

**THE BOROUGH COUNCIL OF CALDERDALE (HALIFAX TOWN CENTRE) (HIGHWAY  
IMPROVEMENTS) (WEST YORKSHIRE PLUS TRANSPORT FUND, A629 PHASE 2)  
(SIDE ROADS) ORDER 2020**

**THE BOROUGH COUNCIL OF CALDERDALE (HALIFAX TOWN CENTRE) (HIGHWAY  
IMPROVEMENTS) (WEST YORKSHIRE PLUS TRANSPORT FUND, A629 PHASE 2)  
COMPULSORY PURCHASE ORDER 2020**

**THE HIGHWAYS ACT 1980**

**THE ACQUISITION OF LAND ACT 1981**

**THE HIGHWAYS (INQUIRIES PROCEDURE) RULES 1994**

**COMPULSORY PURCHASE (INQUIRIES PROCEDURE) RULES 2007**

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**STATEMENT OF CASE  
OF THE  
ACQUIRING AUTHORITY**

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**Department for Transport Ref: NATTRAN/Y&H/HAO/240**

**4 May 2021**

**Geldards LLP  
4 Capital Quarter  
Tyndall Street  
Cardiff  
CF10 4BZ  
Ref: CF/108813.3**

**Solicitors to the Acquiring Authority**

## 1 INTRODUCTION

1.1 This is the Statement of Case of The Borough Council of Calderdale (referred to in this Statement as “the acquiring authority” or “the Council”). It is produced to comply with Rule 7 of the Compulsory Purchase (Inquiries Procedure) Rules 2007 and Rule 16 of the Highways (Inquiries Procedure) Rules 1994. It contains particulars of the case which the acquiring authority will put forward at the public inquiry which the Secretary of State for Transport has decided to convene into the following orders:

(a) The Borough Council of Calderdale (Halifax Town Centre) (Highway Improvements) (West Yorkshire Plus Transport Fund, A629 Phase 2) (Side Roads) Order 2020 (“SRO”); and

(b) The Borough Council of Calderdale (Halifax Town Centre) (Highway Improvements) (West Yorkshire Plus Transport Fund, A629 Phase 2) Compulsory Purchase Order 2020 (“CPO”),

which are collectively referred to in this Statement as “the Orders”.

1.2 The land to be acquired by compulsory purchase pursuant to the CPO is referred to in this Statement as “the Order Land”.

1.3 Reference is also made in this Statement to the non-statutory Statement of Reasons served with the Orders and referred to in this Statement as “the Statement of Reasons”.

1.4 The purpose of this Statement is to set out the case which the acquiring authority proposes to put forward at the inquiry and to provide a list of the documents which the acquiring authority intends to refer to or put in evidence.

1.5 This Statement and the Statement of Reasons have been prepared in accordance with the guidance set out in:

1.5.1 *Guidance on Compulsory purchase process and The Crichel Down Rules* issued in July 2019;

1.5.2 Department of Transport Circular 1/97: *Highways Act 1980: Orders Under Section 14 of the Highways Act 1980 and Opposed Orders Under Section 124 of that Act*, and

1.5.3 Department of Transport Circular 2/97: *Notes on the Preparation, Drafting and Submission of Compulsory Purchase Orders for Highway Schemes and Car Parks for which the Secretary of State for Transport is the Confirming Authority*.

## **2 STATUTORY POWERS**

2.1 The acquiring authority is the local highway authority for the area in which the Order Land is situated.

2.2 The CPO is made under the following provisions of the Highways Act 1980: sections 239 and 240 (general powers of highway authorities to acquire land for the construction and improvement of highways), section 250 (land acquisition powers to extend to creation as well as acquisition of rights) and section 260 (clearance of title to land acquired for statutory purposes).

2.3 The SRO is made under section 14 (powers of highway authorities as respects roads that cross or join classified roads), section 125 (further powers to stop up private access to premises) and Schedule 1 of the Highways Act 1980. The making and confirmation of the SRO will enable the acquiring authority to improve, raise, lower, divert or otherwise alter highways; stop up highways; construct new highways; stop up and provide new private means of access to premises, required as a consequence of the scheme of works to improve sections of the A629, C5951, C5954 and C5955 classified roads (“the classified roads”).

## **3 THE NEED FOR THE SCHEME AND OBJECTIVES**

3.1 The context and background to the scheme is described in detail in section 6 of the Statement of Reasons, and the existing problems and issues are described in section 8 of the Statement of Reasons. These will be explained further through expert evidence.

- 3.2 To summarise, Halifax town centre is a key location for future employment growth in Calderdale and the plans for housing growth across the District mean that there is likely to be increasing travel demand to the centre. The current spatial form of the town centre is, however, having a detrimental impact on businesses and will also constrain its future expansion and growth. The current road layout leads to traffic, including Heavy Goods Vehicles (HGV's) and buses, predominantly travelling through the centre of the town centre, as opposed to functioning as a gyratory around the town centre. The Eastern Corridor, which comprises Church Street, Lower Kirkgate, Berry Lane, Cripplegate, Bank Bottom and Charlestown Road, is significantly underused at present and is not being fully utilised for directing the free flow of traffic around the town centre. Furthermore, the town centre road layout currently includes a number of narrow highways which, together with the challenging topography in this area, are unsuitable for the HGV's and buses which currently use them, as well as road junctions which are problematic and potentially dangerous (such as the mini-roundabout at the access to the Matalan store premises, as explained further below).
- 3.3 The Halifax town centre scheme is the second phase of the A629 corridor programme that links Halifax and Huddersfield. The A629 corridor programme has been jointly developed in partnership between the Council and Kirklees Metropolitan Borough Council. The programme aims to reduce journey times along this congested principal route for goods and employment destinations in Calderdale and Kirklees. The current traffic conditions on the A629 result in poor air quality, where there can be 4,000-4,500 vehicles per hour. The topography and vehicle types are also contributory factors to poor air quality. The corridor improvement programme includes highway capacity and operational improvements, investment in public transport, and improvements to strategic accessibility and public realm within Halifax town centre to deliver regeneration and growth aspirations.
- 3.4 Phase 2 of the corridor programme, which is the scheme of which the Order Land forms part, aims to improve pedestrian and cycle access into and around the town centre area by addressing severance, re-routing of traffic (on the eastern side of the central area) and capitalising on placemaking opportunities through pedestrianisation, better infrastructure along the route and the creation of attractive public spaces. In addition to the active mode enhancements, a revised bus network around the town centre will be implemented to provide greater coverage and more buses will be provided, better connecting the railway and bus stations.

