

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:	2026/44/90240/W
Site Address:	Huddersfield Bus Station, Upperhead Row, Huddersfield, HD1 2JN
Description:	Discharge of details reserved by conditions 12 (phase 1 surface water management), 17 (external plant or machinery), 31 (phase 1 bus disruption plan) and 32 (phase 1 foundation proximity to railway) on previous permission 2025/91604 for 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 – Discharge 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: 14-Aug-2026

Application: 2026/90240

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

Proposal: Discharge of details reserved by conditions 12 (phase 1 surface water management), 17 (external plant or machinery), 31 (phase 1 bus disruption plan) and 32 (phase 1 foundation proximity to railway) on previous permission 2025/91604 for 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

Condition 12 (Phase 1 surface water management)

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.*

The following details have been submitted:

- HBS-BGH-ZO-XX-T-H-0023 P01 - Discharge of Pre Commencement Planning Conditions with Appendices

Consultee response

Lead Local Flooding Authority, comments dated 01/03/2026:

The condition is different to the one recommended by the LLFA. The drainage proposal principle was accepted in accordance with those promoted in the drainage and flood risk strategy. This included our quote:

“If there is no increase between the current road/hardstanding impermeable areas positively draining to sewer compared to the

new road/hardstanding impermeable areas then I would not consider it necessary to introduce attenuation storage for these areas provided the existing connections to the YW sewer are re-used.”

We are satisfied that this still applies and do not wish to make further comment. The wording of actual condition states ‘not withstanding’ details promoted in the document quoted above. If the planning officer was of the mind to look for additional requirements, then the discharge of condition rests with them.

In the meantime we recommend that this condition CAN be discharged.

Assessment

Officers note the comments from the LLFA and their general acceptance of the details: planning officers are not minded to seek additional requirements. Accordingly, it is considered that the details provided are sufficient for the requirements of condition 12 and are recommended to be approved, alongside a note of the conditions ongoing requirement.

Condition 17 (external plant or machinery)

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.*

The following details have been submitted:

- HBS-KZN-XX-00-DR-M-05600 - Concourse Heating & Cooling Layout - P03
- HBS-KZN-XX-00-DR-M-05602 - Henry Street Heating & Cooling Layout - P03
- MMY-MAP0806-1406FT8P-UK Noise Curve
- MMY-MAP0806FT8P-E
- RAV-GP801ATW-E - Sound Curves
- RAV-GP801ATW-E

Assessment

The proposal includes the fixing of two external condenser units located to the rear of the bus station, on the south elevation of the protruding triangular section which is adjacent to the bus bays. Due to the secluded position of the units, to the rear of the bus station, there is no considered impact on visual amenity or on the character and setting of adjacent listed buildings. The units are small in scale and would be visible by users of bus bays A-E but would be seen in the context of the bus station and therefore not out of keeping.

It is noted that although the condition does not require submission of the likely impact of noise from any plant or machinery, the reason for the condition is to ensure that the proposed development does not cause harmful noise pollution within neighbouring noise sensitive areas. As such, the impact of noise should be considered.

The nearest sensitive noise receptors to the site are residential dwellings are located to the east at The Old Warehouse, Henry Street which has a separation distance of 38.5m from the proposed plant and is separated by the entrance to the operational bus station which will generate an existing level of noise. Residential units are also located at Dundas Works, Upperhead Row to the south which is separated by the bus station building. To the north and west are substantial retaining walls, holding the ring road.

The application is supported by full specifications of the two proposed units which include base noise levels. Given the separation distances and location of sensitive noise receptors and the existing level of noise generated from the operating bus station, the base levels submitted are considered acceptable. As such, the proposed external plant/machinery is unlikely to have any undue impact on nearby sensitive receptors.

The details provided are sufficient for the requirements of condition 17. Therefore, condition 17 is recommended for discharge.

Condition 31 (Bus disruption plan)

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.

The following details have been submitted:

- Huddersfield Bus Station Refurbishment project – Bus disruption plan

Consultee response

Network Rail, comments dated 16/03/2026:

Network Rail has no objection to the discharge of these conditions, provided that the applicant adheres to the proposed works as detailed within the supporting information.

