

**KIRKLEES METROPOLITAN COUNCIL
INVESTMENT & REGENERATION SERVICE**

DEVELOPMENT MANAGEMENT

Town and Country Planning Act 1990 (as amended)

**DELEGATED DECISION TO DETERMINE APPLICATIONS FOR
CONSENT, AGREEMENT OR APPROVAL REQUIRED BY CONDITION**

Reference No:	2024/44/93088/E
Site Address:	Dewsbury Bus Station, Aldams Road, Dewsbury, WF12 8AR
Description:	Discharge of details reserved by conditions 5, 6, 7 (drainage), 10 (construction environment management plan), 11 (Phase II site investigation), 15 (security), 16 (landscape) and 18 (EV charging) of previous permission 2023/92141 for refurbishment and improvement of Dewsbury Bus Station including hard and soft landscaping works
Recommending Officer:	William Simcock

DECISION – Discharge of Condition – Split decision

I hereby authorise the approval of this application for the reasons set out in the officer's report and recommendation annexed below in respect of the above matter.

Nicholas Hirst

AUTHORISED OFFICER

Date: 07-Mar-2025

Application: 2024/93088

Site: Dewsbury Bus Station, Aldams Road, Dewsbury, WF12 8AR

Proposal: Discharge of details reserved by conditions 5, 6, 7 (drainage), 10 (construction environment management plan), 11 (Phase II site investigation), 15 (security), 16 (landscape) and 18 (EV charging) of previous permission 2023/92141 for refurbishment and improvement of Dewsbury Bus Station including hard and soft landscaping works

Assessment

Condition 5 – Drainage details

5. No external works shall commence on the site until a scheme detailing foul, surface water and land drainage, (including off site works, outfalls, plans and longitudinal sections, hydraulic calculations, phasing of drainage provision, existing drainage to be maintained/ diverted/ abandoned) has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include a maintenance and management plan for surface water infrastructure. The approved scheme shall be implemented prior to the bus station building returning to full use prior to Phase 5 of the development's construction (as indicated in Chapter 6.0 of document ref. 2023_DBS-JSA-XX-XX-RP-00801_Design and Access Statement Rev P2 or as otherwise amended through details approved pursuant to condition 10) and shall be so retained thereafter.

Reason: *To ensure the provision of adequate and sustainable systems of drainage are employed, in the interests of amenity, environmental well being and to accord with Policies LP27 and LP28 of the Kirklees Local Plan as well as the National Planning Policy Framework (Para 167).*

The following documents have been submitted:

Jacobs:

- Ref: B2382808-JAC-GEN-ZZ-RP-D-0001, Flood Risk Assessment, Rev 1.0 dated 28/06/2024

Bryan G Hall:

- Ref: DBS-BGH-ZO-XX-DR-C-0011, Proposed Drainage, Rev P03 dated 26/06/2024
- Ref: DBS-BGH-ZO-XX-DR-C-0018, Drainage Impermeable Areas, Rev P01 dated 13/06/2024

The submitted documents have been assessed by the LLFA (Lead Local Flood Authority) officer and judged acceptable in their consultation response dated 19/11/2024.

Yorkshire Water have confirmed that they hold no objection to the details in their consultation response dated 12/02/2025.

Officers concur with this assessment and recommend that the submitted details be approved. The implementation of the scheme prior to the bus station building returning to full use prior to Phase 5 of the development's construction (as indicated in Chapter 6.0 of document ref. 2023_DBS-JSA-XX-XX-RP-00801_Design and Access Statement Rev P2 or as otherwise amended through details approved pursuant to condition 10) and subsequent retention, will ensure compliance with the condition.

Condition 6 – 1 in 100 year storm events

6. No external works shall commence on the site until an assessment of the effects of 1 in 100 year storm events, with an additional allowance for climate change, blockage scenarios and exceedance events on drainage infrastructure and surface water run-off pre and post development between the development and the surrounding area (both upstream and downstream of the development), has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented prior to the bus station building returning to full use prior to Phase 5 of the development's construction (as indicated in Chapter 6.0 of document ref. 2023_DBS-JSA-XX-XX-RP-00801_Design and Access Statement Rev P2 or as otherwise amended through details approved pursuant to condition 10) and shall be so retained thereafter.

