watch York City play yesterday- the 10 min frequency bus service in York was actually a 20 minute wait for two buses to turn up at once, whilst my bus home from Huddersfield Bus Station was cancelled with a 15 minute wait for the next bus.

There is on top of this breath taking levels of public sector hypocrisy around Climate Change. Thus Kirklees Council can declare a Climate Emergency in 2019 and then funded by WYCA cut down 126 mature trees along the A629 to speed up motorists journey times. We criticise the Fashion industry for having a throw-away culture yet seem to have a 'disposable bus station' culture within WYCA

Finally my thoughts on the webinar to which I presume you have access to the recording.

Firstly I had the impression that I was the only member of the public who had bothered to log on- other than various project officials

How many members of the public took part in Friday's webinar?

My second issue is the chairing by [Redacted – identifies individual]. Unfortunately rather than asking them as submitted he chose to interpret them himself. This undoubtedly made them less hostile but meant they often weren't asked as I submitted. So question 5 became a general question on feedback. The reason I asked this question was because Facebook Comments had been overwhelmingly hostile to the proposals- so I will try again

What difference will public feedback make to your plans. Has that given so far resulted in any changes

Thirdly the Huddersfield Blueprint question. I believe [Redacted – identifies individual] said on the call that the bus station proposal was included in the picture in the Civic Quarter of the Blueprint. I may have got this wrong - but looking at the picture it is clearly the existing bus station without all the canopies and entrances proposed. This would indicate that the Bus Station was not an issue in the Huddersfield Blueprint and that this work is being done purely because funding has been made available

Why does the picture in the Huddersfield Blueprint show the existing bus station configuration

I wanted to know in q3 about the electric charging points for staff vehicles clearly shown as item 11 in the plans. The Bus Station Manager said these were not for staff use but were intended for use by the electric vehicles owned by Metro

Please could the documentation be amended to correct this

I got no answer around the Carbon emissions generated by this unnecessary work. I would have particular concerns about the apparent use of wood in the design

How much wood is used in the rebuild and where is it sourced from

I understand from the webinar that this money is ringfenced and can only be used on certain items but I presume my suggestions of expanding both bus shelters and GPS systems which we be of direct benefit could be funded as Capital Expenditure from the WYCA pot

Please can you confirm if this is the case

Finally you will be pleased to know Kirklees have a record of wasting money on unusable cycling provision. I cycled from the Town Centre to Leeds Road Playing Fields on the A62 'cycle lane' on Thursday and would pay good money to see a team of Kirklees and WYCA planners try to use it! There was some waffle in the webinar about E Bikes and seating

I am a keen cyclist but have never done a combined bus/cycle journey neither do I know anyone who has. The cycle provision is not in the Town Centre- who do you think will be using it

Thanks for your help- life is so much easier if you don't ask the public for their comments!

Kind Regards
[Redacted]

Response

Hi there,

Thank you for submitting questions at the recent 'Q&A' webinar supporting the Huddersfield Bus Station consultation on Friday 03 September. We're sorry to hear that you weren't satisfied with the session; the purpose of the facilitator summarising questions received is to group similar questions together and help panel members get through all queries during the session, and we apologise if you feel the meaning of your questions was misinterpreted. We have worked with multiple teams to source responses to the queries in your email (which you highlighted in bold) below:

How many members of the public took part in Friday's webinar?

Besides nine people who were present to facilitate the session, present, or act as panel members, there were seven members of the public and one member of WYCA staff who attended the webinar. Other members of the public registered for the webinar but did not attend.

What difference will public feedback make to your plans. Has that given so far resulted in any changes

The project team carried out early engagement with key stakeholder groups such as accessibility groups, bus station operators and tenants, and elected ward members, to identify key priorities and issues, which have informed the current proposals. The public consultation for these proposals closed on Sunday 12th of September, 2021. Feedback through the consultation survey and correspondence is being analysed and key themes identified which will inform the development of detailed designs. Analysis of the feedback given through the public consultation is ongoing at present. One example of feedback being incorporated into the design is the inclusion of a fully accessible ‘Changing Places’ toilet facility, which was given very strong support by accessibility groups.

Why does the picture in the Huddersfield Blueprint show the existing bus station configuration

As mentioned during the webinar, Huddersfield Bus Station features in the 'Civic Quarter' section of the 'Huddersfield Blueprint' ten-year vision to create a thriving, modern-day town centre. While the image used is an older artist's impression, it indicates the ambition to include a canopy structure and improve public space to improve access for people using services in the area. You can see the image here: https://www.kirklees.gov.uk/beta/huddersfield-blueprint/key-areas/the-civic-quarter.aspx

Please could the documentation be amended to correct this [that proposed electric vehicle charging is for vehicles owned by Metro]

Thank you for your suggestion here. The bus station manager was correct that the electric vehicle charging points will be for the use of Metro-owned vehicles, but having consulted with the project team, they may also be used by bus station staff members' vehicles and/or contractors' vehicles.

How much wood is used in the rebuild and where is it sourced from

The current proposals utilise approximately 181.5 m3 and it will be sourced from sustainable sources. Timber is one option and hasn't been selected at this stage, materials and their specification will be determined during the future design stages.

It is also worth noting that In the Detailed Design Stage the design team will be exploring many avenues of environmentally friendly measures which could be incorporated into the scheme, including:

Use of "low carbon materials" such as:
o Locally sourced materials
o Materials with low embodied energy
o Materials which are sustainably produced and a have "Green Credentials"
o We also look to recycle materials where possible.
• Creating a building which uses less resources whilst in operation utilising:
o Energy efficient lighting – LEDs
o Energy efficient - Air Source Heat Pumps
• Sustainable power generation through the implementation of photo voltaic panels.