Assessment

As part of the original planning application, Network Rail commented on the operational impacts of temporary closure of the bus station during construction works and the potential impact of on-street bus arrivals and departures within the vicinity of the railway station, especially in periods when the station is closed and itself is the subject of rail replacement services. Given the potential highway impacts of displaced bus traffic, particularly during alighting periods, this condition was added to secure a bus disruption plan which would detail any interruptions to the use of departure and arrival stands within the bus station throughout the construction phases and the plans which would be proposed to minimise potential disruptions.

Per their comments, the submitted bus disruption plan is considered acceptable to Network Rail so as not to impact on the temporary arrangements for buses displaced from the application site during the construction phase.

The details provided are sufficient for the discharge of condition 31. Therefore, condition 31 is recommended for discharge.

Condition 32 (Construction foundations)

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.*

The following details have been submitted:

- HBS-BGH-ZO-XX-T-H-0023 P01 - Discharge of Pre Commencement Planning Conditions with Appendices

Consultee Response

Network Rail, comments dated 16/03/2026:

Network Rail has no objection to the discharge of these conditions, provided that the applicant adheres to the proposed works as detailed within the supporting information.

While we acknowledge that the proposed foundations, as detailed under condition 32, fall outside the tunnel's support zone, we would nonetheless recommend coordination with our Asset Protection Team. This engagement would ensure appropriate oversight and provide assurance that the works will not adversely affect the operational railway or associated infrastructure.

Assessment

Officers concur with the comments and assessment made by Network Rail in that the details provided are sufficient for the requirements of condition 32 provided that the development is completed in accordance with the approved details.

Network Rail advise that the applicant coordinates with the Network Rail Asset Protection Team to ensure the appropriate oversight and provide assurance that the works will not adversely affect the operational railway or associated infrastructure.

The details provided are sufficient for the discharge of condition 32. Therefore, condition 32 is recommended for discharge.

Summary

Officers have reviewed the submitted document against the requirements of the conditions which is acceptable for the purpose of conditions 12, 17, 31 and 32.

The conditions will be formally discharged on completion of the development in full accordance with the Biodiversity Enhancement Management Plan.

Officer Recommendation: Approve all submitted details.

Report Date: 07/08/2026

Recommended Decision notice text

Condition 12 (Phase 1 surface water management)

The following details have been submitted:

- HBS-BGH-ZO-XX-T-H-0023 P01 - Discharge of Pre Commencement Planning Conditions with Appendices

I can confirm that the submitted details are acceptable and are hereby approved.

Notwithstanding the above, you are reminded that condition 12 has an ongoing requirement, which must be adhered to, to ensure compliance. This is:

Thereafter the development shall be undertaken in accordance with the approved details.

Condition 17 (external plant or machinery)

The following details have been submitted:

- HBS-KZN-XX-00-DR-M-05600 - Concourse Heating & Cooling Layout - P03
- HBS-KZN-XX-00-DR-M-05602 - Henry Street Heating & Cooling Layout - P03
- MMY-MAP0806-1406FT8P-UK Noise Curve
- MMY-MAP0806FT8P-E
- RAV-GP801ATW-E - Sound Curves
- RAV-GP801ATW-E

I can confirm that the submitted details are acceptable and are hereby approved.

Notwithstanding the above, you are reminded that condition 17 has an ongoing requirement, which must be adhered to, to ensure compliance. This is:

Thereafter, all external fixed plant or machinery shall be installed in accordance with the approved details.

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.

Condition 31 (Bus disruption plan)

The following details have been submitted:

- Huddersfield Bus Station Refurbishment project – Bus disruption plan

I can confirm that the submitted details are acceptable and are hereby approved.

Notwithstanding the above, you are reminded that condition 31 has an ongoing requirement, which must be adhered to, to ensure compliance. This is:

Thereafter the construction phase shall operate in accordance with the approved details.

Condition 32 (Construction foundations)

The following details have been submitted:

- HBS-BGH-ZO-XX-T-H-0023 P01 - Discharge of Pre Commencement Planning Conditions with Appendices

I can confirm that the submitted details are acceptable and are hereby approved.

Notwithstanding the above, you are reminded that condition 31 has an ongoing requirement, which must be adhered to, to ensure compliance. This is:

The development shall thereafter be constructed in full accordance with the approved construction details and retained as such.

Please also note that Network Rail advise that the applicant coordinates with the Network Rail Asset Protection Team to ensure the appropriate oversight and provide assurance that the works will not adversely affect the operational railway or associated infrastructure.