

**KIRKLEES METROPOLITAN COUNCIL
INVESTMENT & REGENERATION SERVICE**

DEVELOPMENT MANAGEMENT

Town and Country Planning Act 1990 (as amended) – SECTION 73

**DELEGATED DECISION TO DETERMINE PLANNING APPLICATIONS TO
CARRY OUT DEVELOPMENT WITHOUT COMPLIANCE WITH PLANNING
CONDITIONS PREVIOUSLY ATTACHED**

Reference No:	2025/70/91604/W
Site Address:	Huddersfield Bus Station, Upperhead Row, Huddersfield, HD1 2JN
Description:	Variation condition 2 (plans) on previous permission 2024/92302 for 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
Recommending Officer:	Liz Chippendale

DECISION – S73 Variation of Condition – Approve

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.

Nick Hirst

AUTHORISED OFFICER

Date: 03-Oct-2025

Application: 2025/91604

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

Proposal: Variation condition 2 (plans) on previous permission 2024/92302 for 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

Site Description

The proposal relates to Huddersfield Bus Station, which is to the western part of Huddersfield Town Centre, adjacent to and just inside of the ring road (A62). The railway line runs underneath the western part of the site.

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 (facing onto Upperhead Row), with the bus bays set to the western elevation. The car park is accessed via ramps to the north. The site benefits from public realm works, established street trees and a tunnel like pedestrian access set to the north.

The site is set adjacent to, but outside of, the Huddersfield Town Centre Conservation Area. There also several listed buildings to the east known as the Plumbers Arms with Flats 1-5 Macauley Street above and part of the Threadworks.

The site is unallocated within the Kirklees Local Plan. The site is within the Huddersfield Town Centre designated area.

Description of Proposal

A variation is sought to condition 2 (plans) of planning permission ref. 2024/92302, which currently reads:

2.The development hereby permitted shall be carried out in complete accordance with the plans and specifications schedule listed in this decision notice, except as may be specified in the conditions attached to this permission, which shall in all cases take precedence.

Reason: For the avoidance of doubt as to what is being permitted and to ensure the satisfactory appearance of the

development on completion, and to accord with Policies LP21 and LP24 of the Kirklees Local Plan.

No alteration is sought to the wording of the condition. Amendments are sought to the approved plans table, specifically the plans comprising the canopy roof and cycle parking. This incorporates alterations to the scale and appearance of the canopy proposed on the building's east elevation. The applicant has provided the following information:

Description of Change 1: Following a Value Engineering exercise the overall size of the canopy has been reduced from 915 m² to 545 m², which included adjustments to the canopy profile.

Reason for Change 1: Optimising construction costs, material use, and environmental impact while maintaining effective coverage. Adjustments to the canopy profile improve drainage, benefiting the green roof's sedum vegetation and structural integrity

Description of Change 2: The proposed Cycle Hub and Bin Store have also been removed as a part of the Value Engineering process and replaced with a dedicated cycle parking area.

Reason for Change 2: Optimising construction costs, material use, and environmental impact while maintaining an effective amenity without the need for a tenant to take responsibility and run the facility.

Relevant Planning History

Application Site

2025/92554 Discharge of details reserved by condition 3 (materials) on previous permission 2024/92302 for Refurbishment comprising (phase 1): façade 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; façade improvements including replacement shop fronts
Undecided

2025/91929 Discharge of details reserved by condition 18 (Phase II intrusive site investigation report) and 19 (Remediation strategy) on previous permission 2024/92302 for Refurbishment comprising (phase 1): façade 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; façade improvements including replacement shop fronts
Undecided

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|------------|--|
| 2024/92302 | Refurbishment comprising (phase 1): façade 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; façade improvements including replacement shop fronts
Conditional full permission |
| 2013/92029 | Change of use from class B1 and A1
Conditional full permission |
| 2013/92030 | Advertisement consent for erection of illuminated and non-illuminated signs
Advertisement consent granted |
| 2013/92525 | Installation of satellite dish
Conditional full permission |
| 2013/90381 | Change of use from former crew room (sui generis) to retail unit (A1) and external alterations
Conditional full permission |
| 2013/90390 | Installation of new air conditioning condenser to rear and louvered rear door
Conditional full permission |
| 2009/90376 | Change of use from retail to betting office and alterations to shop front
Conditional full permission |
| 2009/90377 | Erection of 2 illuminated fascia signs and 2 projecting signs
Advertisement consent granted |
| 2009/93117 | Installation of 84cm painted grey satellite dish on galvanised steel brackets
Conditional full permission |
| 2006/93350 | Change of use of travel agency to hot food take away
Conditional full permission |
| 2002/90953 | Formation of new kitchen entrance
Conditional full permission |

99/92574	Erection of extensions and alterations to existing bus station concourse and alterations to access Conditional full permission
89/05901	Erection of disabled assembly area Granted conditionally

History of Negotiations

Officers did not enter into negotiations with the applicant as the details at the time of submission were considered to be acceptable.

Representations

Final publicity date expired: 25/07/2025

The application has been advertised as a major development via site notices and within a local newspaper. This is in line with the Council's adopted Statement of Community Involvement.

No representations were received in response to the consultation.

Local Ward Councillors

The site is within Newsome Ward. All ward Councillors have been notified of this application. No comments have been received.

Planning Policy

Kirklees Local Plan (KLP)

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications are determined in accordance with the Development Plan unless material considerations indicate otherwise. The statutory Development Plan for Kirklees is the Local Plan (adopted 27th February 2019).

The site is unallocated within the Kirklees Local Plan.

The following policies are deemed most relevant to this application:

- LP1 – Presumption In favour of sustainable development
- LP 2 – Place Shaping
- LP 3 – Location of new development
- LP 7 – Efficient and effective use of land and buildings
- LP 13 – Town centre uses
- LP 14 – Shop frontages
- LP 17 – Huddersfield Town Centre

- LP 19 – Strategic Infrastructure Network
- LP 20 – Sustainable travel
- LP 21 – Highway Safety and Access
- LP 22 – Parking
- LP 23 – Core Walking and cycling network
- LP 24 – Design
- LP 27 – Flood risk
- LP 28 – Drainage
- LP 30 – Biodiversity and Geodiversity
- LP 35 – Historic environment
- LP 47 – Healthy, active and safe lifestyles
- LP 48 – Community facilities and services
- LP 51 – Protection and improvement of local air quality
- LP 52 – Protection and improvement of environmental quality

The following are relevant Supplementary Planning Documents or other guidance documents published by, or with, Kirklees Council:

Supplementary Planning Documents

- Highways Design Guide SPD (2019)

Guidance documents

- Planning Applications Climate Change Guidance (2021)
- Biodiversity Net Gain Technical Advice Note (2021)
- Planning Applications Climate Change Guidance (2021)
- West Yorkshire Low Emissions Strategy and Air Quality and Emissions Technical Planning Guidance (2016)
- Waste Management Design Guide for New Developments (2020)
- Green Streets Principles for the West Yorkshire Transport Fund

National Policies and Guidance

National planning policy and guidance is set out in National Policy Statements, primarily the National Planning Policy Framework (NPPF) 2023, published 19/12/2023 and the Planning Practice Guidance Suite (PPGS), first launched 06/03/2014, together with Circulars, Ministerial Statements and associated technical guidance. The NPPF constitutes guidance for local planning authorities and is a material consideration in determining applications.

