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Economy and Infrastructure – Planning and  
Development  
Kirklees Planning,  
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Huddersfield, HD1 2JR

23 July 2026

Dear Farzana,

**Application to discharge Condition 4 (BEMP), 14 (road safety) and 17 (Operational Management Plan) of planning permission ref: 2022/48/92471/E)**

**Heckmondwike Hub Bus Station, Royle Fold, Heckmondwike, WF16 0HW**

**INTRODUCTION**

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On behalf of Kirklees Council ('the Applicant'), please find enclosed an application to discharge Conditions 4 and 17 in full, and Condition 14 in part, of permission ref. 2022/48/92471/E, which consented the following development on 05 July 2023:

*Redevelopment of Heckmondwike Bus Station including a new concourse building with waiting room, changing places WC, driver offices, 6 no. bus stands, landscaping and associated works.*

This application is made under Regulation 3 of The Regulations 1992 to the relevant local planning authority, also Kirklees Council. This application has been submitted electronically via Planning Portal (PP-15104518).

**CONDITION 4 (FULL DISCHARGE)**

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Condition 4 states:

*"No development shall commence until a Biodiversity Enhancement and Management Plan (BEMP) to ensure that a biodiversity net gain is achieved post-development is submitted and agreed in writing by the Local Planning Authority. The BEMP shall accord with the enhancement measures details within the Biodiversity Net Gain Assessment dated July 2022. The BEMP shall include 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;*
- 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 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.”*

Condition 4 was originally discharged in full on 16 October 2024 (permission ref. 2024/44/91967/E). Since then, a non-material amendment application to permission ref. 2022/48/92471/E was approved on 03 February 2026 (ref. 2026/90082). An unexpected gas main was identified on the site too close to the approved raised planter retaining wall which would prevent future access to the gas main. As such, the NMA application sought to change the raised planter to a level planting bed. The approved raised planter with wildflower seeding would be replaced with a level planting bed with dense shrub planting. Some other minor changes to the planting were also proposed and approved via the NMA. It was agreed with the you as the case officer that the landscaping changes would be regularised through the re-discharging of Condition 4 (BEMP) and Condition 13 (hard and soft landscaping). Condition 13 was submitted for re-discharge on in May 2026 and is pending approval (application ref. 2026/44/91312/E) and Condition 4 is addressed through this application.

A revised BEMP is submitted with this application to support the re-discharge of Condition 4 and regularise the landscaping changes approved under NMA ref. 2026/90082. The revised Biodiversity Net Gain Report which has previously been issued to the Council is also submitted for reference.

## **CONDITION 14 (PART-DISCHARGE)**

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Condition 14 states:

*“Notwithstanding the submitted information, prior to commencement of the development, detailed design information relating to all of the proposed works within the existing and proposed highway shall be submitted to and approved in writing by the Local Planning Authority, alongside a Stage 2 Road Safety Audit (RSA), Designers Response and a Final RSA Decision Log. The approved details must be fully implemented prior to the development becoming operational.”*

Condition 14 was part-discharged on 16 October 2024 (permission ref. 2024/44/91967/E). The decision notice stated that KC Highways Development Management’s advice was:

*“...as the final package of detailed design information is not yet available to the LPA, formal approval of these details cannot be undertaken at this stage, as required by the pre-commencement element of condition 14. However, as the Highway Authority have confirmed that they have sufficient preliminary design details and do not object to works commencing on site, then*

*the reason for the pre-commencement element of the condition has been satisfactory addressed (e.g. ‘to ensure that all highway works are designed and approved at an appropriate stage of the development process’). This is on the basis that the final design details will need to be provided for approval by the LPA and fully implemented prior to the development becoming operational.*

*In light of the above, the pre-commencement requirement of condition 14 has been addressed, however the condition cannot be discharged at this stage until further details are received to ensure full compliance of this condition.”*

The above decision enabled the development to commence but required further details to be submitted to enable the full discharge of the condition. This application therefore seeks to part discharge the remaining elements of Condition 14 still required.

In addition to the Stage 2 Road Safet Audit, Condition 14 was supported by a number of plans which provided detailed design information relating to all of the proposed works within the existing and proposed highway. A number of the plans have since been updated, and several additional plans are now available providing detail that was previously unavailable at the time Condition 14 was first submitted for discharge under application ref. 2024/44/91967/E.

Table 1 below shows the detailed drawings originally submitted to discharge condition 14 in 2024, and final as-designed drawings that are submitted with this application to discharge the remaining elements of Condition 14.