- 3.5 Collision and casualty analysis between 2013-2018 reveals that there have been a total of 185 collisions across the scheme area. Of these, there were 2 fatal, 23 serious and 160 slight collisions. The scheme design aims to reduce the number of casualties by 10% for all users on the corridor five years after scheme delivery.
- 3.6 This scheme will also play a role in addressing the climate emergency on a local scale for Halifax, through increased quality and facilities for active mode users, as well as improving the bus network around the town centre. To add to this, the Phase 2 scheme will also increase the existing number of electric vehicle (EV) charging points. Combined with the active travel and bus network, these changes and interventions will encourage residents to choose lower carbon travel options. There is a proposed decrease in car park provision across the town centre which, when combined with the improvements made across all other modes of transport, will improve the sense of place in Halifax and encourage modal shift.
- 3.7 The delivery of the Phase 2 scheme is also an important factor in the successful delivery of the interventions contained within other phases of the wider scheme, namely the Station Gateway scheme and the Halifax Town Centre Delivery Plan.
- 3.8 The Halifax Town Centre Delivery Plan commissioned by the Council in 2014 identified that an improved transport and public realm network would improve visibility, accessibility and identity throughout the town and serve as a catalyst for development opportunities by coordinating impacts and delivery timeframes.
- 3.9 Furthermore, clear evidence exists to suggest that investment in public realm (better streets and places) has a positive impact on retail footfall, turnover, property values and rental yields, particularly for well-designed projects. For example, improvements to public spaces can improve retail sales by as much as 30% and retail footfall by 10-25%. Local experience of public realm improvements in Hebden Bridge by the Council has seen a much larger increase in footfall of 100% on the upgraded streets and 25% for the town as a whole.
- 3.10 The impact on rental values can also be significant with rises in commercial and retail rents of as much as 24% and 22% respectively. Improving rental values within Halifax town centre is a key priority as commercial and retail developments are currently

unviable/marginal based on current values, making developers reluctant to bring forward schemes.

- 3.11 The current connectivity issues, with the present highway demand focussed onto a small number of routes converging in Halifax town centre, are contributing to the lowering of business productivity and, as such, are deterring future investment and threatening the retention of businesses in the longer term. Interviews with stakeholders have indicated that the lack of connections across the town centre already pose issues for existing businesses, as detailed in paragraph 6.10 of the Statement of Reasons.
- 3.12 Economic analysis has also indicated that the viability for development of many types, both private and public, is marginal. The topography of Halifax currently limits the number of large scale development sites that are available, and many of those that do offer development potential currently suffer from poor accessibility that undermines their commercial viability. Therefore, one area in which intervention can be made to influence this is the improvement of the quality of access into and within the town centre.
- 3.13 The Halifax Town Centre Delivery Plan was commissioned by the Council with the aim of taking a more holistic view of transport and regeneration and to consider practical and realistic opportunities that aim to stimulate economic growth and performance underpinned by the Council's Strategic Vision (with specific reference to tackling connectivity issues).
- 3.14 The objectives of the scheme derive from the Town Centre Delivery Plan itself. These objectives, together with a brief overview of how the scheme can contribute to meeting each of these objectives, are set out below.

## **A Unlocking sites to attract investment**

Halifax's ongoing economic health and sense of community must address the needs of those living in Halifax and working further afield and of those visiting the town from the wider area for work or leisure. Economic analysis has indicated that the viability for development of many building types, both private and public, is marginal at best. An improved transport and public realm network can improve visibility, accessibility and

identity throughout the town. An enhanced transport network can improve access to specific development sites enhancing their viability and boosting investor confidence.

**B Attracting people to spend more time in Halifax town centre, creating vibrancy and buzz**

A thriving town centre will include a rich mix of uses, including commercial, retail, cultural, leisure, education and residential. The most successful and sustainable way for such a mix to evolve will be via a balance of entrepreneurial vision and risk taking and of provision of shared amenities. The improvement of the public realm will encourage footfall into the town centre from its periphery (including Dean Clough, the Rail Station, and western edges) and within the town centre creating a virtuous circle whereby increased footfall encourages increased investment in town centre businesses and in turn increased footfall. The linking of key attractors (such as Eureka!, Piece Hall, Borough Market, retail core and Dean Clough) is also of importance via a legible walking environment.

**C Providing commercial accommodation to support existing business and support growth**

Halifax town centre has a limited stock of quality commercial premises (offices and retail) and if it is to compete with other regional towns and cities and attract inward investment it will need to address the quality of its existing accommodation in the town centre. In turn, developments will require frontage and access to the highway network to increase their commercial viability.

**D Giving greater recognition to Halifax's heritage status**

Halifax's historic urban structure has remained largely intact and has resulted in a town centre that is compact and legible, with varied active frontage and a range of property, including highly distinctive and valuable community and architectural assets such as Borough Market and the Piece Hall. These assets need to be exploited through a combination of promotion and physical measures. The linking of the key attractors (such as Eureka!, Piece Hall, Borough Market, retail core and Dean Clough) via a legible walking environment is of particular importance.

**E Broadening Halifax's social and cultural offer**

The town has a distinct cultural offer (Square Chapel, Orange Box, Piece Hall, Theatre Royal/Victoria Theatre, Dean Clough) and enhancement of this provision must take

into account the need to offer a wide range of attractions and good connectivity from areas of demand at a time and with a quality that match the social and cultural offer.

## **F Providing space to support skills and education**

The provision of high quality education can support and enhance the economic activity across the District. The provision of education establishments within the town centre can add to and complement the mix of uses in Halifax, supporting the vibrancy of urban life, but they need effective connectivity to their intended catchment areas.

- 3.15 The Order Land is required to deliver the element of the wider scheme which is referred to as the Eastern Corridor Improvements, the details of which are described in section 5 of this Statement.
- 3.16 The Eastern Corridor Improvements build upon the successful conservation at The Piece Hall, Square Chapel and Central Library, and are aimed at delivering direct access to the Cripplegate site fronting onto the town centre network. Additionally, they will create a gateway through the creation of a public realm and proposals that complement the Halifax Station Gateway project.
- 3.17 The specific objectives for this scheme, which aim to contribute to the objectives for the wider A629 corridor programme, comprise the following:
1. Increase footfall by 20% five years after scheme delivery.
  2. Air quality levels at monitoring and evaluation sites DT2P2, DT3P2, DP10P2, DP11P2 and DT12P2 will meet the relevant standards by 2026.
  3. Noise levels (LA10, 18hr values) at monitoring and evaluation sites ML1, ML3, ML5 & ML6 will not exceed 68dB by 2026.
  4. 5% increase in the percentage of commercial units occupied five years after scheme delivery.
  5. 42% reduction in casualties, five years after scheme delivery.
  6. Increase bus patronage in Halifax town centre by 25%, five years after scheme delivery.
  7. 20% increase in traffic using the eastern corridor by five years after scheme delivery.
  8. 300% increase in cyclists crossing the Halifax town centre five years after completion of the A629 corridor programme.