- Chapter 2 – Achieving sustainable development.
- Chapter 4 – Decision making
- Chapter 7 – Ensuring the vitality of town centres
- Chapter 8 – Promoting healthy and safe communities.
- Chapter 9 – Promoting sustainable transport.
- Chapter 11 – Making effective use of land

- Chapter 12 – Achieving well-designed and beautiful places.
- Chapter 14 – Meeting the challenge of climate change, flooding and coastal change
- Chapter 15 – Conserving and enhancing the natural environment.
- Chapter 16 – Conserving and enhancing the historic environment

Climate change

The Council approved Climate Emergency measures at its meeting of full Council on 16/01/2019, and the West Yorkshire Combined Authority has pledged that the Leeds City Region would reach net zero carbon emissions by 2038. A draft Carbon Emission Reduction Pathways Technical Report (July 2020, Element Energy), setting out how carbon reductions might be achieved, has been published by the West Yorkshire Combined Authority.

On 12/11/2019 the Council adopted a target for achieving ‘net zero’ carbon emissions by 2038, with an accompanying carbon budget set by the Tyndall Centre for Climate Change Research. National Planning Policy includes a requirement to promote carbon reduction and enhance resilience to climate change through the planning system, and these principles have been incorporated into the formulation of Local Plan policies. The Local Plan predates the declaration of a climate emergency and the net zero carbon target; however, it includes a series of policies which are used to assess the suitability of planning applications in the context of climate change. When determining planning applications, the council would use the relevant Local Plan policies and guidance documents to embed the climate change agenda.

Consultation Responses

K.C. Conservation and Design: *The canopy will be reduced; there is a reduced level of impact on the heritage assets*

K.C. Highways (Development Management): *Officers are reluctant to see the approved cycle hub removed but have no objection to the proposed cycle stands.*

K.C Waste Strategy: *No objection subject to the submission of details for suitable storage and access for collection of wastes from the commercial units and the management and maintenance of the refuse storage areas.*

K.C Crime Prevention: *Condition securing a details of crime mitigating measures to be retained.*

Assessment

This application is made under S73 of the Town and Country Planning Act 1990, which allows for the ‘Determination of applications to develop land without compliance with conditions previously attached’. In addition to removing conditions, S73 enables the varying of a condition’s wording. The effect of a granted S73 application is the issuing of a fresh planning

permission. Therefore, all previously imposed conditions should be retained if they remain relevant. Conversely, the time limit for development to commence cannot be extended through S73.

The starting point for a S73 application is the previously granted planning permission, which must carry significant material weight. The original planning permission was approved under application 2024/92302 for:

Refurbishment comprising (phase 1): façade 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; façade improvements including replacement shop fronts therefore, the principle of development remains established by way of this permission.

Consideration must first be given to whether any material changes in circumstances have taken place. This includes the policy and local context.

The previous application was determined 18/02/2025. There have been no material changes in local or national policy that affect the proposal, nor changes in the built environment, since the original determination date.

Variation of Condition 2 (plans table)

Urban design and the historic environment

The application site sits outside of the Huddersfield Town Centre Conservation Area, however, it is in reasonably close proximity to the boundary and is visible from within the CA. The existing bus station is of relatively low architectural quality and does not contribute to the setting of the CA. The building is dominated by the car parking enclosures from levels 1 to 4 which creates a cover along the frontage of the building and entrance to the bus station from Macauley Street.

Section 66 (1) of the Planning (Listed Building and Conservation Areas) Act 1990 requires, that in considering whether to grant planning permission for development which affects a listed building or its setting, local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

Paragraph 196 of the National Planning Policy Framework (NPPF) outlines the contributing factors local planning authorities should take into account when determining applications that effect the historic environment, including criteria point (C) 'the desirability of new development making a positive contribution to local character and distinctiveness'.

The Huddersfield bus station is a prominent feature within the Huddersfield Town Centre. The proposed design alterations to the approved canopy,

through being a reduction and being set further away, would be considered to have a lesser degree of impact on the setting of the heritage assets than the originally approved canopy design, therefore causing no material harm to the CA as a heritage asset.

The site is not set within the immediate setting of any Listed Buildings, however, several listed buildings are located on Macauley Street, Grade II The Plumber Arms and No.4 Macauley Street, and Dundas Street, Grade II Plantation House and Grade II 5-9 Dundas Street. As such, it is considered that the site falls within the wider setting of the stated Listed Buildings. The buildings' heritage value is considered to originate in their architectural form and detail dating from the late 18th century.

The previously approved curved canopy will be reduced to project approximately 7.7m at its widest point the eastern elevation, sited closest to the Listed Buildings. There will be some degree of impact on the Listed Buildings, however, officer's consider this to be of less impact than the originally approved design. This is not to be a significant level of impact on the setting of the Listed Buildings and there would be a minor to no impact on the setting of the Conservation Area.

In summary, the proposal represents an appropriate modification to the approved scheme. The proposal would be a high quality of design which would not conflict with the heritage value of the historic environment. It is therefore concluded that the proposed development complies with S16 and S66 of the Act, LP24 and L35 of the Kirklees Local Plan.

Impact on residential amenity

A core planning principle set out in the NPPF is that development should result in a good standard of amenity for all existing and future occupiers of land and buildings. Policy LP 24 of the Kirklees Local Plan states that proposals should promote good design by ensuring that they provide high standard of amenity for future and neighbouring occupiers, including maintaining appropriate distances between buildings.

The closest residential units to the application site are flats 1 to 18, 15 Upperhead Row to the East; Flats 1 to 13, Florence apartments Threadneedle Street; Flats 1 to 7 Thread works, Threadneedle Street; 4 Henry Street and flats 1 to 23, The Old Warehouse, Henry Street.

The proposed amended canopy design would reduce the projection of the canopy compared to that originally approved. As such, the works are anticipated to result in a lower impact compared to that considered acceptable during the original application, with regards to overbearing, overshadowing or loss of privacy.

The minimum separation distance between the new works and neighbouring dwellings on Upperhead Row is increased from 7.9m to 12.8m, compared to the original canopy, The proposed canopy is a low prominence structure that

would not lead to overbearing. It would be on a similar if not lower level than the first floor flats, preventing overshadowing, and is not an accessible platform to cause overlooking. Furthermore, having a green roof would provide a pleasant outlook.

