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1. Introduction

1.1 Background

- 1.1.1 This Environmental Statement (ES) has been prepared on behalf of the Borough Council of Calderdale (herein referred to as Calderdale Council) to accompany an application for planning consent for the A629 Phase 2 Halifax Town Centre scheme (referred to herein as 'the Proposed Development') to be implemented within Halifax town centre, within the administrative boundary of the Borough Council of Calderdale. The ES describes the results of the Environmental Impact Assessment (EIA) process undertaken pursuant to the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) (Ref 1-1) (herein referred to as 'the EIA Regulations'). The Application will be submitted to Calderdale Council, with the decision whether to grant planning consent being made pursuant to the Town and Country Planning Act (1990) (TCPA) (Ref 1-2).
- 1.1.2 Consent is sought for the proposed construction (including demolition, where necessary) and operation of a series of highway interventions within Halifax town centre. These are to be constructed in three main phases, namely; the Eastern Corridor, the Western Corridor and the Central Area.
- 1.1.3 An initial planning application for the Proposed Development was submitted to Calderdale Council on 3rd September 2018 (18/01095/LAA/RNA). This application included the demolition of 31 Square Road (Hughes Corporation Building) to enable transport and public realm improvements associated with the Proposed Development. During determination period of the initial planning application, an application to designate 31 Square Road as a listed building was made to Historic England. 31 Square Road was subsequently Grade II listed on 22nd January 2019. Since then, the Applicant has responded to the listing by amending the Proposed Development design to accommodate the building and facilitate access. Consequently proposals for bus-rail interchange and the area of public realm formerly referred to as 'Piece Gardens' have changed with 31 Square Road being retained within the new public realm. These amendments have been incorporated into the current planning application.
- 1.1.4 This chapter is supported by **Figure 1.1** provided in ES Volume III, which illustrates the location of the Proposed Development, whilst **Figure 3.1** (ES Volume III) illustrates the indicative development boundary for the each of the interventions which comprise the Proposed Development.

1.2 Regional Context

- 1.2.1 An estimated 80% of Calderdale's residents live in the eastern third of the Borough in Halifax, Brighouse and Elland and in the villages associated with those settlements and as such, Halifax is the largest town in Calderdale. Calderdale's population is projected to grow from 207,376 in 2014 to 226,385 by 2033, an overall increase of just over 19,000, or 9% according to the Local Plan Publication Draft 2018 (Ref 1-3).
- 1.2.2 There are over 8,500 businesses in Calderdale and currently more than 100,000 people are economically active. Halifax provides the largest existing housing, employment, shopping (including the Borough Market), leisure, education, health and cultural facilities in the borough with developing commercial, education and cultural sectors (Ref 1-3). The Local Plan Publication Draft 2018 (Ref 1-3) describes Halifax, together with Sowerby Bridge, as 'the main economic driver within Calderdale which will be the main focus for development in the future', noting that it has 'retained much of its historic character and townscape quality, however many of its assets are under exploited'.
- 1.2.3 Calderdale is connected by both road and rail to the major cities of Leeds and Manchester as well as their wider city regions. The M62 motorway provides trans-Pennine links within the borough, with a wider road network linking the towns and villages of Calderdale with neighbouring towns such as Bradford and Huddersfield. The Calder Valley railway line runs through the heart of the Borough providing regular connections to Leeds, Manchester and Bradford, as well as a direct service to London. A comprehensive bus network links the main towns within Calderdale with smaller towns and villages, and there is a developing network of cycle ways and footpaths (Ref 1-3). In Halifax town centre, there are over 110 bus departures per hour, including 70 from the bus station. The main focus

for bus services in Halifax town centre is Market Street. However because this is also the main shopping street in Halifax, there is a high risk of conflict with pedestrians (Ref 1-4).

- 1.2.4 The Department for Transport's (DfT) Engine for Growth (2013) (Ref 1-5) states that 'transport is an engine for growth and essential for everything we do'. Given that Halifax town centre is a key location for future employment growth in Calderdale, and taking into account plans for housing growth across the District, the demand for travel to Halifax town centre is predicted to increase. As such, investment in improved transport links is seen as crucial for Calderdale to benefit from the economic growth in the future.

1.3 Scheme Context within wider West Yorkshire Plus Transport Fund Projects

- 1.3.1 A 'City Deal' (Ref 1-6) was agreed between West Yorkshire, York and the central government in 2012 which, amongst other things enabled the establishment of the West Yorkshire Combined Authority (WYCA). The WYCA was formally launched on 1st April 2014, and joined together governance and strategic decision-making on economic development, regeneration and transport across the region, with a key priority being good economic growth (Ref 1-6). As part of the City Deal, the *circa* £1 billion West Yorkshire Plus Transport Fund (WY+TF) was created, targeted specifically at increasing employment and economic good growth in the short to medium term across the region.