3.18 The proposed Eastern Corridor Improvements will meet these objectives through:

- Maximising operational efficiency of the Eastern Corridor through realignment and junction priority changes (detailed earlier) and improving the attractiveness of the route, reducing through traffic in Halifax town centre core and improving access to key development sites;
- Providing a key gateway to Halifax town centre at the Eastern Gateway with:
  - public realm enhancements;
  - installation of new bus stops (at Albert Street East and Horton Street), improving railbus interchange;
- Complementing the Halifax Station Gateway and Eureka! masterplans.

3.19 The Council will expand upon this through expert evidence at the inquiry.

#### **4 OPTIONS CONSIDERED AND SCHEME SELECTION**

4.1 Evidence will be given as to the alternative options that were considered and assessed as to their ability to deliver the scheme's objectives, in addition to other considerations.

4.2 Alternative Option A broadly comprised the provision of a new high capacity, Eastern Bypass link from Church Street to New Bank Interchange and would offer an alternative route to Square Road/Winding Road. A description of the key elements of this option is set out in paragraph 13.3.2 of the Statement of Reasons. The reasons for ultimately rejecting this option are set out in paragraph 13.3.4 of the Statement of Reasons and broadly comprise: the significant land take that would be required from a key development site (Cripplegate); the risk of causing severance to the rail station and the Nestle site from the town centre; the risk of impact upon historic assets (Halifax Minster and Coal Drops); the significant cost involved when weighed against the predicted transport benefits; and the fact that an alternative eastern route already exists and is able to be better utilised through lower cost interventions.

4.3 Alternative Option B broadly comprised downgrading the dual carriageway sections of the A629 between Bull Green Roundabout and the Broad Street/Orange Street

junction in order to direct traffic towards the A58 with the creation of a junction at the King Cross Road/A58 junction. A description of the key elements of this option is set out in paragraph 13.4.2 of the Statement of Reasons. The reasons for ultimately rejecting this option are set out in paragraph 13.4.3 of the Statement of Reasons and broadly comprise: its inability to reduce through traffic along Square Road and Winding Road, which currently constrains the town centre's growth to the east and prevents the creation of a new public square and upgrade of public realm adjacent to The Piece Hall, Square Chapel and the Central Library; its inability to address traffic conditions around the east side of the town centre and therefore address the severance and site access issues that currently exist; and the fact it would leave a significant amount of through traffic within the town centre core.

4.4 A summary of the appraisal undertaken of these options, which resulted in the decision to proceed with the preferred scheme, is set out in section 13.5 of the Statement of Reasons and Table 1.3 which follows it.

4.5 The decision to approve the final land acquisition plans and proceed with the use of compulsory purchase powers and the making of the side roads order was confirmed at a Cabinet Meeting of the Council on 7 December 2020. This followed previous Cabinet approvals given for an earlier iteration of the scheme (as explained in section 6 of this Statement) on 4 July 2016, 2 October 2017 and 19 March 2018.

## **5 DESCRIPTION OF THE SCHEME**

5.1 The scheme comprises the improvement of the following existing highways located in Halifax, West Yorkshire:

- (a) the A629 route from Orange Street through Broad Street, Cow Green, Barum Top, Fountain Street, Commercial Street and Portland Place to Hunger Hill;
- (b) the C5951 route from its junction with New Bank through Charlestown Road, Bank Bottom, Lower Kirkgate and Church Street to its junction with Alfred Street East;

- (c) the C5954 route (as proposed to be improved) from its junction with Northgate through Winding Road, Smithy Street, Charles Street, Square Road, Alfred Street East, Church Street and South Parade to Hunger Hill; and
- (d) the C5955 route from its junction with New Bank through Bridge Street, Northgate and Broad Street to its junction with Orange Street,

5.2 Details of the elements of the scheme contained within the Order Land can be seen in the General Arrangement drawings which accompany this Statement, but the key features include the following:

- Realignment of the northern section of the Eastern Corridor from Winding Road/Smithy Street/Charles Street to Charlestown Road, Bank Bottom, Lower Kirkgate and Church Street;
- A58/Charlestown Road – approach lane capacity improvements on entry to gyratory;
- Charlestown Road Retail Park access – conversion of mini-roundabout to priority junction and replacement and incorporation of pedestrian crossings provided to service key desire lines;
- Bank Bottom – re-configure junctions and realign Church Street, Lower Kirkgate and Bank Bottom to promote the eastern corridor as the primary route, revised priority junction at Cripplegate to facilitate access into the development site (from Cripplegate), new access for Matalan and new alignment at Southowram Bank to assist HGVs;
- Square Road/Church Street/Alfred Street East – highway realignment utilising the old Church Street alignment, two new bus stops on Alfred Street East to form the new bus-rail interchange at the Eastern Gateway, with improved wayfinding and pedestrian linkages to the town centre and railway station;
- Square Road/Station Approach/Church Street/ Horton Street – redesigned junction to accommodate the realignment of Square Road/Church Street to the north, installation of new bus stop near Church Street junction, advanced stop lines for cyclists - and to futureproof the junction for any development proposals - to close Station Approach to vehicular traffic;
- Church Street – widening on Church Street to accommodate larger vehicles and higher traffic flows;
- New Road/Prescott Street – conversion of mini-roundabout to signalised junction, northbound and southbound cycle facilities on South Parade and closure of New Road providing an opportunity for urban realm enhancements.

5.3 Evidence will be given to further describe the routes and design of the highways as improved together with the reasons for the extent of the land required.