Concluding on the above, the proposed changes would not result in harm to neighbouring third party dwellings and would retain a high standard of amenity for future occupiers. Therefore, the proposed variation complies with Policy LP24 of the Kirklees Local Plan.

Impact on highways

The application site is an existing bus station with multi-level car park above with a bus access from Henry Street and an exit onto Market Street, the access and exit points are not proposed to be changed under this application. The proposed amendments relate to the reduction of the canopy, removal of approved cycle hub and waste storage. Therefore, the proposal would not result in a change in traffic generation nor directly impact on the operation and efficiency of the surrounding highway network.

Previously, the application required licencing for the canopy and cycle hub from the Local Highway Authority, however the changes in the canopy design, especially the supports, may reduce the ability for maintenance of the highway land that the canopy is to be positioned over and as such the senior management in the Local Highways Authority have requested that the land underneath the canopy be stopped up and have the maintenance responsibility removed from the Local Highway Authority. The methodology for securing this will be added to a footnote within the decision notice.

Due to the stopping up of the highway below the canopy, the cycle stands would not need further licencing to be installed. It is our understanding that the applicant has already been informed of the requirement for a stopping up order and the procedures for obtaining one.

The approved cycle hub provided safe and secure cycle parking for users of the bus station and would have promoted active travel within the district by providing a link between cycling and public transport. The proposal removes the cycle hub and is replaced by 16 "Sheffield Stand" style hoops under the canopy. The proposed hoops are not as secure as the previously proposed hub storage and, even though they are under the canopy, they are still more open to adverse weather. KC Highway Officers consider the proposed cycle storage to be a lesser quality replacement for the previously proposed cycle hub as they do not provide the same level of secure long-term parking for cycles and would not appear as attractive to cycle users who may fear theft or vandalism with the hoops in this location.

The applicant's reason for the change is:

Optimising construction costs, material use, and environmental impact while maintaining an effective amenity without the need for a tenant to take responsibility and run the facility.

While K.C. Highways' concerns are noted, the original design of the cycle hub was not necessary to make the development acceptable in planning terms. The proposed Sheffield stands, while perhaps to a lower standard, would still provide the same base function (i.e., the storage of cycles) that is required by planning. Given the overall improvements to the bus station and impact this will have on sustainable travel within the district, on balance, the proposed cycle stands are considered acceptable.

The proposed amendments result in the removal of the approved bin storage point. It is unclear if all waste is to be stored at the proposed bin/waste point to the north of the site. A condition is recommended to be added to secure submission of details for suitable storage and access for collection of wastes from the commercial units and the management and maintenance of the refuse storage areas.

On balance and subject to condition, the proposed amendments are considered acceptable and in compliance with Local Plan Policies 20 and 21.

Previous conditions and obligations

As this is an application under S73 of TCPA 1990 it will in effect be a new permission. The Planning Practice Guidance confirms that for the purpose of clarity, decision notices for the grant of planning permission under section 73 should set out all the conditions imposed on the new permission, and restate the conditions imposed on earlier permissions that continue to have effect.

All conditions remain pertinent and are to be retained with minor amendments as set out below. There are currently two discharges of conditions applications (listed under planning history section of the report) under consideration, however these are yet to be determined.

As S73 cannot amend the commencement date for development condition 1 is recommended to be updated to reference the date three years from the approval of 2024/92302 (18/02/2028).

Condition 2 is to be retained with the original wording, although the plans table will be updated with the amended plans.

The following conditions are to be amended to reference the updated combined phasing plan:

5, 6, 7, 8, 9, 11, 12, 13, 14, 15, 18, 19, 20, 22, 23, 24, 26, 27, 28, 29, 30, 31, 32, 33.

Given that the amended details are shown on the newly submitted plans, and a full suite of updated plans have not been provided (i.e., drainage strategy,

landscape), the final set of plans will show two different designs. Therefore, it is recommended that a condition is added as clarification, in addition to condition 2, that the canopy approved is as shown on plan 'Proposed site plan reference: 202335-SGP-ZZ-ZZ-DR-A-A-13000 Rev P14. The following wording is recommended:

34. Notwithstanding condition 2, the hereby approved entrance canopy and cycle storage facilities shall be implemented in accordance with plans ref.

202335-SGP-ZZ-ZZ-DR-A- 131301 rev. P09 and 202335-SGP-ZZ-ZZ-DR-A-A-13000 rev P14.

Reason: For the avoidance of doubt as to what is being permitted and to ensure the satisfactory appearance of the development on completion, and to accord with Policies LP21 and LP24 of the Kirklees Local Plan.

The original application was not determined subject to a section 106 agreement; therefore, a section 106 deed of variation is not required.

Representations

No representations were received.

Conclusion

The NPPF has introduced a presumption in favour of sustainable development. The policies set out in the NPPF taken as a whole constitute the Government's view of what sustainable development means in practice.

This application has been assessed against relevant policies in the development plan and other material considerations. It is considered that the development would constitute sustainable development and is therefore recommended for approval.

Recommendation: Approve

Application Number: 2025/91604

Decision Authorisation: Delegated Powers

Officer Recommendation: Approve Variation of Condition

Conditions and Reasons

Note: Further to condition 34 reference to “(as amended)” documents in the plans and specifications schedule below reflect the fact that some submission documents have not been updated and still refer to the previous superseded development proposed under application ref: 2024/92302. For the avoidance of doubt, that earlier proposal (with larger canopy and cycle) is not hereby approved.

1. The development hereby permitted shall be begun by 18/02/2028.

Reason: Pursuant to the requirements of Section 91 of the Town and Country Planning Act 1990.

2. The development hereby permitted shall be carried out in complete accordance with the plans and specifications schedule listed in this decision notice, except as may be specified in the conditions attached to this permission, which shall in all cases take precedence.

Reason: For the avoidance of doubt as to what is being permitted and to ensure the satisfactory appearance of the development on completion, and to accord with Policies LP21 and LP24 of the Kirklees Local Plan.

3. Prior to the commencement of phase one, as shown on plan 202335-SGP-ZZ-ZZ-DR-A-131105 Rev P01 *Combined Phasing*, samples of all facing and roofing materials shall be submitted to, and approved in writing by, the Local Planning Authority. Thereafter the development shall then be completed using the approved materials.

Reason: In the interest of visual amenity and to accord with the aims Policy LP24 and LP35 of the Kirklees Local Plan. This is a pre-commencement condition to ensure the use of suitable materials prior to works starting on site.