Reason: *To ensure the provision of adequate and sustainable systems of drainage are employed, in the interests of amenity, environmental well being and to accord with Policies LP27 and LP28 of the Kirklees Local Plan as well as the National Planning Policy Framework (Para 167).*

A Flood Exceedance Route drawing, ref. DBS-BGH-ZO-XX-DR-C-0015, Flood Exceedance Route, Rev P01 dated 22/11/2024 has been submitted.

K.C. LLFA has viewed the document and confirmed that this is acceptable for the purposes of the condition in their consultation response dated 16/12/2024.

Yorkshire Water have confirmed that they hold no objection to the details in their consultation response dated 12/02/2025.

Officers concur with this assessment and recommend that the details be approved.

The implementation of the approved scheme prior to the Bus Station building returning to full use prior to Phase 5 of the development's construction (as indicated in Chapter 6.0 of document ref. 2023_DBS-JSA-XX-XX-RP-00801_Design and Access Statement Rev P2 or as otherwise amended through details approved pursuant to condition 10) and subsequent retention will ensure compliance with the condition.

Condition 7 – Public sewerage infrastructure

7. No construction works in the relevant area(s) of the site shall commence until measures to protect the public sewerage infrastructure that is laid within the site boundary have been implemented in full accordance with details that have been submitted to and approved by the Local Planning Authority. The details shall include but not be exclusive to the means of ensuring that access to the pipe for the purposes of repair and maintenance by the statutory undertaker shall be retained at all times.

Reason: *In the interest of public health and maintaining the public sewer network as required by Policy LP28 of the Kirklees Local Plan*

A document has been submitted entitled “Dewsbury Bus Station – Application 2023/62/92141/E – Condition 07 – Drainage”

This has been examined by LLFA, who have no objections. However, Yorkshire Water have outstanding objections, as detailed in their consultation response dated 12/02/2025, over claimed inaccuracies and insufficient information concerning the presence of sewers on site.

This condition cannot therefore be discharged at the present time.

Condition 10 – CEMP

10. Notwithstanding the plans and specifications hereby approved, no development shall take place until a Construction Environmental Management Plan (CEMP) has been submitted to, and approved in writing by the Local Planning Authority. The Construction Environmental Management Plan shall provide details of:

- a) a schedule of the means of access to the site for construction traffic, including the point(s) of access and associated details;*
- b) a Phasing Management Plan, which shall include a timetable of planned works relevant to implementation of re-grading operations, drainage and highway installation works and any other infrastructure works as well as the sequence by which the bus station is to operate whilst construction works progress. As the phasing management plan relates to an ongoing process, it shall be reviewed every 6-months and updated where necessary;*
- c) routing plans and control measures relating to the route(s) to be used by construction traffic on the public highway and within the site, to prevent construction traffic using unsuitable routes to access the site and to ensure safety of users of the bus station;*
- d) vehicle waiting areas and include details of the management of said areas;*
- e) the parking of vehicles of site operatives and visitors;*
- f) details and location of construction traffic signage;*
- g) loading and unloading of plant and materials;*
- h) storage of plant and materials used in constructing the development;*

- i) measures to be taken to minimise the deposit of mud, grit and dirt on public highways by vehicles travelling to and from the site, including the provision of adequate wheel washing facilities within the site;*
- j) measures to control the emission of dust during construction;*
- k) a Temporary Site Waste Management Plan, detailing recycling/disposing of waste resulting from demolition and construction works;*
- l) mitigation of noise and vibration arising from all construction related activities to (these details should also include suitable restrictions on the hours of working on the site including times of deliveries);*
- m) artificial lighting used in connection with all construction related activities and security of the construction site;*
- n) site manager and resident liaison officer contact details (including their remit and responsibilities); and*
- o) details of engagement with local residents and occupants or their representatives.*

The development shall be carried out strictly in accordance with the approved CEMP and no departure from the agreed practices shall take place without the prior written consent of the Local Planning Authority.