5.4 The primary reason for the acquisition of the areas of land comprising the Order Land is as follows:

- Plot 1/1 – To provide the required working space to form the new alignment of the Bank Bottom C5951 classified road.
- Plot 1/1a – To provide the required working space to form the new alignment of the Bank Bottom C5951 classified road.
- Plot 1/1b – To provide the new alignment for Bank Bottom C5951 classified road.
- Plot 1/2 – To provide the required working space to form the new alignment of the Bank Bottom C5951 classified road.
- Plot 1/2a – To provide the new alignment for Bank Bottom C5951 classified road.
- Plot 1/3 – To provide the new alignment for Lower Kirkgate C5951 classified road.
- Plot 1/3a – To provide the new area of public space adjacent to Lower Kirkgate C5951 classified road.
- Plot 2/1 – To provide the new area of public space adjacent to Church Street C5954 classified road.
- Plot 2/1a – To provide the new area of public space adjacent to Church Street C5954 classified road.
- Plot 2/1b – To provide the new alignment for Church Street C5954 classified road.
- Plot 2/2 – To provide the new area of public space adjacent to Church Street C5954 classified road.
- Plot 2/3 – To provide the new alignment for Church Street C5954 classified road.
- Plot 3/1 – To provide the new alignment for Church Street C5954 classified road.  
Plot 3/1a – To provide the required working space to form the new alignment of the Church Street C5954 classified road.

## **6 THE PLANNING POSITION**

6.1 A planning application for an earlier scheme was submitted in 2018 (planning reference 18/01095/LAA). That application proposed the demolition of the former Hughes Corporation Building, which has stood vacant for approximately 20 years. In January 2019, the Council's Planning Committee resolved to approve that application.

However, shortly thereafter in 2019, the former Hughes Corporation Building was designated as a Grade II listed building.

- 6.2 As a result of the listing, the Council's project team, working in partnership with relevant stakeholders, developed a revised development proposal which includes the retention of the former Hughes Corporation Building given its listed status and provides for the building to be enveloped by a significant area of high-quality public realm.
- 6.3 The scheme is in accordance with the adopted Local Plan which comprises the saved policies within the Replacement Calderdale Unitary Development Plan 2006 ("RCUDP"). The scheme is also in accordance with national planning policy and the emerging Calderdale Local Plan currently undergoing examination.
- 6.4 The RCUDP seeks to promote sustainable development in Calderdale district through a number of core principles, including improvements to employment opportunities, traffic reduction and enhancements to public transport, and through the effective protection and enhancement of the environment.
- 6.5 National planning policy in the form of the National Planning Policy Framework ("NPPF") promotes a presumption in favour of sustainable development and recognises three overarching objectives to sustainability: economic, social and environmental. The strategic objectives of the NPPF include to support economic growth, promote sustainable transport, achieve well-designed places, conserve and enhance the historic environment and ensure the vitality of town centres.
- 6.6 RCUDP Policy GT4 is of particular relevance to the scheme. The policy sets out a hierarchy that seeks to ensure that the needs and safety of each group of road users are sequentially considered and each user group is given suitable consideration to ensure new development will improve existing conditions. The greatest consideration is given to pedestrians, people with disabilities, emergency services and cyclists, ahead of taxis and public transport users, followed by private cars.
- 6.7 Similarly, the NPPF affirms that development should prioritise sustainable transport modes including walking, cycling and public transport ahead of other forms of travel. The framework encourages solutions that minimise the scope for conflict between

pedestrians, cyclists and vehicles and which support the reduction of emissions and congestion (para. 110).

- 6.8 The scheme seeks to improve accessibility and movement through a series of improvements to road, bus, cycle and pedestrian infrastructure. Improvements to the public realm and wayfinding, reduction in private car priority within the town centre and enhanced pedestrian permeability of the built environment will prioritise pedestrians ahead of all other road users, in accordance with local and national policy. Other changes including defined cycle lanes, parking and crossing facilities, bus priority measures and the creation of a multi-modal bus/rail interchange will prioritise sustainable transport modes and minimise scope for conflicts between road users. The scheme will also improve traffic conditions by reducing congestion and improving journey times, in full compliance with the aspirations of RCUDP Policy GT4 to improve existing conditions for road users.
- 6.9 Other policies of particular relevance include RCUDP Policies BE15 and BE18 which seek to preserve and enhance the character and appearance of conservation areas and restrict development where through its siting, scale, design or nature it would harm the setting of a listed building. Similarly, paragraph 184 of the NPPF seeks to conserve heritage assets in a manner appropriate to their significance.
- 6.10 The scheme will improve the appearance of the public realm in the town centre, which is designated as a conservation area, by providing a high-quality townscape with a sensitive choice of materials, street furniture and planting that complements the historic character of the area. Improvements to the public realm would also enhance the settings of listed buildings, including the Grade I listed Piece Hall and Grade II\* listed Square Chapel, where a gateway amenity space and a reduction in the prominence of the highway is likely to significantly enhance the setting of these important heritage assets. The scheme therefore accords with local and national planning policy as it seeks to enhance the character and setting of the Halifax town centre conservation area and listed buildings.
- 6.11 Holistically, the scheme aims to increase the vitality of the town centre and foster economic growth, which accords closely with the economic sustainability aspirations of the NPPF and its support in paragraph 85 for development to promote the long-term

vitality and viability of town centres. This also accords with local policy objectives in respect of the development of the centre of Halifax as a regional centre.

- 6.12 On 18 June 2020, full planning permission was granted, pursuant to application reference 20/00217/FUL, for the following development:

*“Proposed development of the A629 Phase 2 Halifax Town Centre Scheme. Works include provision of improvements to public realm; pedestrianisation of Market Street and part of Commercial Street and Northgate; bus/rail interchange facilities; highway realignments to east, west and north of town centre involving road widening and junction improvements; and creation of bus box.”*

- 6.13 In the report to the Council’s Planning Committee for the application, the planning officer concluded:

**“Balance of considerations**

*A small number of residential properties adjacent to the scheme would experience a reduction in air quality and noise when compared to the existing situation however, these properties are also likely to experience a deterioration in the do nothing situation due to anticipated increase in traffic volumes. When considered as a whole the public realm improvements and green infrastructure are considered to have potential to generate wider health benefits, including improvements to pedestrian and cycle facilities and creation of opportunities for social gatherings, with associated beneficial effects for health and reduction in health inequalities. The public benefits of the development are considered to outweigh the adverse impacts on sensitive receptors. On balance it is considered that the development can be approved subject to controlling conditions set out below.*

**CONCLUSION**

*The proposal is considered to be acceptable subject to the conditions specified below. The recommendation to grant planning permission has been made because the development is in accordance with the policies and proposals in the Replacement Calderdale Unitary Development Plan and National Planning Policy Framework set out in the ‘Key Policy Context’ section above and there are no material considerations to outweigh the presumption in favour of such development.”*

6.14 The Council's evidence will confirm that it will be able to discharge the necessary planning conditions that are attached to the planning permission for the scheme (including all pre-commencement conditions), that it anticipates obtaining listed building consent in respect of the works affecting the former Hughes Corporation Building (see further at section 14 of this Statement), and that accordingly there are no planning impediments to the scheme proceeding if the Orders are confirmed.