4. Prior to the commencement of phase two, as shown on plan 202335-SGP-ZZ-ZZ-DR-A-131105 Rev P01 *Combined Phasing*, samples of all facing and roofing materials shall be submitted to, and approved in writing by, the Local Planning Authority. Thereafter the development shall then be completed using the approved materials.

Reason: In the interest of visual amenity and to accord with the aims Policy LP24 and LP35 of the Kirklees Local Plan. This is a pre-commencement condition to ensure the use of suitable materials prior to works starting on site.

5. The development detailed in phase one, as shown on plan 202335-SGP-ZZ-ZZ-DR-A-131105 Rev P01 *Combined Phasing*, shall be constructed in full accordance with the approved landscape details on plans HBS-ECS-Z0-SL-DR-L-0001-P01 *Landscape proposal*, HBS-ECS-Z0-SL-DR-L-0002-P02 *Landscape proposal* and HBS-ECS-Z0-SL-DR-L-0003-P01 *Landscape outline specification* and retained thereafter.

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

6. The development detailed in phase two as shown on plan 202335-SGP-ZZ-ZZ-DR-A-131105 Rev P01 *Combined Phasing* shall be constructed in full accordance with the approved landscape details on plans HBS-ECS-Z0-SL-DR-L-0001-P01 *Landscape proposal*, HBS-ECS-Z0-SL-DR-L-0002-P02 *Landscape proposal* and HBS-ECS-Z0-SL-DR-L-0003-P01 *Landscape outline specification* and retained thereafter.

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

7. Phase 1 of the development hereby approved, as set out on plan 202335-SGP-ZZ-ZZ-DR-A-131105 Rev P01 *Combined Phasing*, shall be constructed in full accordance with the Construction and Environmental Management Plan by Wilmott Dixon (Rev E Dated 19th November 2024).

Reason: In the interests of public amenity and highway safety, to ensure reasonable precautions are imposed during the construction period, in accordance with Policies LP21 and LP24 of the Kirklees Local Plan.

8. Prior to the commencement of phase two, as identified on plan 202335-SGP-ZZ-ZZ-DR-A-131105 Rev P01 *Combined Phasing*, a schedule of the means of access to the site for construction traffic shall be submitted to and approved in writing by the Local Planning Authority. The schedule shall include:

- the point of access for construction traffic;
- details of times of use of the access;
- the numbers and size of vehicles expected to access the site;
- the routing of construction traffic to and from the site;
- construction workers and delivery parking facilities;
- the location of materials storage and site facilities;
- the use of traffic management/banksman for large deliveries and the provision and,
- use and retention of adequate wheel washing facilities within the site and the means of removal of mud and debris from the highway/footway.

The approved plan shall thereafter be adhered to throughout the construction of the phase of development.

Reason: In the interests of highway safety, to comply with the aims of Policy LP21 of the Kirklees Local Plan. This is a pre-commencement condition to ensure that adequate plans are in place to limit the impact of construction works on the local highway network and highway safety.

9. Prior to development commencing on phase two, as shown on plan 202335-SGP-ZZ-ZZ-DR-A-131105 Rev P01 *Combined Phasing*, a Construction Environmental Management Plan (CEMP) shall be submitted to and agreed in writing with the Local Planning Authority. The plan shall describe in detail the actions that will be taken to minimise adverse impacts on occupiers of nearby properties by effectively controlling:

- Noise & vibration arising from all construction related activities. This should also include suitable restrictions on the hours of working on the site including times of deliveries.
- Dust arising from all construction related activities, which should include measures to monitor and record the emissions of dust during construction
- Artificial lighting used in connection with all construction related activities and security of the construction site.
- A communications plan detailing the responsible person, their contact details and how this will be communicated to local residents and the Local Authority.

The approved plan shall thereafter be adhered to throughout the construction of the phase of development.

Reason: To safeguard the amenities of the occupiers of nearby properties in accordance with Policy LP52 of the Kirklees Local Plan.

10. Phase one of the approved development as shown on plan 202335-SGP-ZZ-ZZ-DR-A-131105 Rev P01 *Combined Phasing* shall be completed in full accordance with plan HBS-ECS-Z0-SL-DR-L-00004-P02 - Bin Store. The approved details shall be retained thereafter.

Reason: In the interests of amenity and highway safety and to meet the requirements set out in the Local Plan Policy LP24 part d(vi).

11. Prior to development commencing on phase two, as shown on plan 202335-SGP-ZZ-ZZ-DR-A-131105 Rev P01 *Combined Phasing*, details of suitable storage, bin presentation points and access for collection of wastes, including swept path analysis for a suitably sized refuse wagon, from the premises hereby approved shall be submitted to and approved in writing by the Local Planning Authority. The details shall include a timeframe for implementation. Thereafter the approved details shall be implemented in accordance with the approved details and shall be so retained thereafter.

Reason: In the interests of amenity and highway safety and to meet the requirements set out in the Local Plan Policy LP24 part d(vi). This pre-commencement condition is necessary to ensure adequate plans are in place for the safe collection of waste from the site.

12. Prior to the commencement of phase one of the development, as shown on plan 202335-SGP-ZZ-ZZ-DR-A-131105 Rev P01 *Combined Phasing*, and notwithstanding the recommendations in the FRA and Drainage Assessment

by Weetwood dated June 2024, details of the proposed surface water mitigation measures specific to this phase shall be submitted to, and approved in writing by, the Local Planning Authority. The details shall include a timeframe for the implementation of the approved mitigation measures and the proposed management and maintenance arrangements. Thereafter the development shall be undertaken in accordance with the approved details.

Reason: To ensure the provision of adequate and sustainable systems of drainage in the interest of amenity, environmental well-being and to accord with Policy LP24 of the Kirklees Local Plan and the aims of the National Planning Policy Framework. This is a pre-commencement condition so as to ensure that the drainage scheme is implemented at the appropriate stage of the development.

13. Prior to the commencement of phase two of the development, as shown on plan 202335-SGP-ZZ-ZZ-DR-A-131105 Rev P01 *Combined Phasing*, and notwithstanding the recommendations in the FRA and Drainage Assessment by Weetwood dated June 2024, details of the proposed surface water mitigation measures specific to this phase shall be submitted to, and approved in writing by, the Local Planning Authority. The details shall include a timeframe for the implementation of the approved mitigation measures and the proposed management and maintenance arrangements. Thereafter the development shall be undertaken in accordance with the approved details.

Reason: To ensure the provision of adequate and sustainable systems of drainage in the interest of amenity, environmental well-being and to accord with Policy LP24 of the Kirklees Local Plan and the aims of the National Planning Policy Framework. This is a pre-commencement condition so as to ensure that the drainage scheme is implemented at the appropriate stage of the development.