Please can you confirm if this is the case [suggestions of expanding both bus shelters and GPS systems which we be of direct benefit could be funded as Capital Expenditure from the WYCA pot]

As explained at the webinar the Huddersfield Bus station scheme is one scheme of 35 across the region. There are a number of other schemes across the TCF programme that will be improving public transport infrastructure along key corridors between our towns and cities including within Kirklees. These schemes will provide improvements to bus stops and shelters as well as improving the waiting environment and access to the bus network for users (e.g through additional crossing points and improved/widened footways). In addition, there is a West Yorkshire wide scheme called 'Network Navigation' which will deliver improved bus shelters, stops, on street information including additional Real Time Information (GPS) screens along Core and Strategic bus routes.

I am a keen cyclist but have never done a combined bus/cycle journey neither do I know anyone who has. The cycle provision is not in the Town Centre- who do you think will be using it

The delivery of cycle facilities forms part of the wider strategy across Huddersfield and is not aimed at being for the sole use of bus users. Facilities at this location can be utilised by visitors to Macauley Square and the wider Civic Quarter. The delivery of cycle parking is also a key strand in the Government's Gear Change ambitions which set out a vison for cycling and walking, in order to enable a step change in the use of these modes of transport. As noted above however, this provision is not solely for the use of those using the bus station. The facilities are part of the enhanced provision across the whole of the Town Centre that will promote the use of cycling as a realistic means of travel. Some responses to the survey noted they travel to the bus station by bike and the intension is by providing improved facilities it will encourage more users to do the same.

Thank you again for your questions and we hope these responses are helpful.

Yours Sincerely,
The Consultation Team

Email 5 - Action for Yorkshire Transport

To WYCA Your Voice,

Action for Yorkshire Transport has the following comments on both these consultations, with some suggestions in bold.

Dewsbury
The proposed improvements to Dewsbury bus station will complement other schemes for the regeneration of Dewsbury town centre and we welcome these proposals. New treatments to both the exterior and interior of the building will improve its present rather utilitarian appearance and the improved entrances will be more welcoming to users of the bus station.
Contributing significantly to this will be the glazed atrium roof between the South Street and Aldams Road entrances. More natural light will greatly enhance this space.
The proposed improvements to the crossings which enable access from Aldams Road and South Street are welcome.

South Street is on the walking route to and from the railway station and we would like to see better waymarking, both along the route and within the bus and rail stations. We suggest a pedestrian crossing to connect Southgate and Wellington Street at the top of Old Westgate and Daisy Hill would also improve this walking route.

Other welcome proposed improvements to the bus station include the Changing Places facility on the concourse and improvements to the bus stands, including real time information at bus bays and on the concourse. We welcome the proposed installation of solar panels to the roof, to improve the energy efficiency of the bus station. Such measures will become important in the drive to reduce carbon emissions.

Huddersfield
We welcome the proposals to improve Huddersfield Bus Station. The internal and external enhancements will make the facility more attractive to users. The proposed new canopy at the main entrance will soften the somewhat brutal appearance of the entrance area, which results in part from the multi-storey car park above the bus station. The addition of better landscaping and planters will add to this improvement. The addition of the canopy also includes an area for sheltered cycle storage which will make cycling to the bus station a more attractive option.

Internally, upgrades to seating, flooring, the ceiling treatments and signage will enhance the overall experience and we welcome additional space for people with accessibility requirements. Additionally, the enhancements to shop fronts and the travel centre will refresh the look and feel of the bus station and the new Changing Places facility will bring about welcome improvements for people with disabilities and those needing baby change facilities.

We welcome the proposed improvements to the Henry Street end of the bus station, which include an enlarged entrance and a new canopy, allowing more natural light. Proposed safety enhancements include separation of buses from other traffic and extension of the existing barrier to prevent pedestrians crossing at unsafe locations and direct them to the designated entrance. The current ‘unsafe’ routes used by pedestrians however are desire lines in effect and reflect the detour involved for some if using the official route.

We urge that attention be given to effective way marking between the bus and rail stations.

Thanks, [Redacted]
Action for Yorkshire Transport
http://actionforyorkshiretransport.org.uk/

Response

Hi there,

Thank you again for your comments on the Huddersfield Bus Station project, which we wanted to follow up on. We are glad you are generally supportive of the proposed project. The pedestrian desire lines across Henry Street have been identified as being unsafe, we are seeking to improve safety and encourage pedestrians to use the designated road crossing point. We are also aiming to prevent the public entering the bus apron & operational area for their safety.

Yours Sincerely,
The Huddersfield Bus Station Project Team

End of Report

Appendix 2 | You Said, We Did

Transforming Huddersfield Bus Station

You Said, We Did

Kit Bennett / July 2022

Introduction

This document has been produced to provide information for participants in stakeholder engagement events for the Transforming Huddersfield Bus Station project. The document contains tables of issues that have been raised during the public consultation on the project and in previous engagement events along with West Yorkshire Combined Authority's response to the issues.

The tables are grouped into categories of issues. The following categories are included:

- Accessibility
- Appearance
- Bus Stand Flexibility and Capacity
- Facilities
- Safety and Security
- Sustainability

Consultation and Engagement

Public consultation

The public consultation on theTransforming Huddersfield Bus Station Transformation project took place between 29 July and 12 September 2021, with 280 people taking part. Overall, the results of the consultation were positive for the project, with 64% of respondents agreeing that the proposals were good or very good. This shows the proposals are regarded as a significant improvement compared with the current state of the bus station, which only 25% of respondents were satisfied, or very satisfied with.

The most commonly cited reasons for not using the Bus Station among consultation respondents were not finding the waiting facilities comfortable, not finding the station attractive, not feeling safe using the bus station for example due to anti-social behaviour and finding the bus station too noisy.

The features regarded as most important in the Bus Station by respondents were security, availability of travel information and tickets, toilets, safety (for example from moving buses) and ease of access when getting on and off buses.