## **7 SIDE ROADS ORDER**

7.1 Evidence will be presented to demonstrate that the SRO is required to enable the Council to stop up existing side roads and private means of access affected by the proposed scheme; to improve, raise, lower, divert or otherwise alter existing side roads; and to create new side roads and private means of access required as a consequence of the works to the classified roads. These are detailed in Schedules 1, 2 and 3 of the SRO and the SRO Plans, and summarised in paragraphs 11.3, 11.4 and 11.5 of the Statement of Reasons. To summarise, the provisions of the SRO comprise the following:

- Improvements, new highway and new private means of access adjacent to Cow Green / Barum Top / Fountain Street / Commercial Street / Portland Place (A629) (Site Plan No. 1);
- Improvements, new highway and new private means of access adjacent to Winding Road / Smithy Street / Charles Street / Square Road / Alfred Street East / Church Street (C5954) and Charlestown Road / Bank Bottom / Lower Kirkgate / Church Street (C5951) (Site Plan No. 2); and
- Improvements adjacent to Bridge Street / Northgate / Broad Street (C5955) and Orange Street / Broad Street / Cow Green (A629) (Site Plan No. 3).

7.2 As will be demonstrated in evidence, the new means of access which are to be provided as part of the scheme are considered to be as convenient as the existing accesses which they are intended to replace.

## **8 NEED FOR COMPULSORY PURCHASE and COMMUNICATIONS WITH OBJECTORS TO DATE**

- 8.1 The need for compulsory purchase, and the existence of a compelling case in the public interest, will be demonstrated in evidence. In particular, it will be shown why each plot included within the Order Land is required for the improvement of the classified roads or to carry out ancillary works which form part of the scheme.
- 8.2 The majority of the land required to deliver the Eastern Corridor Improvements scheme is already within the ownership of the Council. This includes land at Church Street that was acquired by agreement from Edward Hutley Investments Ltd in July 2020.
- 8.3 The land comprised in the Order Land is privately owned except for three plots of land – Plots 1/1, 1/1a and 1/1b – that are already in the ownership of the acquiring authority, although these plots are subject to a lease in addition to other third party interests.
- 8.4 Since 2016, the acquiring authority has entered into negotiations with landowners and business tenants affected by the Orders, or has offered to do so with a view to understanding and addressing any issues of concern and agreeing voluntary terms of acquisition in accordance with UK Government guidance.
- 8.5 With regards the statutory objectors to the Orders (details of whose grounds of objection are set out in section 15 below):

### *Brixton Pavilion Limited – Owner of Plots 3/1 & 3/1a*

- 8.5.1 Meetings were convened with the landowner's agent on 22 October 2019 to review the general details of the scheme. A survey of the landowner's property that is included within the Order Land was undertaken by the Council's appointed design consultants (AECOM) to fully appraise specific site issues in relation to the provision of utility services and subterranean basement areas; this information was then used when preparing design options. The design proposals regarding the scheme were provided to the landowner's agent, Michael Denton Associates, by email on 14 November 2019 and resent on 22 July 2020 – on both occasions the landowner was asked to engage on the potential options available for the scheme works in this location and no response was forthcoming.

- 8.5.2 On 14 January 2021, the Council received a response from the landowner's agent, indicating that they were working on the issues that the scheme was considered to have on the value and desirability of the properties, which they would discuss with the Council in the near future in an attempt to reach agreement. Details of the issues referred to were not provided to the Council following this email.
- 8.5.3 On 2 March 2021, a proposal was sent by email to the landowner's agent proposing a structured agreement which addressed the compensation and land acquisition matters; this was again accompanied by the design proposals. Further emails requesting a response were sent to the agent on 1 April and 9 April 2021, to which no response has been received to date.

MRC Pension Trust Limited & Matalan Retail Limited – Owner and Tenant of Plots 1/3 & 1/3a

- 8.5.4 Mr Peter Rhodes of the District Valuer Services originally acted for the Council in dealing with landowners affected by the proposed scheme. On 25 January 2016, he initiated discussions with the tenant, Matalan Retail Ltd, and sent them a plan indicating the anticipated land take requirement. Mr Rhodes also wrote to the freehold owner of the property, MRC Pension Trust Limited, on 26 January 2016 to inform them of the Council's intention to acquire part of their site for the construction of the scheme and to request that they contact him to discuss matters further. Following an exchange of emails, a meeting took place with the landowner's agent, Lambert Smith Hampton, in April 2016.
- 8.5.5 Following further progression of the scheme and the appointment of the Council's consultants, further communications and meetings took place between Mr Rhodes and the agent during 2017-2018. On 9 October 2018, Mr Rhodes provided the agent with the proposed land take plans and requested a meeting to discuss the scheme and the implications for the Matalan site, including the net gain in car parking provision. The Council's registered valuer and land portfolio officer, Mr Kevin Guy, took over negotiations with the parties in 2019, since which time the Council have provided various information regarding the Matalan site and the implications in terms of land take, car parking provision, and proposed highway realignment – specifically by email

on 12 March 2020, 11 May 2020, 14 May 2020 and 20 May 2020. Several attempts were also made to arrange a meeting between the parties, and Mr Guy has provided details of the Council's policy on reimbursement of professional fees.

8.5.6 Most recently, the Council's project manager, Mr Simon Liversage, sent an email to the agent on 27 April 2021 providing detailed responses to queries raised in an email dated 29 March 2021. These responses explained the position regarding the areas of the Matalan site of which the Council only requires temporary possession during the construction phase (plot 1/3 and part of plot 1/3a), provided plans showing the proposed car park layout upon completion of the scheme, and explained the benefits of the scheme in terms of access into the Matalan site – changing from a mini-roundabout with no clear line of sight, to a priority junction with a continuous through route at a less steep gradient. Mr Liversage also proposed a meeting to ensure that the landowner and tenant were completely clear on the proposals contained in the scheme insofar as they affect the Matalan site.

8.6 The acquiring authority will expand further on the attempts made to date to acquire the Order Land by agreement, and will show that it is necessary to seek powers of compulsory purchase to ensure that all of the land required for the scheme can be available at the appropriate time to enable the scheme to proceed.

