KIRKLEES METROPOLITAN COUNCIL
INVESTMENT & REGENERATION SERVICE

DEVELOPMENT MANAGEMENT

Town and Country Planning Act 1990 (as amended) – SECTION 70

DELEGATED DECISION TO DETERMINE PLANNING APPLICATIONS

Reference No:	**2026/62/92445/E**
Site Address:	footpath at, Central Parade, Dewsbury Road, Cleckheaton, BD19 3RU
Description:	Installation of 1 BT Street Hub Unit and associated advertisement panels on either side of the unit
Recommending Officer:	Jennifer Booth

DECISION – REFUSED

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

John Holmes

AUTHORISED OFFICER

Date: 6th November 2026

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SCHEDULE 1

DECISION LEVEL:

This is a Schedule 1 Application. By virtue of Regulation 4, it must be dealt with under delegated powers.

OFFICER REPORT

Site Description

The site is part of the footpath outside a row of retail units in Cleckheaton Town Centre.

Description of Proposal

The applicant is seeking permission to install a BT Street Hub Unit.

A Street Hub is a facility that offers free encrypted Wi-fi, USB ports for device charging, free phone calls, a direct dial emergency service button, and would also host two digital advertising screens.

The applicant's supporting documents make the following statements in support:

• Speeds will be several times faster than that of typical fixed-line broadband.
• It is designed to provide access to local council services, British Telecom's phone book, local weather information, maps and wayfinding, and national charities, without allowing open web browsing.
• The speaker volume is automatically reduced at night, except for emergency calls.
• It is proposed that the sales team would work in partnership small and medium-sized local enterprises to allow them to promote themselves via the digital display screens, which may be also used to host public awareness messaging or general advertising.
• Call-blocking technology would be used to minimise anti-social behaviour, with the possibility of taking further measures on police recommendations.
• The Hub would contain sensors to monitor air quality, noise and traffic.

The Street Hub would be a free-standing structure with an overall height of just under 3m, 1.24m wide and 350mm deep with a footprint of 0.42sqm. It would be constructed of galvanised mild steel, with a powder-coated external grade aluminium exterior, displays fronted by tempered and laminated glass. Another feature is a video camera, which the applicant states will not, in the short term, be connected or used, but may be in the long-term after consultation with stakeholders and the public.

The proposed Hub would be placed within the public footway facing north west to south east. It is proposed that for all current BT Street Hub applications, one or more existing BT call-boxes would be removed. In this instance, the proposals would not include the replacement of one call-box.

An ICNIRP certificate of conformity stating that the equipment is designed to be in full compliance with the requirements of the radio frequency (RF) public exposure guidelines of the International Commission on Non-Ionising Radiation Protection (ICNIRP) has been submitted with the application.

Relevant Planning History

None

Representations

The application was advertised by site notice, which expired on 12/10/2026

As a result of the above publicity, no representations have been received.

Consultation Responses

None

Policy

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 within Cleckheaton Town Centre as identified within the Kirklees Local Plan Proposals Map

Kirklees Local Plan Policies

- **LP 1** – Achieving sustainable development
- **LP 2** – Place shaping
- **LP 21** – Highway safety
- **LP 22** – Parking
- **LP 24** - Design
- **LP 52** – Protection & improvement of environmental quality

National Policies and Guidance:

National planning policy and guidance is set out in National Policy Statements, primarily the National Planning Policy Framework (NPPF) published August 2026, the Planning Practice Guidance Suite (PPGS) first launched 6th March 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 4 – Achieving sustainable development (S4: Presumption in favour of sustainable development)
- Chapter 5 – Meeting the challenge of climate change (CC2: mitigation of climate change & CC3: Adaption to climate change)
- Chapter 8 – Ensuring the vitality of town centres (TC2: Development in town centres)
- Chapter 9 – Supporting high quality communications (CO1: Proposals for telecommunications infrastructure)
- Chapter 14 – Achieving well-designed places (DP3: Key principles for well-designed places & DP4: The design process)
- Chapter 17 – Pollution, public protection and security (P2: Ground conditions & P3: Living conditions and pollution)

Assessment

Principle of development:

Policy LP1 of the KLP states that when considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in chapter 4 of the National Planning Policy Framework. The objectives of the policies in chapter 4 are to meet development needs through sustainable patterns of development, including by maximising the potential for growth on suitable land within settlements. For proposals within settlements policy S4 sets out development should be approved unless the benefits of doing so would be substantially outweighed by any adverse effects, when assessed against the national decision-making policies in this Framework.

The application relates to the installation of a BT Street Hub within a town centre location. Assessment of the proposal should have regard to the objectives of Chapter 8 of the Local Plan, Ensuring the Vitality of Town Centres, and in particular Policy TC2 (Development in Town Centres), which seeks to ensure that development contributes positively to the function, vitality and viability of town centres. Consideration should therefore be given to the siting of the structure within the street scene, its relationship with surrounding uses and street furniture, and any implications for pedestrian movement and

the use of the public realm. In addition, Chapter 9, Supporting High Quality Communications, and specifically Policy CO1 (Proposals for Telecommunications Infrastructure), are relevant, recognising the role of telecommunications infrastructure in supporting connectivity and digital communications. In this regard, consideration should be given to whether the proposed infrastructure is appropriately sited and designed, and the extent to which it would integrate with its surroundings whilst fulfilling its operational requirements. National planning policy also supports the expansion and enhancement of electronic communications networks, whilst seeking to ensure that such infrastructure is sympathetically designed and appropriately located.