**Table 1 – Drawings submitted to support discharge of Condition 14**

| Drawing Title                                          | Drawing Number               | Revision approved under 2024/44/91967/E | Final revision submitted with this application |
|--------------------------------------------------------|------------------------------|-----------------------------------------|------------------------------------------------|
| General Arrangement                                    | TCF-WSP-KIR-HECK-DR-CH-0100  | Rev P03                                 | Rev C02                                        |
| Pavements                                              | TCF-WSP-KIR-HECK-DR-CH-0700  | Rev P02                                 | Rev C06                                        |
| Typical Cross-sections                                 | TCF-WSP-KIR-HECK-DR-CH-0701  | Rev P03 (drawing no longer applicable)  | n/a                                            |
| Typical Sections                                       | TCF-WSP-KIR-HECK-DR-CH-1101  | Rev P02                                 | Rev C03                                        |
| Junction Intervisibility Zone and Forward Visibility   | TCF-WSP-KIR HECK-DR-CH01_09  | Rev P07                                 | n/a                                            |
| Site Clearance                                         | TCF-WSP-KIR-HECK-DR-CH-0200  | Rev P03                                 | Rev C03                                        |
| Pedestrian Restraint Systems, Retaining Wall and Steps | TCF-WSP-KIR-HECK-DR-CH-0400  | Rev P02                                 | Rev C04                                        |
| Drainage                                               | TCF-WSP-KIR-HECK-DR-CH-0500  | Rev P04                                 | Rev C08                                        |
| Proposed Levels                                        | TCF-WSP-KIR-HECK-DR-CH-0800  | Rev P02                                 | Rev C03                                        |
| Proposed Kerbs, Footways, Cycleways and Paved Areas    | TCF-WSP-KIR-HECK-DR-CH-1100  | Rev P02                                 | Rev C12                                        |
| Highway Stopping Up Plan                               | TCF-WSP-KIR-HECK-DR-CH-0101  | Rev P04                                 | n/a                                            |
| Swept Path Analysis Stand 6, Dentist and Layover       | TCF-WSP-KIR HECK-DR-CH-01_10 | Rev P09                                 | n/a                                            |
| Manhole Schedules                                      | TCF-WSP-KIR-HECK-DR-CH-0510  | Rev P03                                 | Rev C07                                        |

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|-----------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------|---------|---------|
| Manhole MHSW04 Construction Detail                                                                                                                  | TCF-WSP-KIR-HECK-DR-CH-0511 | Rev P01 | Rev C02 |
| Manhole MHSW05 Construction Detail                                                                                                                  | TCF-WSP-KIR-HECK-DR-CH-0512 | Rev P01 | Rev C02 |
| Manhole MHSW09 Hydrobrake Flow Control Construction Detail                                                                                          | TCF-WSP-KIR-HECK-DR-CH-0513 | Rev P02 | Rev C02 |
| Bus Hub Ramp and Steps Construction Details                                                                                                         | TCF-WSP-KIR-HECK-DR-CH-1102 | Rev P02 | Rev C02 |
| Traffic Signs and Road Markings                                                                                                                     | TCF-WSP-KIR-HECK-DR-CH-1200 | Rev P04 | Rev C06 |
| Traffic Signs Schedule                                                                                                                              | TCF-WSP-KIR-HECK-DR-CH-1210 | Rev P02 | Rev C03 |
| TQ219 - Proposed Additional Levels and Coordinates                                                                                                  | TCF-WSP-KIR-HECK-DR-CH-0801 | n/a     | Rev C02 |
| TQ219 - Proposed Additional Surface Levels and Coordinates Including DIRO Barrier, Wheelchair User, Seating, Traffic Pole #24 And Timetable Plinths | TCF-WSP-KIR-HECK-DR-CH-0802 | n/a     | Rev C04 |
| Additional Surface Levels and Coordinates PCC Channel, ACO Monodrain, ACO Roadrain, Concrete Upstand and Gullies                                    | TCF-WSP-KIR-HECK-DR-CH-0803 | n/a     | Rev C02 |
| Traffic Signs and Demarcation Studs Surface Level and Coordinates                                                                                   | TCF-WSP-KIR-HECK-DR-CH-0804 | n/a     | Rev C02 |

The submitted drawings shown in Table 1 above provide the final package of detailed design information required by Condition 14, as requested by KC Highways Development Management. Therefore, details required by Condition 14 have now been provided in full. We trust these are acceptable and will enable the Condition 14 to now be fully discharged.

### **CONDITION 17 (FULL DISCHARGE)**

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Condition 17 states:

*“Prior to the development becoming operational, an Operational Management Plan (OMP) shall be submitted to and approved in writing by the Local Planning Authority, which includes measures that will ensure the safe and efficient operation of the bus station and adjacent highway, including Management, Operation, Monitoring and Review procedures. The approved OMP must then be implemented for the life of the development, unless otherwise agreed in writing with the Local Planning Authority.”*

An OMP is submitted to support the full discharge of Condition 17. The OMP details the day-to-day arrangements that will be implemented to enable the safe and efficient operation of the bus station

and secure, accessible environment for passengers, staff, and bus operators. Details submitted relate to opening hours, staffing, passenger facilities, security, accessibility, maintenance, emergency procedures and customer service standards. The OMP therefore provides the details required by Condition 17 to enable its full discharge.

## **CONCLUSION**

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I trust that the information enclosed is sufficient to discharge the above conditions associated with planning permission ref. 2022/48/92471/E. If you should require further information, please do not hesitate to contact me.

Yours faithfully



Sally Garford  
Principal Town Planner