## **9 ASSESSMENT OF HUMAN RIGHTS AND PUBLIC INTEREST**

9.1 The acquiring authority will show that it has considered the provisions of the Human Rights Act 1998 when deciding whether to make the Orders.

9.2 The acquiring authority will show in evidence that the use of compulsory purchase powers will not constitute an unlawful interference either with property rights protected under Article 1 of the First Protocol of the European Convention on Human Rights, or the respect for private and family life and the home protected under Article 8 of the Convention, because:

(a) National legislation provides the opportunity through the development plan process to make representations on the planning policies which support the

development and, through the planning application process, to make representations on the specific development proposals.

- (b) Those directly affected by the Orders are entitled to make objections and representations in respect of the Orders and will be given the opportunity to appear at a public inquiry and, if the Orders are confirmed and the scheme constructed, will be entitled to compensation as provided for under national law. Compensation is also available under national law in respect of the adverse effect on the value of properties arising from the use of the scheme, once opened to traffic, including the provision of any noise insulation to qualifying residential properties which may be required.
- (c) National legislation provides for independent and impartial judicial oversight of the decision-making in respect of the Orders through the statutory challenge and judicial review procedures.

9.3 The objectives of the scheme (as set out in paragraph 3.17 of this Statement) are consistent with the public interest. The acquiring authority will show that the Order Land is the minimum amount of land necessary to achieve those objectives.

9.4 The acquiring authority will demonstrate in evidence that overall, the making of the Orders is a proportionate action when the compelling public benefits of the scheme and the process whereby the routes were selected and approved are balanced against the scheme's effects on private interests. There is accordingly a compelling case in the public interest for the Orders to be confirmed.

## **10 ENVIRONMENTAL EFFECTS AND MITIGATION**

10.1 As part of the planning application process, the Council's appointed consultants on this scheme, AECOM, carried out a biodiversity net gain assessment for the scheme.

10.2 That assessment concluded that there would be a net gain in the following habitat types associated with the scheme:

- Street trees (+84No.)
- Ornamental planting (+<0.1ha)

- Hedgerows (+105m)
- Species Rich Grassland (+0.15ha)

10.4 These include a number of native species (29 of the 135 tree specimens proposed). Given the urban nature of the scheme and long-term site maintenance / management considerations, where non-native species have been selected these will provide attractive colourful nectar-pollen rich flowers of benefit to wildlife (including pollinating insect species, and bird species) as well as providing aesthetic benefits to the local population and townscape setting.

10.4 The assessment also concluded that there would be a net loss of the following habitats:

- Scattered trees and scrub at Cripplegate (0.08ha)
- Running water – Hebble Brook open channel (4.5m)

10.5 This permanent loss of habitat is not considered to be significant in ecological impact assessment terms. The majority of the scattered trees and scrub will be retained (84%) maintaining the overall functional integrity of this habitat type. The Hebble Brook watercourse at this location has no aquatic vegetation and limited biodiversity value, and will still function as part of the ‘Calderdale Wildlife Habitat Network’ post-development. Measures to protect the watercourse were included in a Framework Construction Environmental Management Plan (CEMP) which accompanied the planning application for the scheme – condition 17 of the planning permission for the scheme requires that a CEMP is submitted to the Local Planning Authority for approval prior to commencement of development.

10.6 Therefore, as indicated above, the proposals will result in a net biodiversity gain across the scheme as a whole.

## **11 EFFECTS ON LAND USE**

11.1 The Order Land comprises the following:

- part of a former Transco gasworks site which now comprises a cleared development site (Plots 1/1, 1/1a, 1/1b, 1/2 and 1/2a);
- part of the watercourse known as Hebble Brook (Plot 1/2);

- part of the existing Matalan retail store car park (Plots 1/3 and 1/3a);
- land forming a car park to the former Hughes Corporation Building and an external staircase to the building (Plots 2/1, 2/1a, 2/1b, 2/2 and 2/3); and
- part of the forecourts and basement areas of residential properties at Heritage Mews (Plots 3/1 and 3/1a).

11.2 The scheme will directly affect four landowners and a business tenant as a result of permanent land take. This includes Matalan Retail Limited and its landlord, MRC Pension Trust Limited. Although there will be a temporary loss of some car parking spaces for an estimated period of approximately six months, the scheme will result in a net increase of 15 permanent car parking spaces (from 175 to 190 spaces), in addition to improvements to the access and egress into the site, which is currently sub-optimal and potentially dangerous given the road layout (a four-armed mini-roundabout) and topography of the land.

11.3 The impact of acquiring the car park to the former Hughes Corporation Building is the immediate loss of parking to the building's owner who uses the facility for his nearby business, the Imperial Crown Hotel. By way of compensation for this loss of provision, the Council is offering a parcel of land in closer proximity to the hotel. Although smaller, the Council is also discussing a financial settlement option to compensate this reduction in parking. Other land options for the loss of parking are also being pursued as part of the ongoing engagement. It is considered that the loss of parking to the immediate area of the building will not affect future use options following the regeneration of the area – a significant area of high-quality public realm will envelope the building with improved pedestrian links from Halifax Train Station, Eureka and Halifax Minster. Footfall increases are expected to be significant and the area will be conjoined within an area of urban grain with buildings of national importance and listed status.

11.4 It is considered that the loss of frontage to the Heritage Mews properties will not affect the occupiers' living areas as the subterranean basements are used generally for storage rather than living areas. The immediate impact is that the highway will be positioned closer and a level of temporary disruption will be incurred as part of the construction process. As part of a compensation offer, the Council is willing to compensate for blight, new service connection meters will be provided, and options for

sound proofing with triple glazing and financial settlement are options the Council is willing to provide if these are shown to be required.

- 11.5 Although further businesses located adjacent to the scheme works will be disturbed on a temporary basis during the construction phase, the Council will demonstrate how those businesses will benefit from the scheme once completed.
- 11.6 In addition to the information provided above, evidence will be presented to show that the acquiring authority has fully considered the effects that the scheme will have upon each landowner and business interest. This includes the provision of new or modified accesses to the various premises located adjacent to the classified roads to be improved as well as further accommodation works which may be agreed with landowners, if required to mitigate any effects of the scheme.
- 11.7 The Council's evidence will show that it has set out to minimise the impacts on all of the interests affected by the scheme set against the limitations and constraints present to deliver the scheme. It will show that the limited effects on some landowners, generally on a temporary basis, are significantly outweighed overall by the benefits of the scheme.

