9918-HJCE-Lindum-IC -CS-001

19.05.2026

Ian Coleman
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By Email

Dear Ian

HUDDERSFIELD BUS DEPOT – PROPOSED CANOPY WORKS TO MACAULEY STREET. KIRKLEES COUNCIL REF: 2024/48/92302/W - PLANNING CONDITIONS 13 & 33

We write with regards to the above planning application and would provide the following information to assist with discharge of planning condition no's 13 & 33.

Condition 13
Prior to the commencement of phase two of the development, as shown on plan 202335-SGP-ZZ-ZZDR-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

HJCE response – The proposed surface water drainage strategy is illustrated on the attached BWB Consulting drawing ref. 221692-BWB-INF-XX-D-C-0500-(A4)-P07. Surface water runoff from the proposed canopy will be collected via the green roof system and conveyed through a siphonic rainwater drainage system before discharging into a new below-ground drainage network. The system will ultimately outfall to the existing Yorkshire Water public combined sewer located along the bus station frontage on Macauley Street.

As identified within the Drainage Assessment prepared by Weetwood, "*there are no proposed changes in contributing areas, and the existing drainage system will continue to be utilised*." On this basis, no formal surface water attenuation or additional mitigation measures are proposed as part of the development.

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This principle has been accepted by Kirklees Council's Principal Flood Risk Officer, as confirmed within their email dated 13 March 2024 (copy attached).

Whilst no formal attenuation infrastructure is proposed, the inclusion of the green roof will still provide a degree of surface water betterment. The green roof will assist in filtering runoff, provide initial rainfall interception and storage, and contribute towards a reduction in peak surface water discharge rates during smaller rainfall events.

Condition 33
Prior to development commencing on phase two, as shown on plan 202335-SGPZZ-ZZ-DR-A-131105 RevP01 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.

HJCE response – The proposed foundation arrangement for the canopy structure is illustrated on the attached SGP drawing ref. 202335-SGP-ZZ-ZZ-DR-A-201101(P03) & BWB drawing HBS-BWB-ZZ-FN-DR-S-1001(P07). The canopy is proposed to be supported on shallow unreinforced concrete pad foundations, founded at approximately 2.0m below existing ground level.
The nearest underground railway tunnel is located approximately 32m from the closest proposed foundation position as illustrated on SGP drawing ref. 202335-SGP-ZZ-ZZ-DR-A-200000(P03).
Given the significant stand-off distance between the proposed foundations and the tunnel infrastructure, together with the relatively shallow nature of the proposed foundation construction and the dispersion of loads through the ground, it is considered that the development will not adversely affect the structural integrity, stability, or operation of the existing railway tunnels, with any additional loading on the tunnel infrastructure considered to be negligible.
The proposed works comprise conventional shallow excavations only, with no piling, deep ground improvement, dewatering, or other intrusive construction activities proposed that could influence ground conditions in the vicinity of the tunnels. On this basis, the risk of ground movement or load transfer affecting the underground railway infrastructure is considered negligible.
It is therefore concluded that the proposed foundation solution is appropriate for the site constraints and can be constructed without detriment to the adjacent underground railway tunnels. The development shall be carried out in accordance with the submitted foundation details.

Yours sincerely

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