14. Prior to development commencing on phase one, as shown on plan 202335-SGP-ZZ-ZZ-DR-A-131105 Rev P01 *Combined Phasing*, a Biodiversity Enhancement and Management Plan (BEMP) shall be submitted to and approved in writing by the Local Planning Authority. The plan shall demonstrate how a minimum of 0.25 habitat units and 0.08 hedgerow units are to be achieved post-development, along with the enhancement measures for bats, birds and hedgehogs that are to be incorporated into the proposals, and include details of the following:

- a. Description and evaluation of features to be managed and enhanced;
- b. Extent and location/area of proposed enhancement works on appropriate scale maps and plans;
- c. Ecological trends and constraints on site that might influence management;
- d. Aims and Objectives of management; 2
- e. Appropriate management Actions for achieving Aims and Objectives;
- f. An annual work programme (to cover an initial 5 year period capable of being rolled forward over a period of 30 years);
- g. Details of the management body or organisation responsible for implementation of the BEMP;
- h. Ongoing monitoring programme and remedial measures; and

i. The BEMP will be reviewed and updated every 5 years and implemented for a minimum of 30 years The BEMP shall include details of the legal and funding mechanisms by which the long-term implementation of the BEMP will be secured by the developer with the management body responsible for its delivery.

The BEMP shall also set out (where the results from the monitoring show that the Aims and Objectives of the BEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved BEMP. The approved BEMP will be implemented in accordance with the approved details.

Reason: In order to ensure the development provides ecological enhancement and creation measures sufficient to provide a biodiversity net gain in accordance with Policy LP30 of the Kirklees Local Plan and the National Planning Policy Framework. This pre-commencement condition is necessary to ensure details relating to the required biodiversity net gain are devised and agreed at an appropriate stage of the development process.

15. Prior to development commencing on phase two, as shown on plan202335-SGP-ZZ-ZZ-DR-A-131105 Rev P01 *Combined Phasing*, a Biodiversity Enhancement and Management Plan (BEMP) shall be submitted to and approved in writing by the Local Planning Authority. The plan shall demonstrate how a minimum of 0.25 habitat units and 0.08 hedgerow units are to be achieved post-development, along with the enhancement measures for bats, birds and hedgehogs that are to be incorporated into the proposals, and include details of the following:

- a. Description and evaluation of features to be managed and enhanced;
- b. details of the provision of a minimum of two bat boxes and one bird box, including the types proposed and their intended location (including height).
- c. Extent and location/area of proposed enhancement works on appropriate scale maps and plans;
- d. Ecological trends and constraints on site that might influence management;
- e. Aims and Objectives of management; 2
- f. Appropriate management Actions for achieving Aims and Objectives;
- g. An annual work programme (to cover an initial 5 year period capable of being rolled forward over a period of 30 years);
- h. Details of the management body or organisation responsible for implementation of the BEMP;
- i. Ongoing monitoring programme and remedial measures; and
- j. The BEMP will be reviewed and updated every 5 years and implemented for a minimum of 30 years The BEMP shall include details of the legal and funding mechanisms by which the long-term implementation of the BEMP will be secured by the developer with the management body responsible for its delivery.

The BEMP shall also set out (where the results from the monitoring show that the Aims and Objectives of the BEMP are not being met) how contingencies

and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved BEMP. The approved BEMP will be implemented in accordance with the approved details.

Reason: In order to ensure the development provides ecological enhancement and creation measures sufficient to provide a biodiversity net gain in accordance with Policy LP30 of the Kirklees Local Plan and the National Planning Policy Framework. This pre-commencement condition is necessary to ensure details relating to the required biodiversity net gain are devised and agreed at an appropriate stage of the development process.

16. The combined noise from any fixed mechanical services and external plant and equipment shall be effectively controlled so that the combined rating level of noise from all such equipment is 10dB below the quietest background noise level recorded, at any time. "Rating level" and "background sound level" are as defined in BS 4142:2014+A1:2019.

Reason: To ensure the proposed development does not cause harmful noise pollution within neighbouring noise sensitive locations, in the interest of amenity, to comply with the aims and objectives of Policies LP24 and LP52 of the Kirklees Local Plan and Chapters 12 and 15 of the National Planning Policy Framework.

17. Prior to the installation of any external fixed plant or machinery, full details of the proposed external fixed plant or machinery, including the proposed location and appearance, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, all external fixed plant or machinery shall be installed in accordance with the approved details.

Reason: To ensure the proposed development does not cause harmful noise pollution within neighbouring noise sensitive locations, in the interest of amenity, to comply with the aims and objectives of Policies LP24 and LP52 of the Kirklees Local Plan and Chapters 12 and 15 of the National Planning Policy Framework.

18. Groundworks as approved for phase one as shown on plan 202335-SGP-ZZ-ZZ-DR-A-131105 Rev P01 *Combined Phasing* (other than those required for a site investigation report) shall not commence until a supplementary Phase II Intrusive Site Investigation Report by a suitably competent person 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. 189 and 190 of the National Planning Policy Framework. This is a pre-commencement condition to ensure that a site investigation report identifying any potential risks to the development of future users is completed prior to work commencing on site.

19. Where site remediation is recommended in the Phase II Intrusive Site Investigation Report for phase one of the development as shown on plan 202335-SGP-ZZ-ZZ-DR-A-131105 Rev P01 *Combined Phasing*, approved pursuant to condition 17 further groundworks shall not commence until a Remediation Strategy by a suitably competent person has been submitted to

and approved in writing by the Local Planning Authority. The Remediation Strategy shall include a timetable for the implementation and completion of the approved remediation measures.

Reason: To ensure the safe occupation of the site in accordance with Policy LP53 of the Kirklees Local Plan and paragraph nos. 189 and 190 of the National Planning Policy Framework. This is a pre-commencement condition to ensure that a site investigation report identifying any potential risks to the development of future users is completed prior to work commencing on site.

20. Remediation of the site of phase one as shown on plan 202335-SGP-ZZ-ZZ-DR-A-131105 Rev P01 *Combined Phasing* shall be carried out and completed in accordance with the Remediation Strategy approved pursuant to condition 18. In the event that remediation is unable to proceed in accordance with the approved Remediation Strategy or contamination not previously considered in either the Preliminary Risk Assessment or the Phase II Intrusive Site Investigation Report is identified or encountered on site, all groundworks in the affected area (except for site investigation works) shall cease immediately and the Local Planning Authority shall be notified in writing within 2 working days. Works shall not recommence until proposed revisions to the Remediation Strategy have been submitted to and approved in writing by the Local Planning Authority. Remediation of the site shall thereafter be carried out in accordance with the approved revised Remediation Strategy.