The features of the bus station that caused most dissatisfaction were the appearance and quality of the building interior, environmentally friendly features, toilets, waiting areas and the appearance and quality of the building exterior.

Respondents to the consultation had the opportunity to write in any other comments they wanted to raise. Issues raised in this way included the need for better connectivity with the wider area and concerns about accessibility including the availability of seating.

Engagement

Through the development of the Outline Business Case (OBC) stage of the project the project team have held a number of engagement events. These include meetings with Kirklees Cabinet members, West Yorkshire Combined Authority Transport Committee members and Ward Councillors from Newsome, the ward the Bus Station is located in. There were also engagement meetings with bus operators and a workshop with representatives of groups interested in accessibility issues.

Accessibility

You Said	We Did
Ease of access when getting on and off buses is important	Further design work is underway to improve the accessibility of the bus stands for people with disabilities. An accessibility consultant will be appointed at the next stage to ensure the improvement of accessibility all around Huddersfield Bus Station. We will consider the Department for Transport Inclusive Mobility guidance as we continue to develop the designs.
The bus station is uncomfortable, crowded and inaccessible	The concourse will be decluttered and easier to walk through. The Henry Street building is proposed to be widened at its narrow points. Accessibility will be improved by the installation of wayfinding lines to the departure doors and new head of queue signs with audio. Where gradients at the main entrance and the Henry Street building are currently steeper than new accessibility guidelines recommend, the floor is proposed to be reduced to the correct gradients. Consideration is being given to installing seating where there currently is none, so that people with reduced mobility can rest as they move through the Bus Station. There will be new seating which will offer users a more comfortable place to sit while they wait.
The steps in Macaulay square are uneven in height and difficult to use for people with a disability	Amendments to the wider Macaulay Square are not within the scope of this project.
The entrance canopy could make access to the bus station more difficult, particularly for those with mobility issues	Careful consideration has been made to access and inclusivity. Level access will be maintained with additional signage to improve wayfinding. The type and location of planting and seating will be given careful consideration at detailed design to promote fully inclusive access.
A Changing Places facility is needed	A fully accessible Changing Places toilet is included in the project. The project will also include an improved baby changing facility and disabled toilet.
A contrasting colour should be used on the pillars so people with visual impairments can identify them	This will be incorporated in the design at the detailed design stage.
Seating should be more accessible for people with disabilities and priority seating should be available	Additional seating will be made available so that people with limited mobility have more opportunities to sit. The type of seating will be reviewed in detail at the next design stage, and his will include consideration of how it could be made more accessible.

The visibility of glass walls and doors is important for people with a visual impairment	A design for manifestations on glass doors and walls will be done at the next design stage.

Appearance

You Said	We Did
The Bus Station is not an attractive building to use/ not satisfied with the appearance of the building interior/exterior	The Bus Station will be fully refurbished, with all the interior finishes to the walls, floors and ceiling proposed to be replaced and improved. The exterior of the Bus Station will also be improved with new materials. The area outside of the Bus Station will be improved with the construction of a new canopy and improvements to the public space on Upperhead Row and Macaulay Square.
Improve availability of both bus and rail timetables and signage for the Rail Station.	Real time information screens showing train times forHuddersfield Rail Station will be installed. We will explore how signage can be improved at the next design stage.

Bus Stand Flexibility and Capacity

You Said	We Did
Itis good to retain the current amount of bus stands	We are reviewing options for the stand design that aim to balance capacity with accessibility.Further engagement with interested parties will be carried out before a conclusion is reached.
The bus stand design should cater to smaller bus types such as the Mellor Strata	We are reviewing options for the stand design that aim to balance capacity with accessibility.Further engagement with interested parties will be carried out before a conclusion is reached.

Facilities

You Said	We Did
I don't find the waiting facilities comfortable	The project will include new seating at each stand and a new seating area at the south end of the bus station.
I find the bus station too noisy	An assessment of noise levels is proposed at the next stage, and we will consider what can be done to as part of the detailed design. We will be adding a quiet room for people with additional needs who may find the environment overwhelming.
Availability of travel information and tickets is important	The travel centre will be refurbished and modernised as part of this project. While the number of counters at the travel centre will be reduced, the number of staff will remain the same. This will allow some members of the customer service team to provide information and assistance throughout the Bus Station.
Toilets need improvement / should be free	Charging for toilet facilities funds maintenance of the Bus Station and deters anti-social behaviour. There will be the addition of a Changing Places facility and a new disabled toilet.
The current office space at the Bus Station would be an ideal location for health facilities, / convenience or grocery shop / coffee shop / transport or tourist information services / food or drink providers / security or police services	The end use of Kirklees Council's units are not part of this project, however a future health use is being considered. There is currently a café, bakery, newsagents and vending machines in the Bus Station.There is also a travel centre at the providing bus service information. Rail real time information screens are proposed to be installed, which will provide information about train departures at Huddersfield Rail Station. Security guards are present at the Bus Station. A Police Community Support Officer also regularly patrols. We are planning to upgrade the field of view of some of the CCTV cameras and will look into further ways to improve security and policing at during the next design stage.
Include public art, play facilities, or pop up stalls in the public space in Macaulay Square	The future use of the wider Macaulay Square area is not part of this project at this time.
There should be more planting and trees outside the Bus Station	The design of the project includes more planting outside the Bus Station.
There should be more seating outside the Bus Station	More seating outside the Bus Station is included in the design of the project.
A drinking fountain should be provided	The provision of a drinking fountain has been considered. We will explore the addition of a water fountain at the next design stage.
Free wi-fi should be provided	Free wi-fi was available at the Bus Station but was turned off due to anti-social behaviour.

	This was done to prevent groups of people congregating at the entrances.