Reason: *This pre-commencement condition is necessary to safeguard the amenities of the occupiers of nearby properties in accordance with part 15 of the National Planning Policy Framework & Policy LP24 of the Kirklees Local Plan*

A Construction & Environmental Management Plan (Revision C) by Wilmott Dixon has been submitted. The requirements of this condition are broken down and examined below:

- a) a schedule of the means of access to the site for construction traffic, including the point(s) of access and associated details;*

Description of access points and of how access is to be controlled and managed, is given on pages 2-8.

These details are considered acceptable to planning and K.C. Highways officers.

- b) a Phasing Management Plan, which shall include a timetable of planned works relevant to implementation of re-grading operations, drainage and highway installation works and any other infrastructure works as well as the sequence by which the bus station is to operate whilst construction works progress. As the phasing management plan relates to an ongoing process, it shall be reviewed every 6-months and updated where necessary;*

Pages 10-11 provide details of phasing. Construction will commence the foundations from the North of the site working south towards the alternative gate access; erection of steelwork will be progressed in the same manner.

The submitted details are considered acceptable.

- c) *routing plans and control measures relating to the route(s) to be used by construction traffic on the public highway and within the site, to prevent construction traffic using unsuitable routes to access the site and to ensure safety of users of the bus station;*

The CEMP acknowledges access points are shared with the live bus service and construction activities must not impact on the public service being provided by the station throughout the works. Page 3-4 of the document provides details of specific measures to prevent conflict with, or dangers to, other bus station users, including temporary bus stands on site or on Long Causeway, temporary pedestrian walkways and dropped kerbs.

These details are considered acceptable to planning and K.C. Highways officers.

- d) *vehicle waiting areas and include details of the management of said areas;*

Page 4 – vehicular access to the site area for deliveries will be booked in through the delivery management system and access provided via the entrance from Aldams Rd. A gates person will, upon seeing the delivery in the entrance area, ask the vehicle to wait if there are any buses passing through the station. Once clear, the gate person can open the gates onto the pavement – this will then act as a pedestrian barrier during the delivery. When it is clear to do so, the delivery can then proceed into the compound area.

These details are considered acceptable to planning and K.C. Highways officers.

- e) *the parking of vehicles of site operatives and visitors;*

Page 9 advises that workforce and visitor vehicle parking will have to be in local public car parks. No parking will be allowed on site.

- f) *details and location of construction traffic signage;*

A full schedule of signage is provided at the end of the CEMP.

These details are considered acceptable to planning and K.C. Highways officers.

- g) *loading and unloading of plant and materials;*

Page 6 - When ordering materials, all suppliers will be given a location map of the site together with precise instructions for packaging and delivery. For the main phase, all delivery drivers will enter via the entrance on Aldams Rd and wait until directed to enter the site. There is a lorry layover park at nearby Sands Ln that can be utilised for numerous deliveries where necessary. All large

deliveries will be pre-booked prior to arrival on site, to minimise any congestion. Any vehicles arriving to site that are not pre-booked, and if there is insufficient space on site to accommodate, will be turned away until an allocated slot is available.

These details are considered acceptable to planning and K.C. Highways officers.

h) storage of plant and materials used in constructing the development;

A hatched area for the storage of materials is shown on page 7. Once on site, a 7T telehandler will be utilised in Zone 3 to offload materials behind the hoarding line. Any materials delivered will have minimal storage capacity and therefore must be taken to their place of use as soon as possible.

These details are considered acceptable to planning and K.C. Highways officers.

i) measures to be taken to minimise the deposit of mud, grit and dirt on public highways by vehicles travelling to and from the site, including the provision of adequate wheel washing facilities within the site;

A vehicle washdown area will be created (page 3) within the confines of the site, to prevent mud/debris going onto the highway. This will be near the site gate and an existing site gulley. A trade effluent licence will be required to allow for the additional run off. More detailed measures are set out on page 8.

These details are considered acceptable to planning and K.C. Highways officers.

j) measures to control the emission of dust during construction;

Pages 12-13 set out dust control measures to be followed at each stage in the development, including the use of water bowsers.