Reason: To ensure the safe occupation of the site in accordance with Policy LP53 of the Kirklees Local Plan and paragraph nos. 189 and 190 of the National Planning Policy Framework

21. Following completion of any measures identified in the approved Remediation Strategy or any approved revised Remediation Strategy for phase one of the development, a Verification Report by a suitably competent person shall be submitted to the Local Planning Authority. Where verification has been submitted and approved in stages for different areas of the whole site, a Final Verification Summary Report shall be 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. 189 and 190 of the National Planning Policy Framework

22. Groundworks as approved for phase two as shown on plan 202335-SGP-ZZ-ZZ-DR-A-131105 Rev P01 *Combined Phasing* (other than those required for a site investigation report) shall not commence until a supplementary Phase II Intrusive Site Investigation Report by a suitably competent person 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. 189 and 190 of the National Planning Policy Framework. This is a pre-commencement condition to ensure that a site investigation report identifying any potential risks to the development of future users is completed prior to work commencing on site.

23. Where site remediation is recommended in the Phase II Intrusive Site Investigation Report for phase two of the development as shown on plan202335-SGP-ZZ-ZZ-DR-A-131105 Rev P01 *Combined Phasing* , approved pursuant to condition 21, further groundworks shall not commence until a Remediation Strategy by a suitably competent person has been submitted to and approved in writing by the Local Planning Authority. The Remediation Strategy shall include a timetable for the implementation and completion of the approved remediation measures.

Reason: To ensure the safe occupation of the site in accordance with Policy LP53 of the Kirklees Local Plan and paragraph nos. 189 and 190 of the National Planning Policy Framework. This is a pre-commencement condition to ensure that a site investigation report identifying any potential risks to the development of future users is completed prior to work commencing on site.

24. Remediation of the site of phase two as shown on plan202335-SGP-ZZ-ZZ-DR-A-131105 Rev P01 *Combined Phasing* shall be carried out and completed in accordance with the Remediation Strategy approved pursuant to condition 22. In the event that remediation is unable to proceed in accordance with the approved Remediation Strategy or contamination not previously considered in either the Preliminary Risk Assessment or the Phase II Intrusive Site Investigation Report is identified or encountered on site, all groundworks in the affected area (except for site investigation works) shall cease immediately and the Local Planning Authority shall be notified in writing within 2 working days. Works shall not recommence until

proposed revisions to the Remediation Strategy have been submitted to and approved in writing by the Local Planning Authority. Remediation of the site shall thereafter be carried out in accordance with the approved revised Remediation Strategy.

Reason: To ensure the safe occupation of the site in accordance with Policy LP53 of the Kirklees Local Plan and paragraph nos. 189 and 190 of the National Planning Policy Framework

25. Following completion of any measures identified in the approved Remediation Strategy or any approved revised Remediation Strategy for phase two of the development, a Verification Report by a suitably competent person shall be submitted to the Local Planning Authority and approved in writing. Where verification has been submitted and approved in stages for different areas of the whole site, a Final Verification Summary Report shall be 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. 189 and 190 of the National Planning Policy Framework

26. Prior to the installation of external artificial lighting commences on phase one of the development as shown on 202335-SGP-ZZ-ZZ-DR-A-131105 Rev P01 *Combined Phasing* , a lighting scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme should include the following information:

a. The proposed hours of operation of the lighting

- b. The location of all the luminaires
- c. The proposed design level of maintained average horizontal illuminance for the areas that needs to be illuminated.
- d. The measures that will be taken to minimise or eliminate glare and stray light arising from the use of the lighting that is caused beyond the boundary of the site
- e. The methods of switching and controlling the lighting so that it is only operated at the permitted times and at times when it is required.

No external artificial lighting shall be used unless the lighting has been installed and operated in accordance with the approved scheme.

Reason: To safeguard the amenities of the occupiers of nearby properties and promote sustainable development in accordance with part 2 and 15 of the NPPF and LP52 of the Local Plan.

27. Prior to the installation of external artificial lighting commences on phase two of the development as shown on 202335-SGP-ZZ-ZZ-DR-A-131105 Rev P01 *Combined Phasing* , a lighting scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme should include the following information:

- a. The proposed hours of operation of the lighting
- b. The location of all the luminaires
- c. The proposed design level of maintained average horizontal illuminance for the areas that needs to be illuminated.
- d. The measures that will be taken to minimise or eliminate glare and stray light arising from the use of the lighting that is caused beyond the boundary of the site
- e. The methods of switching and controlling the lighting so that it is only operated at the permitted times and at times when it is required.

No external artificial lighting shall be used unless the lighting has been installed and operated in accordance with the approved scheme.

Reason: To safeguard the amenities of the occupiers of nearby properties and promote sustainable development in accordance Policy LP52 of the Local Plan.

28. Prior to the completion of works as approved within phase one of the development as shown on plan 202335-SGP-ZZ-ZZ-DR-A-131105 Rev P01 *Combined Phasing*, details of crime mitigation measures shall be submitted and approved in writing by the Local Planning Authority. The approved measures shall be implemented prior to the completion of phase one the development and thereafter retained as such.

Reason: In the interests of crime prevention and safety and to accord with guidance within LP24 of the Kirklees Local Plan.

29. Prior to the completion of works as approved within phase two of the development as shown on plan 202335-SGP-ZZ-ZZ-DR-A-131105 Rev P01 *Combined Phasing*, details of crime mitigation measures shall be submitted and approved in writing by the Local Planning Authority. The approved measures shall be implemented prior to the completion of phase one of the development and thereafter retained as such.

Reason: In the interests of crime prevention and safety and to accord with guidance within LP24 of the Kirklees Local Plan.

30. Prior to the commencement of phase two of the development as shown on plan 202335-SGP-ZZ-ZZ-DR-A-131105 Rev P01 *Combined Phasing*, details of the sedum canopy roof including materials and planting and a management and maintenance plan for 5 years following the date of completion shall be submitted in writing to the Local Planning Authority and approved in writing. Thereafter the development shall be implemented in accordance with the approved details and shall be operated in accordance with the approved management and maintenance plan.

Reason: In the interest of visual amenity and to accord with the aims Policy LP24 and LP35 of the Kirklees Local Plan as well as aims of Chapter 12 of the National Planning Policy Framework and key principles of the Housebuilders Design Guide Supplementary Planning Document. This is a pre-commencement plan to ensure that suitable materials are agreed which allow for sufficient management and maintenance prior to the start of works on site.

31. Prior to development commencing on phase one, as shown on plan 202335-SGP-ZZ-ZZ-DR-A-131105 Rev P01 *Combined Phasing*, a bus disruption plan for that phase of the development shall be submitted to and approved by The Local Planning Authority. The plan shall detail to temporary arrangements for buses displaced from the application site during the construction phase. Thereafter the construction phase shall operate in accordance with the approved details.

Reason: For the continued effective operational use of the bus station throughout the construction period and to minimise the impact on the local highway network in accordance with Local Plan Policy LP24 and LP21. This is a pre-commencement condition for an agreed plan to be in place prior to the commencement of works.