- 1.3.2 Calderdale Council and Kirklees Council are jointly developing a range of proposed multi-modal interventions along the A629 Halifax to Huddersfield Corridor (Ref 1-7). This scheme has been prioritised for delivery within the first five years of the WY+TF to drive economic growth by unlocking development potential, and thus creating a forecast 1,740 jobs by 2026 through scheme benefits including congestion relief, reduced journey times for general traffic, improved pedestrian/ cycle accessibility and a reduction in end-to-end journey times for buses. It is proposed that such benefits would be achieved by addressing transport and accessibility issues, including through the:

- reallocation of road space (to give buses priority) and capacity and operational improvements (particularly to allow commercial vehicles to get to their destinations quickly and efficiently);
- improvement of major junctions, including at the A629/ A6026 Calder and Hebble junction and other key pinch points along the corridor;
- improvement of strategic accessibility and public realm within Halifax town centre to deliver regeneration and growth aspirations;
- introduction of express bus services between Halifax and Huddersfield;
- promotion of modal choice by enhancing multimodal accessibility;
- improvement of economic and employment opportunities throughout the District;
- reduction of congestion along the A629 corridor;
- improvement of bi-directional journey times for all modes on the A629 corridor;
- addressing of existing businesses' accessibility concerns; and
- improvement of air quality.

- 1.3.3 The subject of this Application, the A629 Phase 2 Halifax Town Centre scheme, forms the second of five main phases proposed within the Halifax to Huddersfield Corridor scheme, these being:

- Phase 1: Southern Section (Elland Bypass to Free School Lane);
- Phase 2: Halifax Town Centre;
- Phase 3: Free School Lane into Halifax, which has now been absorbed into Phase 2;
- Phase 4: Ainley Top wider strategic interventions; and

- 1.3.4 Phases 1 and 2 have been prioritised for early delivery due to their greater contribution to overall scheme impacts that these components are expected to generate.

- 1.3.5 Phase 1a: Salterhebble to Shaw Hill was completed at the end of November 2018. This first project paved the way for further improvements in the next major part of the scheme. Phase 1b: Calder and Hebble junction is at tender stage, with construction envisaged late 2020. A further £51.15m has been mandated for the development and delivery of Phase 2 (the subject of this Application) to commence by March 2021. Phase 3: Free School Lane into Halifax has been absorbed within Phase 2: Halifax Town Centre. Both Phase 4 : Ainley Top wider strategic interventions and Ainley Top to Huddersfield are due to commence construction by 2022.
- 1.3.6 A full Business Case for the Proposed Development will be prepared and submitted to the WYCA shortly after submission of the Application. If approved, this would release the funds required to deliver the scheme.

1.4 Proposed Development Aims and Overview

- 1.4.1 The Proposed Development aims to improve traffic conditions in and immediately around the centre of Halifax, through a number of improvements to the highway network, in addition to improvements to the public realm within the town centre. The Proposed Development aims to unlock sites to attract investment, attract people to spend more time in Halifax, provide commercial accommodation, give greater recognition to Halifax's heritage status, broaden Halifax's social and cultural offer and provide space to support skills and education.
- 1.4.2 The Proposed Development is located within Halifax town centre (shown on **Figure 1.1** (ES Volume III)) and would be constructed in three main phases as follows.
- **Eastern Corridor:** extends around Halifax town centre from the A58/ Charlestown Junction at New Bank in the north, along Charlestown Road, through Bank Bottom, Cripplegate and King Street, Lower Kirkgate and Berry Lane, the junction with Horton Street and Church Street, north up Square Road and south down Church Street and beyond the New Road/ Prescott Street junction.
 - **Western Corridor:** situated to the west of the town centre and extends around Halifax town centre from the junction at A629 Skircoat Road/ Prescott Street in the south, northwards up Fountain Street through Bull Green, Cow Green and Broad Street, up to Orange Street, along Northgate and to the junction of Cross Hills and North Bridge in the north of the Western Corridor.
 - **Central Area:** interventions within the historic heart of Halifax are proposed, including the pedestrianisation of central and northern sections of Market Street, modifications to routes within the town centre for buses and other traffic, creation of a bus/ rail interchange, improvements to the existing bus station, enhanced pedestrian crossing facilities, improvements to footways and public realm around the Square Chapel Arts Centre, and, the New Central Library, Calderdale Industrial Museum, Piece Hall, Victoria Theatre, Bull Green and provision of streetscape improvements, using green infrastructure across the town centre.
- 1.4.3 Subject to obtaining the necessary consents, the Proposed Development construction phase is anticipated to commence in 2021. Phasing would be mindful of the development programme across the town centre, so that elements of the Proposed Development are implemented at a time most likely to increase a particular site's market potential and value. A preliminary phasing programme and construction strategy has been developed and is presented in **Chapter 4: The Proposed Development**. This will be developed further with contractor input once the Proposed Development planning application has been submitted to confirm that the proposed junction construction sequencing minimises road user disruption.
- 1.4.4 It is currently anticipated that the Western Corridor interventions would be developed prior to commencing construction within the Eastern Corridor interventions. These, in turn, would be completed prior to construction works within the Central Area commencing. Construction of the Proposed Development is anticipated to be complete by 2023. Further information on the phasing and timing of the Proposed Development is set out in **Chapter 4: The Proposed Development**.
- 1.4.5 Environmental impacts arising from the Proposed Development have been studied systematically as part of the EIA process, and the results are presented within this ES. The baseline for the assessment has been derived from measurements and studies in and around the Proposed Development. This is explained further in **Chapter 2: Assessment Methodology**, and in the methodology section of each technical assessment chapter.