The submitted details have been considered and accepted by K.C. Environmental Health in their consultation response dated 20/11/2024. Officers support this assessment.

k) a Temporary Site Waste Management Plan, detailing recycling/disposing of waste resulting from demolition and construction works;

Page 15 provides details of waste management. All debris, redundant materials, etc. are to be collected on site within each working area on a daily basis and removed from the building to designated rubbish skip locations. Final methods of disposal will be different for hazardous and non-hazardous waste.

These details are considered acceptable to planning officers.

l) mitigation of noise and vibration arising from all construction related activities to (these details should also include suitable restrictions on the hours of working on the site including times of deliveries);

Measures to control noise and vibration are set out on pages 11-12.

The submitted details have been considered and accepted by K.C. Environmental Health in their consultation response dated 20/11/2024. Officers support this assessment.

Notwithstanding the above, K.C. Environmental Health have requested a note regarding their powers under Section 60 of the Control of Pollution Act 1974 as an informative. This is considered reasonable and recommended to be included.

m) artificial lighting used in connection with all construction related activities and security of the construction site;

The CEMP confirms that any lighting required will be directed away from adjacent properties, and particularly away from driving routes around the bus apron. Most of the lighting (with the exception of emergency lighting) will only be switched on during normal working hours, to further limit the potential for light pollution to adjacent properties.

The submitted details have been considered and accepted by K.C. Environmental Health in their consultation response dated 20/11/2024. Officers support this assessment.

n) site manager and resident liaison officer contact details (including their remit and responsibilities); and o) details of engagement with local residents and occupants or their representatives.

Name and contact details of the Senior Build Manager and of the security firm engaged are provided on page 17.

The CEMP confirms that an electronic log of compliments or complaints will be kept on site, which will include any responses provided. The developer will also record details of any dust or noise monitoring carried out on the site. The local authority (Kirklees Environmental Health Services – 01484 414739), will be contacted to discuss and agree any works outside of the permitted working hours, prior to commencement of such activities, with the neighbours and residents kept informed.

These details are considered acceptable to planning and K.C. Highways officers.

CEMP: conclusion

It is concluded that all requirements of this condition are explicitly covered by the CEMP – Rev C. KC Environmental Health and KC Highways Development

Management have viewed the CEMP and regard it as acceptable. The CEMP is recommended for approval. The completion of the development while strictly adhering to the terms of the CEMP will discharge the condition.

Condition 11 Phase II Report

11. No groundworks/material operation, as defined in section 56(4)(a) (b) (c) (d) and (e) of the Town & Country Planning Act 1990 (other than operations required for a site investigation report or those categorised under 56(4)(aa) shall commence until a Phase II Intrusive Site Investigation Report has been submitted to and approved in writing by the Local Planning Authority. Reason: To ensure the safe occupation of the site in accordance with Policy LP53 of the Kirklees Local Plan and paragraph nos. 183 and 184 of the National Planning Policy Framework. The requirement of this pre-commencement condition is due to the need to make the site safe for occupation by future employees.

A Geoenvironmental Appraisal authored by Calabrian (February 2024, ref: 7246/1) has been received in support of the application to discharge Condition 11. K.C. Environmental Health have reviewed the submitted details in their consultation response dated 20/11/2024 and 20/12/2024 and objected to discharge of condition being granted owing to lack of clarity concerning the site's past use and landfill gas.

Subsequently (24/02/2025) a Gas Monitoring Report, also by Calabrian, reference 7246/014/RJH/rjh, was submitted. The views of K.C. Environmental Health have been sought and are awaited. This condition cannot be discharged at the present time.

Condition 15 – Crime and security

15/. Prior to the commencement of external works, a detailed design statement addressing the bullet pointed matters raised in the Designing Out Crime Officer's confidential consultee response (dated 18th September 2023) shall be submitted to and approved by the Local Planning Authority. The details within the design statement, once approved, shall be implemented in full prior to the bus station building returning to full use prior to Phase 5 of the development's construction (as indicated in Chapter 6.0 of document ref. 2023_DBSJSA-XX-XX-RP-00801_Design and Access Statement Rev P2 or as otherwise amended through details approved pursuant to condition 10).