32. Prior to development commencing on phase one, as shown on plan 202335-SGP-ZZ-ZZ-DR-A-131105 Rev P01 *Combined Phasing*, full details of the construction foundations including the proximity to the underground railway tunnels shall be submitted to, and approved in writing by, the Local Planning Authority. The development shall thereafter be constructed in full accordance with the approved construction details and retained as such.

Reason: To understand the relationship of the new foundations of the proposed development on the existing railway tunnel within close proximity of the site and how the new foundations would interrelate with the tunnel. This is

a pre-commencement condition to ensure that the development does not impact on the underground tunnel prior to the commencement of any works.

33. Prior to development commencing on phase two, as shown on plan 202335-SGP-ZZ-ZZ-DR-A-131105 Rev P01 *Combined Phasing*, full details of the construction foundations including the proximity to the underground railway tunnels shall be submitted to, and approved in writing by, the Local Planning Authority. The development shall thereafter be constructed in full accordance with the approved construction details and retained as such.

Reason: To understand the relationship of the new foundations of the proposed development on the existing railway tunnel within close proximity of the site and how the new foundations would interrelate with the tunnel. This is a pre-commencement condition to ensure that the development does not impact on the underground tunnel prior to the commencement of any works.

34. Notwithstanding condition 2, the hereby approved entrance canopy and cycle storage facilities shall be implemented in accordance with plans ref. 202335-SGP-ZZ-ZZ-DR-A- 131301 rev. P09 and 202335-SGP-ZZ-ZZ-DR-A-A-13000 rev P14.

Reason: For the avoidance of doubt as to what is being permitted and to ensure the satisfactory appearance of the development on completion, and to accord with Policies LP21 and LP24 of the Kirklees Local Plan.

NOTE – Huddersfield Train Station may be undergoing construction works at the same time as the development hereby approved. It is advised that no replacement bus stops will be located within St George's square throughout the construction period in order to minimise disruption to the highway network.

NOTE - It is brought to the Applicant's notice that the formal stopping up of a public highway is required BEFORE the development to which this consent relates can be implemented. The appropriate procedure to stop up a highway is by application to the Secretary of State under the powers vested in Section 247 of the Town and Country Planning Act 1990. The application should be made directly to the Secretary of State at –Department for Transport
National Transport Casework Team

Lancaster House
Hampshire Court
Newcastle Business Park
Newcastle upon Tyne
NE4 7YH
nationalcasework@dft.gov.uk

NOTE - The granting of planning permission does not authorise the carrying out of works within the highway, for which the written permission of the Council as Highway Authority is required. You are required to consult the Design Engineer (Kirklees Street Scene: 01484 221000) regarding obtaining this permission and approval of the construction specification. Please also note that the construction of vehicle crossings within the highway is deemed to be major works for the purposes of the New Roads and Street Works Act

1991 (Section 84 and 85). Interference with the highway without such permission is an offence which could lead to prosecution.

NOTE - All contamination reports shall be prepared by a suitably competent person, as defined in Annex 2 of the National Planning Policy Framework. Reports must be prepared in accordance with the following guidance:

- Land Contamination Risk Management (LCRM)
- BS 10175:2011+ A2:2017 Investigation of Potentially Contaminated Sites. Code of Practice
- Development on Land Affected by Contamination - Technical Guidance for Developers, Landowners & Consultants - (v11.2) June 2020 by the Yorkshire and Lincolnshire Pollution Advisory Group.

The conditions relate to Planning Control only. Approval under the Building Regulations may also be required, and the applicant should contact their Building Control Provider for further information. Any other necessary consent must be obtained from the appropriate authority. If the applicant commences work without discharging conditions, they will be at risk of enforcement action invalidating the permission if the planning condition is a pre-commencement condition

NOTE - The proposed design levels of illuminance should be shown to be appropriate for the intended use by reference to appropriate guidance. Generally, to minimise problems of glare and stray light from external artificial lighting it should be installed and maintained in accordance with *the "Guidance Note 01/21 for the Reduction of Obtrusive Light"* by the Institution of Lighting Professionals: 2021 www.theilp.org.uk. The predicted levels of stray light must not exceed the recommended maximum levels given in Table 2 of this guidance for the corresponding Environmental Zone (i.e. E0 to E4).

NOTE - No construction related noise shall be audible beyond the site boundary outside the hours of:

- 07.30 to 18.30 hours Mondays to Fridays
- 08.00 to 13.00 hours Saturdays

With no construction related noise audible beyond the site boundary on Sundays or Bank/Public Holidays.

NOTE - For further information regarding dust control, guidance can be found in the Institute of Air Quality Management (IAQM) document *"Guidance on the assessment of dust from demolition and construction"* Version 2.2 2024.

NOTE - 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.

Plan Type	Reference	Version	Date received
Proposed site plan	202335-SGP-ZZ-ZZ-DR-A-A-13000	P14	17.06.2025
Proposed site clearance	202335-SGP-ZZ-ZZ-DR-A-131006	P06	17.06.2025
Proposed GA plan	202335-SGP-ZZ-ZZ-DR-A-131201	P16	17.06.2025
Proposed roof	202335-SGP-ZZ-ZZ-DR-A-131102	P13	17.06.2025
Proposed reflected soffit	202335-SGP-ZZ-ZZ-DR-A-131104	P10	17.06.2025
Proposed sections	202335-SGP-ZZ-ZZ-DR-A-131201	P0	17.06.2025
Proposed cycle parking design	202335-SGP-ZZ-ZZ-DR-A-131302	P08	17.06.2025
Proposed Elevations	202335-SGP-ZZ-ZZ-DR-A-131301	P09	17.06.2025
Proposed unit frontage	202335-SGP-ZZ-ZZ-DR-A-131303	P09	17.06.2025
Totum design	202335-SGP-ZZ-ZZ-DR-A-131304	P0	17.06.2025
Mesh Artwork	202335-SGP-ZZ-ZZ-DR-A-131305	P09	17.06.2025
3D visuals	202335-SGP-ZZ-ZZ-DR-A-131901	P08	17.06.2025
Site Location Plan	202335-SGP-ZZ-ZZ-DR-A-130001	P07	17.06.2025
Design and Access statement	202335-SGP-ZZ-ZZ-DR-A-131801	P04	17.06.2025
Heritage statement	202335-SGP-ZZ-ZZ-DR-A-131802	P05	17.06.2025
Details pursuant to permission 2024/92302			
Site Clearance – drainage -pavements (as amended)	HBS-BGH-Z0-XX-DR-H0002	P02	23.08.2024

