

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

2024/92302 Huddersfield Bus Station, Upperhead Row, Huddersfield, HD1 2JN

Refurbishment comprising (phase 1): facade improvements including Henry Street entrance; replacement shop fronts; alterations to external bus apron; extension and alterations to existing barrier within the bus alighting lane adjacent to Henry Street; (phase 2): new entrance canopy; public realm improvements; cycle hub; facade improvements including replacement shop fronts

Date Responded: 12/09/2024

Responding Officer: CNB

Responding Ref: K5-7NW/45

This application is for refurbishment works at Huddersfield Bus Station, in two phases, with phase 1 including façade improvements, replacement shop fronts, alterations to the existing bus apron and alterations to the barrier at the bus alighting lane, while phase 2 includes a new entrance canopy, public realm improvements, a cycle hub and façade improvements.

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 internal pedestrian areas of the building and will not have an impact on the operation or efficiency of the surrounding highway network.

The application site was provided with pre-app advice (as pre-app no 22/21183 with consultation comments appended below) and within this HDM identified several possible items of concern that would require attention within the full application, including possible stopping up of highway land where the canopy and cycle hub are to be located, details of changes to the public realm/street lighting outside the bus station due to the canopy/cycle hub, details of the cycle hub and details of waste storage and collection.

The red line issues concerning the pedestrian crossing adjacent to the northern access to the bus station as mentioned in the pre-app advice is no longer a concern.

The application was accompanied by a Transport Statement from Bryan G Hall dated August 2024.

The principle of the refurbishment to improve the bus station to make it more attractive to passengers is supported by HDM as it will promote the use of both sustainable public-transport and active travel with the incorporation of a cycle hub.

Phase 1

The only aspect of phase 1 that would have a highways implication would be the alterations to the bus apron in relation to the location of a waste storage point and safe access by a refuse wagon. Drawing No 184/ATR/002 within the Transport Statement shows a swept path analysis for a 10.22m refuse truck accessing along the bus access corridor to collect from a waste storage location across the bus apron to the western side of the bus station site. This shows the refuse wagon pulling up with its front facing the waste storage, meaning waste will have to be moved the length of the wagon to load it, we consider that a more sensible arrangement would be to put the waste storage to the north (adjacent to the area marked “potential area to be soft landscaped”), then the refuse vehicle can pull up in front of the waste storage and reverse in to position to load directly from the storage area to the rear of the wagon.

Phase 2

The proposals in phase 2 for the new canopy and cycle hub are a highways concern as the land up to the frontage of the bus station is adopted highway, currently listed as Upperhead Row pedestrianised section and extends from Dundas Street to Market Street. The proposed canopy would overfly this, and the cycle hub will be constructed within the bounds of the adopted highway. Details of the legal requirements of the development on the adopted highway relating to licencing and possible stopping up were requested to be submitted within the highways pre-application response, but nothing was submitted with the current application.

The canopy will overfly the adopted highway, and this will require the correct licence, either a 177

licence or 178 licence, and we would request that the applicant obtains guidance for this from the Kirklees Licencing section or Highway Registry. A footnote is added in relation to this.

The cycle hub is viewed as a positive addition to the development as it will promote sustainable and active travel within Huddersfield, however as it is to be built within the adopted highway there are concerns as to whether a stopping up order will be required, and we would recommend that the applicant consults with the Kirklees Highway Registry in relation to this to obtain advice regarding what would be the best way forward to enable delivery of the scheme.

Details of the removal of street lighting, CCTV and street furniture was included on drawing 131006, any removal or replacement of street lighting or town centre CCTV should be carried out in conjunction with the Kirklees Streetlighting and CCTV teams and their consultation on this scheme is requested.

Details of the cycle hub were provided on drawing No 200001 Rev P03, this contains 82 cycle spaces, 57 lockers and a cycle maintenance/repair area and this is acceptable. The cycle hub building also contains a plant room, access to the canopy roof and a bin storage area. No details for the collection point for these bins were included within the application and this information should be provided, including details of the collection point or routes to a suitable collection point/external bin store. Waste storage and collection needs to accord with guidance from the Kirklees Waste Strategy team in relation to types and numbers of bins and suitable collection points. I'm unsure if the Waste Strategy team are aware of the bin storage within the cycle hub building as their consultation comments don't specifically address this. The waste storage and collection details can be conditioned if required.

Construction Access Management Plan

Some details were included within the submitted "Construction and Environmental Management Plan Phase 1 – Bus Station" Rev C dated August 24. Unfortunately, this seems to omit the "Site Logistics Plan" as referenced throughout the document. The delivery of materials section also mentions that "We have also identified a suitable off-site layover area to manage large, abnormal loads" but no further details as to where this layover location is were provided. Due to these two omissions, we cannot fully assess the impacts of the site access management plan on the surrounding highway network. These details should be provided to allow a full assessment. It is unsure as to whether the Construction and Environmental management Plan will also cover Phase 2 of the works, this should be confirmed and a construction access management plan for phase 2 submitted. Phase 2 is especially important due to the location of the site being within the adopted highway and part of a pedestrianised street. The construction access management plan can be added as a pre-commencement condition if necessary.

Due to the above concerns around the legal requirements and mechanisms in order to deliver the cycle hub aspect of phase 2 of the development due to its location within the adopted highway, along with the shortage of other information as highlighted above, we cannot currently support the application due to a lack of information to fully assess the impacts of the proposals on the surrounding highway network and road safety.

Pre Application Comments (submitted 13/04/2023)

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;

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.