## **12 SPECIAL CATEGORIES OF LAND AND DESIGNATIONS**

- 12.1 The Order Land does not contain any common land, open space, allotments or field gardens; land held inalienably by the National Trust; consecrated ground; land in a general improvement area; land in a housing action area; or any ecclesiastical property.
- 12.2 The proposals in the CPO will involve the alteration of the steps to the northern entrance of the former Hughes Corporation Building, which is listed under the Planning (Listed Buildings and Conservation Areas) Act 1990. An application for listed building consent in respect of the works affecting the former Hughes Corporation Building has been prepared and will be submitted to the Local Planning Authority in May 2021. This followed detailed discussions with the Local Planning Authority's conservation officers and Historic England, both of whom expressed their support for the proposals.

- 12.3 The Order Land contains buildings located within a conservation area designated under section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990, but the proposals in the Orders do not involve the demolition of those buildings.
- 12.4 The Hebble Brook, part of which is included in the CPO (Plot 1/2), is a non-navigable watercourse.

### **13 SCHEME FUNDING**

- 13.1 Evidence will be given of the intended funding for the scheme in accordance with arrangements outlined in section 12 of the Statement of Reasons.
- 13.2 Evidence will be given on the current position in relation to securing the allocated funding for the scheme from the West Yorkshire Combined Authority (WYCA) as part of the West Yorkshire Plus Transport Fund. In particular, evidence will be given as to the up-to-date position concerning the obtaining of scheme funding following the approval of the Council's Full Business Case on 5 November 2020. The next stage in the process is Decision Stage 5, the submission of a Full Business Case with cost confirmation (referred to as 'Full Business Case Plus') following a procurement process – it is anticipated that this will be submitted in December 2021.
- 13.3 The estimated total cost of the scheme, including the compensation element, currently stands at £47.84 Million. A funding allowance of £2.615 Million was approved by WYCA and secured by way of a funding agreement between the Council and WYCA dated 14 November 2016 to cover the continuing development, land acquisition and enabling works of the scheme. That took the total expenditure approval on the scheme to £5.844 Million. That Funding Agreement was subject to a deed of variation dated 31 March 2021 which secured additional funding in the sum of £632,000. At the time of writing this Statement, a further Funding Agreement with WYCA was due to be completed to secure further grant funding in the sum of £2,598,000.
- 13.4 If the scheme costs, benefits and outputs are within set tolerances upon submission of the submission of the Full Business Case Plus, the current Funding Agreement will be updated and schedules amended to reflect the full delivery costs required and the funds will be available to draw down on an incurred costs basis via quarterly claims. If

at the point of the submission of the Full Business Case Plus, total costs were to exceed the West Yorkshire Plus Transport Fund programme budget allocation for the scheme, the Council will seek an approval revision for the scheme by demonstrating that the scheme delivers the required benefits and can still be considered as Value for Money in terms of the Benefits Cost Ratio calculated. If approved, this revised figure would then form the basis of the future Funding Agreement between the Council and WYCA.

## **14 RELATED WORKS, ORDERS AND PROCEDURES**

14.1 Evidence will be given regarding the following procedures and consents related to the Orders:

- Traffic Regulation Order(s).
- Environment Agency works permit / consent to work in close proximity to a watercourse.
- Listed Building Consent.
- Discharge of all pre-commencement planning conditions.

## **15 OBJECTIONS RECEIVED AND RESPONSES**

15.1 A total of 3 statutory objections (within the meaning of the Highways (Inquiries Procedure) Rules 1994) have been received to the Orders.

15.2 The objections are summarised below, together with the acquiring authority's responses, which will be amplified in evidence in respect of any objections that have not been withdrawn as at the date of the public inquiry.

15.3 **Brixton Pavilion Ltd** – Plot Numbers 3/1 & 3/1a. Objection to CPO.

### 15.3.1 Summary of Objection

(a) Proposals seen to date will have a significant detrimental effect on their land and property.

### 15.3.2 Response to Objection

- (a) The Council would like to understand which scheme works option would be preferred. It accepts that the works will have an impact upon the landowner's interest, but such impacts will be minimised as much as possible and compensation will be payable to reflect any resulting losses in accordance with the Compensation Code. There are different options as to how the works in this location can be implemented, depending on whether the subterranean void is filled or not – the Council has approached the owner of the property to understand its preference of the options available, so that this could be incorporated into the design.
- (b) The owner of the properties will benefit from an improvement to the services arrangements and the provision of modern service meters.
- (c) The Council will continue its efforts to negotiate with the owner of the properties.

#### 15.4 **Matalan Retail Ltd** – Plot Numbers 1/3 & 1/3a. Objection to CPO and SRO.

##### 15.4.1 Summary of Objection

- (a) As a retail business, Matalan require 24-hour access to the site for customers, staff and deliveries on foot and also by vehicle. We have not received any guarantees from the Council of Calderdale that this will remain possible during the construction process. Anything that restricts access to the store for any of these persons will affect trade and have an adverse effect on the business.
- (b) We have not received any information from the Council as to how construction will be carried out e.g. the types of plant & machinery to be used and what nuisance might be generated in the form of dust/ debris, noise and vibration. Anything that deters customers from visiting the store (and, in our experience, it proves difficult to get them to return) will have a detrimental impact on the business.
- (c) The Council have not provided any information as to the timing and/or duration of the works or how traffic will be managed in the vicinity of the Matalan store during the construction works. We have found that works of this nature cause significant delays to the flow of traffic which can result in customers abandoning their trips and/ or discouraging them from making a return visit. Again, anything that deters customers will have a negative effect on the business.
- (d) As an edge of town retail outlet, the Matalan in Halifax relies on the availability of unhindered car parking for its customers. The Council has not provided any detail in respect of whether there will be a temporary loss of spaces during the works and/ or a permanent loss as a result of the land take. We have not

received any information as to whether vehicles will be able to freely circulate during the works or been provided with a final scheme showing how the car park layout will 'work' in the long term. Similarly, we have not been provided with any information by the Council regarding the practicalities of relocating the car park entrance both in the short- and long-terms. If customers experience difficulties in navigating the car park and/ or finding a space, they will be deterred from shopping at Matalan and this will have an adverse effect on the business.