Reason: *To ensure risk of crime is minimised in accordance with the requirements of Policy LP24 (e) of the Kirklees Local Plan and National Planning Policy Framework Paragraph 92 (b).*

The following plans have been submitted:

- DBS-AHR-XX-ZZ-D-A-31025 P5;
- DBS-AHR-XX-ZZ-D-A-31020_P3;
- DBS-AHR-XX-ZZ-D-A-31002_P7.

The West Yorkshire Police Designing Out Crime Officer (DOC0) has assessed the submitted details which include the proposed access control, CCTV and alarms systems and locations. Confirmation has also been given in an email dated 03-Jan-2025 that glazing will meet BSEN 356 P3A, which is a higher specification than the minimum requested by the DOC0. They conclude the details are acceptable.

Officers support the DOC0's assessment, and it is recommended that the details in respect of this condition be approved.

The implementation of the approved details in full prior to the bus station building returning to full use prior to Phase 5 of the development's construction will discharge the condition.

Condition 16 – Landscaping scheme

16/. Prior to the commencement of external works, full details of all hard and soft landscaping shall be submitted to and approved in writing by the Local Planning Authority. These works shall include:

- (a) Means of enclosure around the site, including gates;*
- (b) Materials to be used for all hard surfaced areas;*
- (c) Soft landscape works to include planting plans; plant schedules noting species, plant sizes and proposed numbers/densities where appropriate;*
- (d) an implementation, management and maintenance programme including full details for management of newly establishing trees, shrubs, wildflower seed (and re-sowing) including, but not limited to, a watering regime, monitoring of stakes and ties, formative pruning and replacement of failed or damaged specimens and beds including those within Green Rooves;*
- (e) The approved landscaping scheme shall, from its completion, be maintained for a period of five years. If, within this 5 year period, any tree, shrub or hedge shall die, become diseased or be removed, it shall be replaced with others of similar size and species unless the Local Planning Authority gives written consent to any variation.*

All hard and soft landscape works shall be carried out in accordance with the approved details. The approved details shall be implemented prior to units G.18, G.20 and G.21 (as indicated on document 'Proposed GA Plan' reference DBS-JSAZZ-ZZ-DR-A-02811) being brought into first permanent use and shall be so retained thereafter.

Reason: *To enhance and conserve the visual amenity of the historic built environment as well as the natural environment in accordance with Policies LP24, LP30, LP32, LP35 and LP63 of the Kirklees Local Plan as well as Chapters 12 and 15 of the National Planning Policy Framework*

The following has been submitted:

- DBS-ECS-Z0-SL-DR-L-00001 General Arrangement
- DBS-ECS-Z0-SL-DR-L-00002 Planting Plan sheet 1 of 2
- DBS-ECS-Z0-SL-DR-L-00003 Planting Plan sheet 2 of 2
- DBS-ECS-Z0-SL-DR-L-00004 Typical Details 1 of 4 - Southern Wall
- DBS-ECS-Z0-SL-DR-L-00005 Typical Details 2 of 4 - Paving
- DBS-ECS-Z0-SL-DR-L-00006 Typical Details 3 of 4 - Tree Pits
- DBS-ECS-Z0-SL-DR-L-00007 Typical Details 4 of 4 - East
- DBS-ECS-Z0-SL-DR-L-00008 Maintenance Schedule
- DBS-ECS-Z0-SL-T-L-00001 Landscape Specification

Drawing 00001 show the various types of kerbing, paving, edging, trees to be retained, new trees to be planted, shrub hedge and bulb planting, areas to be sown with ornamental grass or species-rich grass. Drawing 00002-3 provide a detailed species mix. The maintenance schedule sets out what maintenance tasks including those set out in clause (d) of the condition are required, the time of year, frequency, and over what time period.

The views of the Council's Landscape team have been sought and are awaited. Approval therefore cannot be granted at the present time.