Safety and Security

You Said	We Did
I don't feel safe using the Bus Station (e.g., anti-social behaviour)	Some of the CCTV cameras will be upgraded to have a wider field of view. The Bus Station Manager's Office will be relocated and upgraded to give the Bus Station Manager a view over the concourse. Images from the bus station's CCTV cameras are now shared with the police. There is also further engagement planned on how to reduce antisocial behaviour and improve safety. Considerations will also be given through landscape design. There will also be further engagement to reduce antisocial behavior and improve safety.
Safety (e.g., around moving buses) should be made a priority at the Bus Station	The fence on the traffic island at Henry Street will be increased in height and length to prevent people crossing the bus alighting lane. New safety barriers on the departure stands will be installed to prevent people accessing the bus operational area. There will also be further review of the feasibility introducing a gate on Henry Street to prevent vehicle or pedestrian infringements into the bus operational area.
Security in the stairwells should be improved	All three interior stairwells will be refurbished with enhanced lighting and improved finishes.

Sustainability

You Said	We Did
Environmentally friendly measures (e.g., solar panels) are needed	The project will include solar panels and an air source heat pump to reduce the carbon footprint of the Bus Station. There will also be improvements to landscaping for varied biodiversity and a section of green roof on the entrance canopy.
Electric bus charging facilities or future proofing should be included	Currently available information and engagement with bus operators does not indicate there is a demand for electric bus charging facilities at bus stations.Buses are often charged overnight at bus depots instead of being charged at bus stations. Future proofing in the form of ductwork will be provided. Electric vehicle charging for staff and maintenance vehicles is being included.
Publicly accessible electric vehicle chargers should be made available	The provision of publicly accessible electric vehicle charging points is not part of this project as there is no public parking within the boundary of this project.
Better connectivity with the surrounding area and other forms of transport are needed	Secure cycle parking will be included in the cycle hub that will be provided under the new entrance canopy. New rail real time information screens will provide information on onward travel by train. Kirklees Council are delivering another project to improve walking and cycling access between the Bus Station and Rail station. The canopy will also provide a covered link to the cycle hub and the taxi rank.

It is important to note that there will be future opportunities for the public to see the developed designs and provide feedback. There will also be further engagement on these developments with the stakeholders/ specialist groups during the detailed design stage. This continued feedback from the public is vital in providing a bus station that all users can be happy with.

Find out more

westyorks-ca.gov.uk

West Yorkshire Combined Authority

Wellington House

40-50 Wellington Street

Leeds

LS1 2DE

kirklees.gov.uk

Kirklees Council

Huddersfield Customer Service Centre

PO Box 1720

Huddersfield

HD1 9EL

All information correct at time of writing

Appendix 3 | Pre-Application Written Advice (LPA ref. 2022/21183)

Dear Mr Pennington,

Re: Pre application 2022/21183 for the redevelopment of Huddersfield Bus Station, Upperhead Row, Huddersfield, HD1 2JN

Thank you for your request for pre-application advice on the above proposal. This response is based on your pre-application submission, details held by the Council and internal Council Consultation responses.

1. Summary of your proposal

The enquiry is for the redevelopment of the Huddersfield Bus Station. You have submitted a detailed set of plans and elevations alongside an ecological assessment and arboricultural impact assessment. In summary, the proposed scheme aims to enhance the appearance of the bus station, improve accessibility within the bus station and also to the town centre, as well as boosting pedestrian and cycle access to the site. and refurbish the internal building to a higher standard. The external building design includes creation of a new canopy at the eastern side, under which a new cycle hub is proposed to be installed adjacent to the southern end of the eastern elevation. The proposed scheme also includes opportunities to improve the energy efficiency on site. The Proposed Scheme is composed of the following:

- Full refurbishment of the concourse, including replacement of finishes and new seating, fixtures and fittings;
- Reconfiguration / refurbishment of internal spaces, including the following:
    - Reconfigured and refurbished travel centre to provide additional space for new facilities; Addition of changing places facility;
    - New baby change and disabled WC and store; New manager and customer care offices; and
    - Decluttering the concourse and addressing pinch points/ areas of congestion;
    - Extension by 156 m^2 at the ground floor of the west elevation to align with the overhanging car parking structure above;
    - Improved accessibility features, including proposed resources such as wayfinding and audio-visual aids;
    - Apron reconfiguration and operational safety improvements;
    - Alighting lane / Henry Street improvements;
    - New entrance canopy with public realm beneath;
    - New cycle hub / waiting area beneath the canopy;
    - Shop front and apron screens / doors replacement and enhancing the front fa9ade beneath the new canopy, including the following:

- Retail unit frontages renewed an Replacement of doors in the facade;
- Replacement of vents/windows at the top of the ground flood wall;
- Cladding over brick wall where cracked (proposed material: cement fibre cladding panels);
- Replacement of office frontage;
- Replacement of main entrance doors; and
- Erection of bus station signage on the frontage at all main entrance doors;
- Formalised contractor car parking in the southwest of the Site;

- Henry Street alighting building refurbishment, including new entrance canopy, screens, increased glazing, new cladding, and new roof;
- Incorporation of renewables and carbon mitigation measures, including the following: Air source heat pump;
- Area of green roof on the entrance canopy; Solar panels on the entrance canopy;
- Staff electric vehicle charging; and Additional landscaping; and
- Improved area of public realm under the car park ramps.

A meeting was held between Callum Harrison (Case Officer) and the agent on 5th December 2022.

2. The Site

The proposal relates to the Huddersfield Bus Station site, which is to the western part of Huddersfield Town Centre, adjacent to and just inside the ring road. The railway line runs underneath the western part of the site. The site is also set adjacent to, but outside of the Huddersfield Town Centre Conservation Area.

The existing building was erected circa 1960 and is a typical 'brutalism' structure. It consists of the bus station on the ground floor with six levels of car parking above. It also has shop frontages at the ground floor on the eastern elevation, with the bus bays set to the western elevation. The car park is accessed via ramps to the north. The site benefit from public realm, establish street trees and a tunnel like pedestrian access set to the north.