#### 15.4.2 Response to Objection

- (a) The Council will procure that its contractors ensure access to the Matalan site is maintained at all times via the following:
- provision of temporary road signs to advise visitors to the area that the store remains open during the construction activity;
  - inclusion of any temporary roads/works that may be required to ensure access remains at all times during the course of the works;
  - support from dedicated project communications officer to provide information on a regular basis including an offer of operational discussions as necessary to alleviate potential issues during complex construction activities; and
  - use of the Council's social media platforms informing the wider audience that the business remains open etc.
- (b) A decision on the types of plant and machinery to be used will ultimately be for the contractor but the Council can ensure the following:
- As part of the works and planning conditions, the appointed contractor will produce a Construction Management Environment Plan ("CEMP") to ensure robust measures are in place to help prevent environmental issues occurring. The document will remain "live" and updates may be required until completion of the works and will ultimately impose a legally binding mechanism to impose controls on environmental matters.
  - Following implementation of the CEMP, the Council will deploy personnel to ensure any proposed measures are abided to and may include items such as dust suppression, plant nappies, spill kits, use of COSHH data sheets for and use of Emergency Evacuation Plans, amongst others.
- (c) The Council will ensure that its contractors maintain traffic flows in the vicinity of the store. The Council anticipates that elements of the works will be

completed by its contractors off-line, such as part of the new carriageway construction on Berry Lane and sections of the new retaining wall at Cripplegate. In addition, close liaison will be undertaken and will include Council and contractor dedicated personnel to ensure early notification is provided to the store and others in terms of changes to the road layout and traffic management.

- (d) The Council has previously provided detail on the car parking impacts of the scheme. There will be some temporary loss of car parking spaces, although the Council would ensure that the works would be phased by any contractor in a way that minimises impacts on a day-to-day basis. At this stage the Council anticipates that temporary arrangements can be made to replace any spaces lost and the Council would work with the contractor to achieve that. It must be appreciated that the car park is unlikely to be full at any stage of the works. There is also a permanent land take element to the scheme, but upon realignment and stopping up of the parts of the existing highway there are proposals to provide land that will be superfluous as a result of the scheme. A permanent benefit of 11 car parking spaces will be created. In addition, it should be borne in mind that there are access improvements to the site, which are of significant benefit to Matalan.
- (e) Where the Council only requires part of Matalan's land on a temporary basis, the Council would be prepared to proceed under license as an alternative, so that Matalan has the security of knowing that the land take is only on a temporary basis.

## 15.5 **MRC Pension Trust Limited** – Plot Numbers 1/3 & 1/3a. Objection to CPO and SRO.

### 15.5.1 Summary of Objection

Same grounds of objection as Matalan Retail Ltd – see paragraph 15.4.1 above.

### 15.5.2 Response to Objection

See paragraph 15.4.2 above.

## 16 **DOCUMENTS ACCOMPANYING THIS STATEMENT**

- 16.1 The acquiring authority intends to refer to or put in evidence the documents listed in the Annex to this Statement.

- 16.2 Further reports are in preparation and when finalised will be added to the list of documents and made available for inspection.
- 16.3 Copies of (or links to) these documents may be inspected online at <http://www.calderdalenextchapter.co.uk/projects/a629-halifax-town-centre> or on the Council's planning portal (<https://portal.calderdale.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=Q6D5OGDW0CF00>). If anyone is unable to access these documents online, they should contact Calderdale Customer First on 01422 288003.
- 16.4 Every statutory objector and interested party in this matter may inspect and make copies of these documents.

**Geldards LLP**

**Solicitors to the Acquiring Authority**

## **ANNEX – LIST OF DOCUMENTS**

### **Legislation**

- (1) Highways Act 1980
- (2) Acquisition of Land Act 1981
- (3) Human Rights Act 1998

### **Economic Development Policies and Documents**

- (4) Local Growth White Paper
- (5) Northern Powerhouse: One Agenda, One Economy, One North
- (6) No Stone Unturned / Investing in Britain's Future
- (7) Leeds City Region City Deal
- (8) Leeds City Region Strategic Economic Plan
- (9) Halifax Town Centre Delivery Plan

### **Planning Policies and Documents**

- (10) National Planning Policy Framework (NPPF)
- (11) Replacement Calderdale Unitary Development Plan 2006
- (12) Emerging Calderdale Local Plan (extracts)
- (13) Emerging Calderdale Local Plan Proposals Map Inset 1
- (14) Secretary of State's Direction under paragraph 1 (3) of Schedule 8 to the Planning and Compulsory Purchase Act 2004 dated 7 September 2007
- (15) Piece Hall Environs SPD May 2011
- (16) Report to Planning Committee and Minutes dated 16 June 2020
- (17) Planning Permission 20/00217/FUL dated 18 June 2020
- (18) Environmental Statement (available on the Council's online planning portal)

### **Highway Policies, Guidance and Documents**

- (19) WY+TF A629 Mandate
- (20) The Council's Strategic Bus Review 2013
- (21) West Yorkshire Local Transport Plan 3 (LTP3)
- (22) LCR Single Transport Plan (STP)
- (23) Calderdale Transport Strategy
- (24) Bus Accessibility Study
- (25) Design Manual for Roads and Bridges (DMRB)
- (26) Specification for Highway Works

### **Orders Guidance and Circulars**

- (27) The Ministry of Housing for Communities and Local Government's Guidance on Compulsory purchase process and The Crichton Down Rules for the disposal of surplus land acquired by, or under the threat of, compulsion
- (28) Department of Transport Circular 2/97: Notes on the Preparation, Drafting and Submission of Compulsory Purchase Orders for Highway Schemes and Car Parks for which the Secretary of State is the Confirming Authority
- (29) Department of Transport Circular 1/97: Highways Act 1980: Orders under Section 14 of the Highways Act 1980 and Opposed Orders under Section 124 of that Act (June 1997)

### **Cabinet Reports and Minutes**

- (30) Cabinet Report and Minutes dated 4<sup>th</sup> July 2016

- (31) Cabinet Report and Minutes dated 2<sup>nd</sup> October 2017
- (32) Cabinet Report and Minutes dated 19<sup>th</sup> March 2018
- (33) Cabinet Report and Minutes dated 2 December 2020 approving the final land acquisition plans and authorising the use of compulsory purchase powers and the making of the side roads order

### **Funding Documents**

- (34) Funding Agreement dated 14 November 2016 and Deed of Variation dated 31 March 2020 between WYCA and the Council
- (35) Full Business Case (FBC) Submission
- (36) Report to West Yorkshire and York Investment Committee Meeting on 5 November 2020
- (37) FBC Decision Point Certificate issued on 15 November 2020

### **Other Relevant Documents**

- (38) General Arrangement Drawings for the proposals contained in the Orders
- (39) Technical Note: A629 Phase 2 Halifax Town Centre Improvements: Biodiversity Net Gain Assessment