Landscape masterplan (as amended)	221655-PEV-XX-00-DR-L-0301	P03	23.08.2024
Electrical services proposed external services layout (as amended)	HBS-KZN-Z0-XX-D-U-1001	P02	23.08.2024
View 3-1.1-CGI Render	-	-	23.08.2024
View 4-1.1-CGI Render	-	-	23.08.2024
View 5-1. 1-CGI Render	-	-	23.08.2024
View 6-1 1-CGI Render	-	-	23.08.2024
View 1-1 1-CGI Render	-	-	23.08.2024
View 2-1 1-CGI Render	-	-	23.08.2024
View 7-1 1-CGI Render	-	-	23.08.2024
External view 1 (as amended)	-	-	23.08.2024
External view 2 (as amended)	-	-	23.08.2024
Internal view 1 (as amended)	-	-	23.08.2024
Internal view 2 (as amended)	-	-	23.08.2024
Existing site plan	202335-SGP-ZZ-ZZ-DR-A-130000	P03	23.08.2024
Proposed phase 1 plan (as amended)	HBS-BGH-Z0-XX-D-C-0021	P01	23.08.2024
Proposed phase 2 plan (as amended)	HBS-BGH-Z0-XX-D-C-0022	P01	23.08.2024
Combined phasing plan (as amended)	HBS-BGH-Z0-XX-D-C-0024	P01	23.08.2024
Transport Statement by Bryan G Hall dated August 2024 (as amended)	HBS-BGH-Z0-XX-T-H-0004	P03	23.08.2024
Existing elevations – North	HBS-AHR-XX-ZZ-D-A-00-103	P01	23.08.2024
Existing elevations - south	HBS-AHR-XX-ZZ-D-A-00-104	P01	23.08.2024
Existing elevations – West, east and south	HBS-AHR-XX-ZZ-D-A-00-105	P01	23.08.2024
Existing elevations - East	HBS-AHR-XX-ZZ-D-A-00-101	P01	23.08.2024
Existing elevations - West	HBS-AHR-XX-ZZ-D-A-00-102	P01	23.08.2024

Huddersfield Bus Station Design and Access Statement (as amended)	HBS-AHR-XX-XX-T-A-00001	P07	23.08.2024
Existing floor plan	HBS-AHR-XX-00-D-A-00-001	P02	23.08.2024
GA proposed floor plan (overall) (as amended)	HBS-AHR-XX-00-D-A-20-001	P04	30.10.2024
GA proposed floor plan (bus concourse) (as amended)	HBS-AHR-XX-00-D-A-20-010	P02	23.08.2024
GA proposed floor plan (Henry Street) (as amended)	HBS-AHR-XX-00-D-A-20-011	P03	23.08.2024
Proposed east elevation (as amended)	HBS-AHR-XX-ZZ-D-A-20-101	P03	23.08.2024
Proposed west elevation (as amended)	HBS-AHR-XX-ZZ-D-A-20-102	P02	23.08.2024
Proposed north elevation (as amended)	HBS-AHR-XX-ZZ-D-A-20-103	P03	23.08.2024
Proposed south elevation (as amended)	HBS-AHR-XX-ZZ-D-A-20-104	P02	23.08.2024
Proposed elevations (as amended)	HBS-AHR-XX-ZZ-D-A-20-105	P02	23.08.2024
GA Proposed elevations (as amended)	202335-SGP-ZZ-ZZ-DR-A-131301	P04	23.08.2024
Landscape proposals – outline soft specification and maintenance schedule (as amended)	HBS-ECS-Z0-SL-DR-L-00003	-	23.08.2024
30 year maintenance schedule (phase 1) (as amended)	-	-	23.08.2024
Site location plan	202335-SGP-ZZ-ZZ-DR-A-13001	P02	23.08.204
Environmental Noise Survey by Paceconsult dated 26.02.2024 (as amended)	PC-23-0073-RP1	1	23.08.2024
Flood risk and drainage assessment by Weetwood dated June 2024 (as amended)	-	2	24.01.2024
Bat Emergence Survey by Ecus dates July	23636	1	23.08.2024

2024			
Preliminary roost assessment by Ecus dated April 2024	21287	1	23.08.2024
BS-5837:2012 Arboricultural report, impact assessment and method statement by Ecus dated May 2024 (as amended)	21287	1	23.08.2024
Air Quality Assessment by Ostroma dated May 2024 (as amended)	PRO-092054	1	23.08.2024
Landscape schedule of hard and soft landscape components by Pick Everard dated June 2024 (as amended)	221655-PEV-XX-XX-SH-L-1601	2	23.08.2024
Huddersfield bus station- planning materials (as amended)	202335-SGP-ZZ-ZZ-SH-A-131700	-	23.08.2024
Planning Statement dated August 2024 (as amended)	N2155P	-	23.08.2024
Phase one Biodiversity net gain assessment by Ecus dated June 2024	21287	-	23.08.2024
Phase two Biodiversity net gain assessment by Ecus dated July 2024	21287	-	23.08.2024
Site Clearance – Drainage – pavements	HBS-BGH-Z0-XX-DR-H0002	P022	23.08.2024
Huddersfield bus station desk study and coal mining risk assessment by WSP dated November 2021	70079084	-	23.08.2024
Rapid Health Impact Assessment dated November 2022 (as amended)	-	-	23.08.2024
Heritage Statement by SGP dated February 2024	202335-SGP-ZZ-ZZ-RP-131802	P04	23.08.2024
Proposed green roof details (as amended)	202335-SGP-ZZ-ZZ-SK-A-210604	P02	23.08.2024
Proposed bin store (as amended)	HBS-ECS-Z0-SL-DR-L-00004	P02	30.10.2024
Landscape proposals	HBS-ECS-Z0-SL-DR-L-00001	P03	30.10.2024

general arrangement (as amended)			
Landscape proposals – detailed planting plan and planting schedule (as amended)	HBS-ECS-Z0-SL-DR-L-00002	P02	30.10.2024
Apron layout general arrangement (as amended)	HBS-BGH-Z0-XX-0-C-0001	P07	30.10.2024
Transport note by Bryan G Hall dated 16.10.2024 (as amended)	23-184-009.01	-	30.10.2024
Construction and Environmental management plan by willmott Dixon November 2024 (as amended)	-	-	25.11.2024
Email dated 27.01.2024 from Erin Shaw, Project Officer, West Yorkshire Combined Authority regarding closure of bus bays during construction period	-	-	27.01.2025

Pursuant to article 35 (2) of the Town and Country Planning (Development Management Procedure) Order 2015 and guidance in the National Planning Policy Framework, the Local Planning Authority have, where possible, made a pre-application advice service available, complied with the Kirklees Development Management Charter 2015 and otherwise actively engaged with the applicant in dealing with the application.

Officers considered that the details as originally submitted were acceptable.

Report Dated: 25/09/2025