3. Relevant Planning History

99/92574 - Erection Of Extensions And Alterations To Existing Bus Station Concourse And Alterations To Access – Approved

There are number of minor applications specifically related to the retail units within the front of the bus station only. Further information can be given to the enquirer on these applications if necessary.

4. Land Allocation and Relevant Planning Policies

The site is set within the Huddersfield Town Centre. However, it is not set within the Primary Shopping Area nor on a primary or secondary shop frontage as allocated on the Local Plan.

The Local Plan can be viewed under the 'Planning Policy' section of the Kirklees Planning and development website: https://www.kirklees.gov.uk/beta/planning-and-development.aspx

The National Planning Policy Framework (NPPF) 2021 can be viewed at:- https://www.gov.uk/guidance/national-planning-policy-framework/updatesuk)

Below is a list of the relevant policies of the KLP to your proposal, along with a short summary of the policy.

LP1 - Presumption in favour of sustainable development - *the council will take a positive approach that reflects the presumption in favour of sustainable development contained in the NPPF. Proposals that accord with the policies in the KLP will be approved without delay, unless material considerations indicate otherwise.*

LP2 - Place shaping - *All development proposals should seek to build on the strengths, opportunities and help address challenges identified in the KLP.*

LP4 – Providing Infrastructure - *The council will work with partners to bring forward the necessary and proportionate essential and desirable infrastructure that is required in order to deliver the spatial strategy as set out in the Local Plan.*

LP13 – Town Centre Uses - *Main town centre uses which are appropriate in scale, help to retain an existing centre's market share, and enhance the experience of those visiting the centre and the businesses which operate in that centre will be supported… All proposals shall be inclusive for all users, and be attractive to pedestrians, cyclists, and public transport users. They shall also conserve and enhance the local character, heritage, green spaces and the public realm where appropriate.*

LP19 – Strategic Infrastructure Network - *The ability to move goods and people is particularly important given the district's strategic position on the national motorway and rail networks, its links with regional facilities such as airports/ports and its central position between the Leeds, Sheffield and Manchester City regions. This gives the district a distinct locational advantage. Efficient access for goods and services is also a key factor in supporting the vitality of urban areas. The aim is to achieve a balanced and integrated transport network which makes the most efficient and effective use of road, rail and public transport.*

LP20 – Sustainable Transport - *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, cycling and walking and in the case of new residential development is located close to local facilities or incorporates opportunities for day to day activities on site and will accept that variations in opportunity for this will vary between larger and smaller settlements in the area.*

LP21 - Highways and access - *proposals should demonstrate that they can accommodate sustainable modes of transport and be accessed effectively and safely by all users. Furthermore, development will normally be permitted where safe and suitable access to the site can be achieved.*

LP24 - Design - *Good design should be at the core of all proposals and should be considered at the outset of the development process. Proposals should promote good design by ensuring that, amongst other things, the form, scale, layout and details of development respects and enhances the character of the townscape, heritage assets and landscape; provide a high standard of amenity for future and neighbouring occupiers; provide charging points to encourage the use of electric and low emission vehicles etc.*

LP28 – Drainage - *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.*

LP30 – Biodiversity and Geodiversity - *The council will seek to protect and enhance the biodiversity and geodiversity of Kirklees, including the range of international, national and locally designated wildlife and geological sites, Habitats and Species of Principal Importance and the Kirklees Wildlife Habitat Network.*

LP32 – Landscape - *Proposals should be designed to take into account and seek to enhance the landscape character.*

LP35 – Historic Environment - *Development proposals affecting a designated heritage asset (or an archaeological site of national importance) should preserve or enhance the significance of the asset.*

LP51 - Local Air Quality - *Development will be expected to demonstrate that it is not likely to result, directly or indirectly, in an increase in air pollution which would have an unacceptable impact on the natural and built environment or to people.*

LP52 - Protection and improvement of environmental quality - *Proposals which have the potential to increase pollution must be accompanied by evidence to show the impacts have been evaluated and measures have been incorporated to prevent/reduce pollution.*

National Planning Policy (NPPF):
Below is a list of the relevant chapters of the NPPF, along with a short summary of the chapters.

Chapter 2 - Achieving sustainable development - *The purpose of the planning system is to contribute to the achievement of sustainable development… achieving sustainable development means that the planning system has three overarching objectives, which are interdependent. These are economic, social and environmental objectives, as identified in paragraph 8 of the NPPF.*

Chapter 4 - Decision-making - *This highlights the importance of early engagement (pre-application discussions) as this has the potential to improve the efficiency and*

effectiveness of the planning system for all parties (paragraph 39 of the NPPF). It highlights the importance of submitting the right information with any subsequent planning application, particularly where formal assessments are required (paragraph 43 of the NPPF).

Chapter 8 – Promoting Healthy and Safe Communities - *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;.*

Chapter 9 – Promoting Sustainable Transport - *Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.*

Chapter 12 - Achieving well-designed places - *The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. A list of what planning policies and decision should ensure is set out at paragraph 127 of the NPPF.*

Chapter 14 - Meeting the challenge of climate change, flooding and costal change - *the planning system should support the transition to a low carbon future.*

Chapter 15 – Conserving and enhancing the natural environment - *Planning policies and decisions should contribute to and enhance the natural and local environment by recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland.*

Chapter 16 – Conserving and enhancing the natural environment - *When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be).*

5. Consultations

As part of the pre application advice service we have consulted the following internal consultees who would be part of the decision making process should and application be received. A summary of the comments received in relation to your pre-application enquiry are as follows:-

KC Highways – Comments yet to be received. Highways comments will be sent on in full to the agent when received.