Condition 18 – EV Charging Points

*18. Prior to the installation of the electrical system for the entirety of the building and car park, a scheme detailing the dedicated facilities that will be provided for charging electric vehicles and other ultra-low emission vehicles shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall provide for either of the following:
- One Standard Electric Vehicle Charging Point providing a continuous supply of at least 3.5kW for a minimum of 10% of non-residential parking spaces; The contractor parking bays shall not be brought into use until the approved charging points are installed and operational. The installed charging points shall be retained thereafter.*

Reason: *In the interest of supporting and encouraging low emission vehicles, in the interest of air quality enhancement and to comply with the aims and objectives of Policies LP20, LP24 and LP47 of the Kirklees Local Plan and Chapters 2, 9 and 15 of the National Planning Policy Framework.*

In support of Condition 18, electric vehicle charging information has been provided in a document authored by Kaizen Consulting Engineers Ltd (Ref: 1163 - Dewsbury Bus Station). The submitted details have been reviewed by K.C. Environmental Health within their consultation response dated 20/11/2024.

The submission proposes the installation of one dual-outlet (7kW) EV charging pedestal. Each charging point will offer Mode 3, Type 2 charging. This provision is considered acceptable by K.C. Environmental Health. The case officer recommends that they be approved. Subject to the approved charging points

being installed and operational before the contractor parking bays are first brought into use, and thereafter retained, this condition will be complied with.

Conclusion

Approval can be granted in respect of conditions 5, 6, 10, 15 and 18 for which details has been applied, but not in respect of condition 7, 11, and 16.

Condition 7 requires further details addressing Yorkshire Water's concerns to be submitted.

A detailed assessment of the details submitted pursuant to conditions 11 and 16 is pending receipt of consultee comments.

Given the above, it is considered reasonable to issue an interim decision notice, approving the details where appropriate, with an update on the outstanding matters.

Recommendation: Issue split decision

Report Dated: 07/03/2025.

Proposed Decision notice text

Condition 5 – Drainage details

You have submitted the following documents pursuant to condition 5:

Jacobs:

- Ref: B2382808-JAC-GEN-ZZ-RP-D-0001, Flood Risk Assessment, Rev 1.0 dated 28/06/2024

Bryan G Hall:

- Ref: DBS-BGH-ZO-XX-DR-C-0011, Proposed Drainage, Rev P03 dated 26/06/2024
- Ref: DBS-BGH-ZO-XX-DR-C-0018, Drainage Impermeable Areas, Rev P01 dated 13/06/2024

The details are acceptable and are hereby approved.

The implementation of the scheme prior to the bus station building returning to full use prior to Phase 5 of the development's construction (as indicated in Chapter 6.0 of document ref. 2023_DBS-JSA-XX-XX-RP-00801_Design and Access Statement Rev P2 or as otherwise amended through details approved pursuant to condition 10) and subsequent retention, will ensure compliance with the condition.

Condition 6 – 1 in 100 year storm events

A Flood Exceedance Route drawing, ref. DBS-BGH-ZO-XX-DR-C-0015, Flood Exceedance Route, Rev P01 dated 22/11/2024 has been submitted pursuant to condition 6.

The details are considered acceptable and are hereby approved.

The implementation of the approved scheme prior to the Bus Station building returning to full use prior to Phase 5 of the development's construction (as indicated in Chapter 6.0 of document ref. 2023_DBS-JSA-XX-XX-RP-00801_Design and Access Statement Rev P2 or as otherwise amended through details approved pursuant to condition 10) and subsequent retention will ensure compliance with the condition.

Condition 7 – Public sewerage infrastructure

A document has been submitted entitled “Dewsbury Bus Station – Application 2023/62/92141/E – Condition 07 – Drainage”

Yorkshire Water have been consulted and have outstanding objections over claimed inaccuracies and insufficient information concerning the presence of sewers on site.

The submitted details are unacceptable and condition 7 is not hereby discharged. Please see Yorkshire Water's consultation response dated 12/02/2025 for further details.

If further details submitted pursuant to this condition are provided within six weeks of the date of this letter, they shall be assessed as part of this application. Following the six week period, a fresh Discharge of Condition application pursuant to condition 7 would be required.

Condition 10 - CEMP

You have submitted the Construction & Environmental Management Plan (CEMP) Revision C by Wilmott Dixon pursuant to condition 10.