The proposal should also be considered against Chapter 14 – Achieving Well-Designed Places, particularly Policies DP3 (Key Principles for Well-Designed Places) and DP4 (The Design Process). These policies emphasise the importance of high-quality design that responds positively to local context and contributes to the character, appearance and functionality of the public realm. In assessing the proposal, regard should be had to the siting, scale, appearance and materials of the Street Hub, its relationship with surrounding buildings and street furniture, and its impact on the overall quality and legibility of the town centre environment. Consideration should also be given to whether the proposal has been informed by an understanding of the site and its surroundings and whether it contributes positively to the creation of a well-designed and inclusive place.

Furthermore, Chapter 17 – Pollution, Public Protection and Security, specifically Policies P2 (Ground Conditions) and P3 (Living Conditions and Pollution), is relevant to the assessment of the development. These policies seek to ensure that development does not give rise to unacceptable risks to public health, safety or environmental quality. Consideration should therefore be given to any ground works associated with the installation of the Street Hub and whether there are any implications arising from ground conditions. Assessment should also consider the potential effects of the proposal on the amenity of users of the town centre, including matters such as noise, disturbance, accessibility and public safety during both the construction and operational phases of the development.

Consideration must also be given to Policy LP21 (Highway Safety), which seeks to ensure that development does not prejudice the safe and efficient operation of the highway network. In the context of the proposed Street Hub, assessment should have regard to its siting within the public realm, including any implications for pedestrian permeability, visibility, accessibility and the safe movement of pedestrians and other highway users. Particular attention should be paid to whether the installation would result in any obstruction to footways, crossing points, servicing areas or other key pedestrian routes within the town centre.

Furthermore, Policy LP48 (Community Facilities) is relevant insofar as the proposed Street Hub would provide infrastructure capable of supporting digital connectivity and public access to communications services. Consideration

should be given to the role of the development in supporting facilities and services available to the local community, together with its accessibility, relationship with existing facilities and contribution to the functioning of the town centre. Assessment should also consider whether the proposal would affect the operation or accessibility of nearby community facilities and services and the extent to which it supports the wider social and economic role of the centre.

Impact on visual amenity & town centre:

The proposal would introduce a new BT Street Hub within the public realm and, whilst telecommunications infrastructure is recognised as an important component of modern communications networks, consideration must be given to its effect on the character and functionality of the street scene. In this case, the Street Hub would represent an additional item of street furniture and would not replace or remove any existing infrastructure.

Unlike more traditional and modest items of street furniture, the Street Hub incorporates a large advertisement display and associated infrastructure, resulting in a significantly greater visual presence. The development would not replace any existing item of street furniture and would therefore represent an additional feature within the town centre environment. Its introduction would add to the concentration of existing signage, lighting columns, benches, bins and other street furniture, increasing the level of visual clutter within the immediate area.

Given its size and vertical form, the Street Hub would draw attention within the street scene and would be readily visible from both short and longer-distance views.

Having taken the above into account, the proposal is concluded to introduce a prominent and visually intrusive feature within the public realm. The development would not replace any existing item of street furniture and would instead add a substantial additional structure, resulting in increased street clutter and a harmful cumulative impact on the character and appearance of the town centre. Owing to its size and prominent positioning, the Street Hub would appear as an incongruous and dominant feature that fails to integrate satisfactorily with the surrounding streetscape, thereby detracting from the visual quality, openness and coherence of the public realm.

would cause harm to the visual amenity thereby failing to comply with Policy LP24 of the Kirklees Local Plan and policies within chapter 14 of the National Planning Policy Framework.

Impact on residential amenity:

The submitted documents include a Noise Management Plan which proposes different volume settings for different times of day. The Street Hub would in any case be placed within a mainly commercial setting and in a location in which there would normally be significant noise and activity on the street at all

times of day. It is therefore anticipated that any noise associated with the proposed Street Hub would not significantly affect residential amenity, thereby according with the aims of LP24(b) and LP52.

Impact on highway safety:

The proposed BT Street Hub incorporates digital advertising displays which, by their very nature, have the potential to divert the attention of drivers from the public highway. The degree of harm arising from such distractions is influenced by the characteristics of the surrounding highway network and the sensitivity of the location. In this instance, the Street Hub would be positioned approximately 20 metres from a signal-controlled junction and directly opposite a vehicular access, where drivers are required to observe traffic signals, other road users and turning movements. Given its siting in close proximity to these highway features, the digital screens would introduce an additional visual stimulus at a location where driver concentration is of particular importance. As such, the proposal is considered likely to prejudice highway safety.