KC Designing Out Crime (West Yorkshire Police) – Generally support but raised some slight concerns about the design.

KC Lead Local Flood Authority – Mostly informative comments received, no objections raised.

KC Conservation and Design – Broadly satisfied by the proposed designs, informative comments given.

KC Environmental Health – No objections, informative comments given with relation to potential conditions on any future application and approval.

KC Trees – Raised substantive concern with the proposed development, amendments would be needed to any future application.

KC Waste – Mostly informative comments received, no objections raised.

KC Public Health – no objections.

6. Relevant Planning Matters

6.1 Principle of Development

Public Transport Improvements / Sustainable Transport in the Town Centre

The enquiry site is the existing bus station. This proposal will not change the use but redeveloped the existing building, thus, the principle of development can be considered acceptable in the town centre with regard to Local Plan Policy LP13.

The proposed scheme would be to provide more attractive bus station facilities for customers. Local Plan Policy LP20 states '*Proposals should include measures to encourage the use of sustainable travel options, including public transport.'* The development outlines would improve transport links and provision within Huddersfield. The improvement the bus, which is the largest in Kirklees and has strong connectivity to neighbouring towns and cities, would give further priority to public transport which supports the district's economy and climate emergency focuses. The principle of development also accords with Local Plan Policy LP20 and Chapters 9 and 14 of the NPPF given the focus is on public transport.
Policy LP20 also states that proposals should see *"to improve areas with low levels of air quality".* The Proposed Scheme would be an air quality mitigation measure as set out in the WYLES Air Quality and Emissions Technical Planning Guidance, as such, it also directly accords with LP20 on this front also.

Conclusion

Given the above, proposal is for public transport improvement, the proposed development can be considered to be sustainable development as per Local Plan policy LP2. The development would better the existing sustainable transport connections throughout Kirklees and the wider West Yorkshire region. Therefore,

if the application were to come forward as a full application, the principle of development of the scheme would likely be supported.

6.2 Impact on Visual Amenity

Heritage

In respect to heritage, the ramps which access and exist the car park upper floors, along with the northernmost tunnelled pedestrian access to the bus station, sit directly adjacent, but not within, the Huddersfield Town Centre Conservation Area. The main part of the bus station building is however set 60m away from the conservation area boundary, with a car park and buildings, notably a supermarket, in between. The site is not in the immediate setting of any Listed Buildings, there are however several Listed Buildings located closeby on Macaulay Street, Grade II The Plumbers Arms and No.4 Macaulay Street, and Dundas Street, Grade II Plantation House and Grade II 5-9 Dundas Street. With regard to heritage policy, Local Plan Policy LP35 states that 'Development proposals affecting a designated heritage asset (or an archaeological site of national importance) should preserve or enhance the significance of the asset. In cases likely to result in substantial harm or loss, development will only be permitted where it can be demonstrated that the proposals would bring substantial public benefits that clearly outweigh the harm.' Policy LP35 goes on to outline that applicants must 'ensure that proposals within Conservation Areas conserve those elements which contribute to their significance.' Whilst this site is not within the conservation area, it is adjacent to and could impact on the setting, as such, this part of LP35 is still applicable.

KC Conservation and Design have been consulted at this time, however given the omission of any heritage information submitted, a true assessment cannot be undertaken. Nevertheless, officers can state there will be some degree of impact on the Listed Buildings, however we do not consider this to be of a significant level. We are broadly satisfied by the proposed design however, the applicant will be required to submit a Heritage Statement as part of the assessment, clearly setting out that the proposals have been considered against potential impact and both Local and National Policy mentioned above.

General Design / Visual Amenity Matters

Alongside considering the heritage matters set out above, the scheme should ensure high quality designs. Officers consider that at an overarching level, the scheme would improve the visual amenity of design of the existing building. However, it is important high quality materials are used to accord with Local Plan Policy LP24.

6.3 Impact on Highway Safety

As discussed with the agent, highways comments have not been received from KC Highways Development Management, as such, these matters shall not be addressed yet. The full response from KC Highways Development Management will be provided directly to the agent in due course.

With regard to waste management, Local Plan Policy LP43 of the Kirklees Local Plan states that 'The council will encourage and support the minimisation of waste production and support the re-use and recovery of waste materials including, for example, recycling, composting and Energy from Waste recovery.' KC Waste have been consulted and the following comments are formed in conjunction with their response.

The Waste Collection Authority does not have a legal Duty to collect Commercial wastes from the proposed premises unless requested to do so, in which case this would be a chargeable service. Alternatively, operators of the site may use private sector waste contractor. Regardless of the contractor used to provide waste services on this development, the applicant would have to show adequate access to the site for all waste collection wagon types to enable wate collection safely. Access / swept path analysis should be used to demonstrate this. KC Waste have set out current issues with the submitted plans on their formal comments, which will be sent along in full to the agent along with this pre-application report. However, officers anticipate these issues can be designed out and would not likely represent a future reason for refusal.

Further advice on Highway matters is contained in the Kirklees Highway Design Guide SPD which can be found at https://www.kirklees.gov.uk/beta/planning-policy/adopted-supplementary-planning-documents.aspx

6.4 Tree Issues

KC Trees have been consulted and their comments have been considered in the following review of the tree matters of the proposed development.

Local Plan Policy LP33 states 'The Council will not grant planning permission for developments which directly or indirectly threaten trees or woodlands of significant amenity. Proposals should normally retain any valuable or important trees where they make a contribution to public amenity, the distinctiveness of a specific location or contribute to the environment, including the Wildlife Habitat Network and green infrastructure networks. Proposals will need to comply with relevant national standards regarding the protection of trees in relation to design, demolition and construction. Where tree loss is deemed to be acceptable, developers will be required to submit a detailed mitigation scheme.' Chapter 15 of the NPPF echoes this.