The submitted details are considered acceptable and are hereby approved. However, be aware that condition 10 has the following ongoing requirement, which must be adhered to, to ensure ongoing compliance with condition 10:

The development shall be carried out strictly in accordance with the approved CEMP and no departure from the agreed practices shall take place without the prior written consent of the Local Planning Authority.

Furthermore, K.C. Environmental Health have requested that the following informative be noted:

Kirklees Council has powers under Section 60 of the Control of Pollution Act 1974 to control noise from construction sites and may serve a notice

imposing requirements on the way in which construction works are to be carried out. It has additional powers under Sections 80 of the Environmental Protection Act 1990 to prevent statutory nuisance including noise, dust, smoke and artificial light and must serve an abatement notice when it is satisfied that a statutory nuisance exists or is likely to occur or recur. Failure to comply with a notice served using the above-mentioned legislation would be an offence for which the maximum fine on summary conviction is unlimited.

The applicant is reminded that while we accept the Construction & Environmental Management Plan authored by Willmott Dixon (August 2024, no reference), we note that overnight working has been mentioned. Any night-time work that could impact the amenity of nearby sensitive receptors will require an application for Section 61 consent under the Control of Pollution Act 1974.

Condition 11 – Phase II Report

A Geoenvironmental Appraisal authored by Calabrian (February 2024, ref: 7246/1) has been received in support of the application to discharge Condition 11. K.C. Environmental Health have reviewed the submitted details and expressed concerns over lack of clarity concerning the site's past use and the potential for landfill gas.

Subsequently (24/02/2025) a Gas Monitoring Report, also by Calabrian, reference 7246/014/RJH/rjh, was submitted.

The views of K.C. Environmental Health have been sought and are awaited. This condition cannot currently be discharged. A subsequent letter shall be issued addressing this matter.

Condition 15 – Crime and security

The following plans have been submitted:

- DBS-AHR-XX-ZZ-D-A-31025 P5;
- DBS-AHR-XX-ZZ-D-A-31020_P3;
- DBS-AHR-XX-ZZ-D-A-31002_P7.

These include details of the proposed access control, CCTV and alarms systems and locations. Confirmation has also been given in an email dated 03-Jan-2025 that glazing will meet BSEN 356 P3A, which is a higher specification than the minimum requested by the West Yorkshire Police Designing Out Crime Officer. They conclude the details are acceptable.

The above details are hereby approved. The implementation of the approved measures in full prior to the bus station building returning to full use, prior to Phase 5 of the development's construction, will discharge the condition.

Condition 16 – landscaping scheme

The following has been submitted:

- DBS-ECS-Z0-SL-DR-L-00001 General Arrangement
- DBS-ECS-Z0-SL-DR-L-00002 Planting Plan sheet 1 of 2
- DBS-ECS-Z0-SL-DR-L-00003 Planting Plan sheet 2 of 2
- DBS-ECS-Z0-SL-DR-L-00004 Typical Details 1 of 4 – Southern Wall
- DBS-ECS-Z0-SL-DR-L-00005 Typical Details 2 of 4 - Paving
- DBS-ECS-Z0-SL-DR-L-00006 Typical Details 3 of 4 - Tree Pits
- DBS-ECS-Z0-SL-DR-L-00007 Typical Details 4 of 4 - East
- DBS-ECS-Z0-SL-DR-L-00008 Maintenance Schedule
- DBS-ECS-Z0-SL-T-L-00001 Landscape Specification

The views of the Council's Landscape team have been sought and are awaited. This condition cannot therefore be discharged at the present time. A subsequent letter shall be issued addressing this matter.

Condition 18 – EV charging points

A document authored by Kaizen Consulting Engineers Ltd (Ref: 1163 - Dewsbury Bus Station) has been submitted.

The details are deemed acceptable and are hereby approved.

Notwithstanding the above, please note that condition 18 has the following ongoing requirements which must be adhered to, to ensure ongoing compliance:

The contractor parking bays shall not be brought into use until the approved charging points are installed and operational. The installed charging points shall be retained thereafter.