In addition, the Street Hub would be located on the public footway, resulting in an obstruction within a pedestrian movement corridor. Whilst the footway measures approximately 3.7 metres in width and a clear width of around 2.2 metres would be retained between the unit and the adjacent shopfronts, the structure would nevertheless introduce a substantial item of street furniture into the pedestrian environment. This will impede pedestrian movements, particularly given its orientation within the footpath and particularly at busy times, and would be detrimental to the convenient and safe use of the highway by pedestrians. Consequently, the proposal is considered unacceptable in respect of both vehicular and pedestrian safety.

Other matters:

Carbon Budget

The proposal is a small scale development. As such, no special measures were required in terms of the planning application with regards to carbon emissions. However, there are controls in terms of Building Regulations which will need to be adhered to as part of the construction process which will require compliance with national standards.

There are no other matters for consideration.

Representations:

None

Conclusion:

This application to install a BT Streethub on the footpath on Central Parade has been assessed against relevant policies in the development plan as listed

in the policy section of the report, the National Planning Policy Framework and other material considerations.

The proposed BT Street Hub, by reason of its scale, siting and design, would introduce a prominent and visually intrusive feature within the public realm. The development would not replace any existing item of street furniture and would instead add a substantial additional structure, resulting in increased street clutter and a harmful cumulative impact on the character and appearance of the town centre. Owing to its size and prominent positioning, the Street Hub would appear as an incongruous and dominant feature that fails to integrate satisfactorily with the surrounding streetscape, thereby detracting from the visual quality, openness and coherence of the public realm. The proposal is therefore contrary to Policies DP3 (Key Principles for Well-Designed Places) and DP4 (The Design Process) of the Local Plan, which seek to secure high-quality design that responds positively to local context and contributes positively to the character and appearance of an area.

The proposed BT Street Hub, by virtue of its digital advertising displays, scale and siting, would introduce a visually prominent source of distraction for motorists in close proximity to a signal-controlled junction and opposite a vehicular access. The advertisement screens would have the potential to divert driver attention at a location where a high degree of concentration is required to observe traffic signals, pedestrians and vehicle movements. Furthermore, the siting of the structure on the public footway would introduce an additional obstacle within the pedestrian environment, to the detriment of the safe and convenient movement of pedestrians. As such, the proposal would give rise to unacceptable highway and pedestrian safety concerns and is therefore contrary to Policy LP21 of the Kirklees Local Plan and the objectives of the National Planning Policy Framework in seeking to ensure safe and suitable access for all highway users.

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. For the reasons set out above it is considered that the development would not constitute sustainable development and is therefore recommended for refusal.

Recommendation **Refuse**

Decision Authorisation - Delegated Powers
Application Number: 2026/92445
Officer Recommendation: Refuse
Reasons for refusal

1. The proposed BT Street Hub, by reason of its scale, siting and design, would introduce a prominent and visually intrusive feature within the public realm. The development would not replace any existing item of street furniture and would instead add a substantial additional structure, resulting in increased street clutter and a harmful cumulative impact on the character and appearance of the town centre. Owing to its size and prominent positioning, the Street Hub would appear as an incongruous and dominant feature that fails to integrate satisfactorily with the surrounding streetscape, thereby detracting from the visual quality, openness and coherence of the public realm. The proposal is therefore contrary to Policy LP24 of the Kirklees Local Plan, which seek to secure high-quality design that responds positively to local context and contributes positively to the character and appearance of an area and Chapter 14 of the National Planning Policy Framework.

2. The proposed BT Street Hub, by virtue of its digital advertising displays, scale and siting, would introduce a visually prominent source of distraction for motorists in close proximity to a signal-controlled junction and opposite a vehicular access. The advertisement screens would have the potential to divert driver attention at a location where a high degree of concentration is required to observe traffic signals, pedestrians and vehicle movements. Furthermore, the siting of the structure on the public footway would introduce an additional obstacle within the pedestrian environment, to the detriment of the safe and convenient movement of pedestrians. As such, the proposal would give rise to unacceptable highway and pedestrian safety concerns and is therefore contrary to Policy LP21 of the Kirklees Local Plan and the objectives of the National Planning Policy Framework in seeking to ensure safe and suitable access for all highway users.

Plans and specifications schedule: -

Plan Type	Reference	Web ID	Date Received
Existing & proposed plans	-	1156060	11/09/2026
Existing & proposed plans	-	1157405	11/09/2026
Developers notice	-	1156072	11/09/2026
Photomontage	-	1156071	11/09/2026
Supporting statement	-	1156069	11/09/2026
Noise management plan	-	1156068	11/09/2026
Appeal decisions	-	1156067	11/09/2026
ICNIP	-	1156066	11/09/2026

Plan Type	Reference	Web ID	Date Received
Lighting guidance	-	1156064	11/09/2026
Anti-social behaviour management plan	-	1156063	11/09/2026
Product statement	-	1156061	11/09/2026

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 2024 and otherwise actively engaged with the applicant in dealing with the application.
The proposals raised concerns in terms of visual amenity given the prominence of the site and the limited existing street furniture and highway safety in terms of both vehicles and pedestrians. Amended plans have not been sought.