The bus station site currently includes some trees incorporated in to the pedestrianised areas and around the ramp to parking. The tree cover in the highway verge of the ring road is separated by a change in ground level and feel somewhat separated from the bus station though they do provide screening value to breakup the built element when viewed from that direction. Their retention would be desirable in accordance with LP33.

The Arboricultural Impact Assessment (AIA) submitted with this pre-app does provide detail of the trees and impacts and is welcome however the plans are a little hard to follow due to the greyscale proposals and because the plans are split into multiple at 1:250 scale. In terms of future application and public consultations it

would be advisable to try and make the plans clearer and include at least one plan with the whole site shown. The proposals would remove significant number of trees from the pedestrian side of the building which is a negative impact. The AIA and Proposed Site Pan submitted do not match or show the same trees as retained which further adds to the confusion.

The loss of T7 – T10 appears to be avoidable or they have been mistakenly left of the Proposed Site Plan. The loss of T11 – T13 and three trees in G14 appears to be required due to the new canopy. These trees, though relatively young, do provide a valuable contribution to the streetscene and most importantly a lot of expense has been gone to get these trees established and past the initial planting period, which for street trees is so critical.
Officers can appreciate the improvements to the bus station and that is wholly positive however the loss of tree cover in Macaulay Square and along the pedestrian front of the building does need to be considered and mitigated where at all possible.

There is no mitigation planting shown in the pedestrian areas and this is integral to create a good design that results in a welcoming, attractive frontage. To understand the proposals fully officers would need to see a detailed landscaping plan which should provide details of the mitigation proposed and planting pit detail, soil volume and maintenance scheme to allow replacement trees to reach their full potential.

Notwithstanding the following of the advice above, officers also recommend that an Arboricultural Method Statement, Tree Protection Plan to provide details of how retained trees are to be protected, however if all retained trees are outside of the site hoarding then this may not be necessary.

6.5 Flood Risk

The Lead Local Flood Authority have provided comments that state that the proposal is acceptable on flood risk grounds. Where existing buildings are to remain but be reconfigured, existing drainage can remain. Should attenuation be required, it must store the critical 1 in 30 year storm. Volumes generated by storms up to and including the 1 in 100 + 30% climate change critical storm also has to be stored on site. Opportunities to store the additional volume in safe areas on the surface can be explored however many sites in Kirklees will be sloping and this volume may also need to be stored in an underground system. In principle the development would likely accord with Local Plan Policy LP27 with regard to flood risk.

6.6 Public Health

Based on screening methodology conducted by KC Public Health, it is stated that the Applicant submits a Rapid Health Impact Assessment. Both the screening methodology and HIA Guidance and Template will be sent on to the agent with this report. Please note, for consistency, applicants are required to submit the HIA using our template and alternative formats will not be accepted. KC Public Health would welcome the opportunity to meet the Applicant to discuss the public health improvement elements of the proposals for this development. Subject to the above, it s likely a scheme can be formed in accordance with Public Health related policies, such as Local Plan Policies LP47 and LP51.

6.7 Air Quality

This development has been reviewed in accordance with the West Yorkshire Low Emissions Strategy (WYLES) -Technical Planning Guidance, Local Plan Policy LP51 and Chapter 15 of the NPPF. The WYLES document divides applications into 3 impact types (Minor, Medium and Major) using specific criteria to determine the type. Actions and mitigation requirements are dependent on the development use class and which impact type it is classified as.

The proposed development is within an Air Quality Management Area. Section 3 of the covering letter by WSP dated 19th August 2022 gives an indication of the footprint of the site as being over a hectare. A future application may trigger an Air Quality Impact Assessment, the details of which are listed in the full comments from KC Environmental Health.

6.8 Environment Impact Assessment (EIA)

I have looked into your query regard EIA screening. The development falls under Schedule 2, 10, b which is for Urban development projects which includes more than 1 hectare of urban development. As such officers believe an EIA screening is required, unless the applicant can demonstrate via legislation / guidance that an EIA screening is not required for this redevelopment.

6.9 Contaminated Land

We have considered whether the development site is on or near to land that is potentially contaminated from its historical use and the risks that this may present to the proposed development. We have also considered the scale of the development in relation to these risks.

Our records indicate that one part of the site is on land identified as potentially contaminated (site ref 627/9, former works), which is located in the north east corner of the site. The site is not within 250m of any historic landfill. However, activities associated with the existing use may have given rise to contamination. We require clear information in regard to what ground works are proposed within the site boundary of any future application in order to make a decision regarding the necessity for contaminated land reports. If groundworks are only proposed in areas not identified as potentially contaminated it is likely we would require a condition in relation to unexpected contamination only. Where imported materials are to be used, a 'Verification Report' by a competent person shall be required for any topsoil or subsoil that has been imported onto the site.

6.10 Crime Prevention

Chapter 8 and 9 of the NPPF alongside Local Plan Policy LP24e seeks to ensure that development provide a safe use for end users. As such any future scheme should be designed to incorporate the guidelines of C*rime Prevention Through Environmental Design* (CPTED) 1&2, together with *Secured by Design* (SBD). Standards for CCTV, bicycle parking, windows, roller shutters, lighting and intruder

alarms can be found in the full response from KC Crime Prevention. In order to accord with the forementioned policy, officers encourage the applicant to follow the guidance and advice set out by KC Crime Prevention in full.

6.11 Conclusion

As outlined above, the principle of development would likely be considered acceptable at a full application stage. The development would improve transport links within Huddersfield and within neighbouring towns and cities, giving priority to public transport which supports the district's economy and climate emergency focuses. Given this, the proposal clearly accords with the purposes of Chapters 9 and 14 of the NPPF and several local plan policies. Subject to the full application addressing all matters outlined above, officers cannot foresee any clear reasons as to why a scheme of this nature would not be supportable.

7. Validation Requirements

If you should still wish to pursue an application despite the fact it would be refused, the information you need to provide with your application is detailed in the adopted Validation Checklist which can be viewed here: https://www.kirklees.gov.uk/beta/planning-applications/pdf/validation-requirements-submission-of-planning-applications.pdf. Below is a summary of the plans and information we require; however this should still be cross reference against the validation checklist.

- A full set of plans including a location plan, existing and proposed elevations, and 3D perspectives.
- Technical specification of the proposed materials.
- Drainage plan and specifications.
- Landscaping plan including a maintenance schedule.
- Biodiversity Assessment (to demonstrate a biodiversity net gain).
- Crime prevention assessment including details of operation for the station.
- Construction Environmental Management Plan (CEMP).
- Rapid Health Impact Assessment
- The Arboricultural Impact Assessment (AIA) including an Arboricultural Method Statement.
- Detailed highway drawings, including sections, contour plans, surface treatments, drainage and landscaping details.
- Swept Path Analysis (SPA) of all vehicles movement
- Details of waste storage and collections
- EIA Screening
- Air Quality Impact Assessment.
- Detailed external lighting scheme.
- Heritage Statement

8. Planning Application Fee

You can use the following link to calculate how much the planning fee would be for your proposal: http://1app.planningportal.co.uk/FeeCalculator/Standalone?region+1 For your reference, as the site area is in excess of 0.5ha it would be referred for determination to the Strategic Planning Committee

I hope you find this information helpful. However, should you wish to discuss the content of this letter, please do not hesitate to contact the officer named at the beginning of this letter.

Yours faithfully,

Mathias Franklin,
Head of Planning and Development

Appendix 4 | Consultation Response from Kirklees Council Highways Development Management Officer in response to Pre-Application Enquiry ref. 2022/21183

Planning and Development Service
Economy and Infrastructure
PO Box B93, Civic Centre 3,
Off Market Street, Huddersfield, HD1 2JR

Pre-Application Consultation Request

Town and Country Planning Act 1990

Observations By:	**KC, Highways Development Management**

Application No.	**2022/21183**
Proposed Development:	**Pre application for commercial development**
Location:	**Huddersfield Bus Station, Upperhead Row, Huddersfield, HD1 2JN**
Applicant/Agent:	**Ian Pennington**
Planning Officer	**Callum Harrison**

Your comments on the above proposal are requested. Please e-mail your comments to the DC Admin in either a Microsoft Word or PDF Document to DC.Admin@kirklees.gov.uk by 18-Nov-2022.

The submitted plans and documents for the application can be viewed using Documents from Anite or Anite, please use the application number above.

If I do not receive your response by 18-Nov-2022 then the application may be decided without the benefit of your views.

Dated: 04-Nov-2022

Mathias Franklin
Head of Planning and Development

Planning and Development Service
Economy and Infrastructure
PO Box B93, Civic Centre 3,
Off Market Street, Huddersfield, HD1 2JR

Consultation Response from KC, Highways Development Management		
2022/21183 at Huddersfield Bus Station, Upperhead Row, Huddersfield, HD1 2JN		
Pre application for commercial development		
Date Responded:13/04/23	**Responding Officer: CNB**	**Responding Ref: K5-7NW/45**

This is pre-application highways advice for works at Huddersfield Bus Station including re-alignment of the existing northern pedestrian access and the installation of a canopy and bike hub to the front of the site.

The application site is an existing bus station with multi-level car park above with a bus access from Henry Street and an exit on to Market Street, the access and exit points are not proposed to be changed. Most of the work is based on the appearance of the bus station and car park building and will not have an impact on highways.

There are two areas of highways concern that the application may need to address.

Firstly, the changes to the northern pedestrian access are shown on drawing No 021102 Rev P7 and this indicates that the access will come out on to a pedestrian crossing across Upperhead Row. This does not currently exist and is outside the application red line. We would require further information if the crossing was to be part of the application, including a stage 1 safety audit and designers response included within the application. The drawing shows the crossing in the position of an existing parking lay-by and so we would request that the accuracy of the drawing is checked to fit in with what currently exists. We would also request that the applicant checks to see if there would be any highway changes proposed within the area that may have proposed removal of the pay and display parking and the installation of the pedestrian crossing and provides details if this is the basis for the drawings.

The second area of concern would be the proposed canopy and cycle hub, these are located on adopted highway and as such we would request that the applicant investigates if a stopping up order would be required and what extent of the proposal would need a canopy licence for oversailing the adopted highway. This section of highway is currently listed as Upperhead Row pedestrianised section and extends from Dundas Street to Market Street. We would also like to see the impacts of the canopy/cycle hub proposals on the desire lines of pedestrian routes between Market Street pedestrian crossing and the bus station and the street furniture, including lighting and CCTV columns, that would be affected by the proposals. Operational details of the cycle hub should be provided, including any cycle links to the hub and their compliance with LTN 1/20. It is noted that the cycle hub will attract cyclists and without suitable infrastructure it may encourage cyclists to cycle illegally through a pedestrianised zone.

Any works to be carried out on the adopted highway or footway would need to be done within the correct legal agreement with the council and it is the applicants responsibility to identify these correct agreements and fully implement them prior to works commencing. Interference with the adopted highway or footway without such permission is an offence which could lead to prosecution.

Two further point to mention are;

Planning and Development Service
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Details of the location of waste storage and collection and this should be based on guidance provided by the Kirklees Waste Strategy team and should be in a place that is easily and safely accessible to a refuse truck. The collection point would need to be clearly marked on a drawing, and

The provision of a construction access management plan showing where deliveries will be made to the site, where both delivery and contractor parking will be located and where materials will be stored, and welfare facilities will be located on site. These should avoid blocking pedestrian access or pedestrian routes wherever possible.



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CHARTERED TOWN PLANNERS
& URBAN DESIGNERS