- 1.4.6 The EIA process has considered impacts resulting from the construction (including pre-construction demolition works where relevant) and operational phases of the Proposed Development, and has considered measures to avoid, reduce or mitigate potential significant adverse effects on the environment, and where possible to enhance the environment. The ES identifies 'residual' effects, defined as effects remaining following the implementation of mitigation measures.
- 1.4.7 The EIA has also considered the potential cumulative impacts of the Proposed Development with other relevant known, proposed or consented developments. These are described in **Chapter 16: Cumulative and Combined Effects**.

1.5 EIA Regulations

- 1.5.1 A screening opinion provided by Calderdale Council on 30th June 2017 confirmed that the Proposed Development is EIA development in accordance with Schedule 2 of the Town and Country Planning EIA Regulations 2017 (as amended) ('the EIA Regulations'). The Proposed Development falls under Section 10 (Infrastructure Projects), part (f) construction of roads and exceeds the 1 hectare (ha) threshold set out in Schedule 2 of the EIA Regulations. Consequently, Calderdale Council concluded that the Proposed Development has the potential to result in significant environmental effects if appropriate mitigation is not applied.
- 1.5.2 The Applicant submitted a request for a Scoping Opinion (presented in **Appendix 1A** in ES Volume II) to Calderdale Council in November 2017. The aim of the scoping stage is to focus the EIA on those environmental aspects that may be significantly affected by the Proposed Development. In doing so, the likelihood of a significant effect being associated with each environmental aspect becomes more clearly defined, and this may result in certain aspects being considered 'non-significant' or unlikely to give rise to significant effects, and therefore being scoped-out of the EIA.
- 1.5.3 A scoping opinion from Calderdale Council was received on 21st December 2017 (presented as **Appendix 1B** in ES Volume II), outlining those aspects Calderdale Council recommended be included as part of the EIA and be reported in the ES.

1.6 Environmental Statement

- 1.6.1 This ES is designed to inform readers of the nature of the Proposed Development, its likely environmental effects and the measures proposed to protect the environment. It specifically provides the information required by Regulation 18 (3) of the EIA Regulations to be provided in an ES and will be used by Calderdale Council and consultees to inform the determination of the Application.
- 1.6.2 The assessments presented in this ES have been prepared on the basis of the design for the Proposed Development and available information on construction methods and programme as set out in **Chapter 4: Proposed Development**. Where it has been necessary to make assumptions for the purposes of assessment, a realistic worst-case has been assessed in order to ensure that findings of the assessments are robust.
- 1.6.3 **Table 1-1** summarises where the requirements of Part 1 of Schedule 4 of the EIA Regulations have been addressed in the ES. It should be noted that relevant information may be found both in Volume I (the ES main text), Volume II (the supporting technical appendices accompanying the ES) and Volume III (the figures accompanying the ES).

Table 1-1: Requirements of Part 1 of Schedule 4 of the EIA Regulations

Requirement	Where information is provided
1. A description of the development, including in particular:	
(a) a description of the location of the development;	Chapter 3: Description of the Proposed Development and its surroundings
(b) a description of the physical characteristics of	Chapter 4: The Proposed Development

Requirement	Where information is provided
<p>the whole development, including, where relevant, requisite demolition works, and the land-use requirements during the construction and operational phases;</p>	
<p>(c) a description of the main characteristics of the operational phase of the development (in particular any production process), for instance, energy demand and energy used, nature and quantity of the materials and natural resources (including water, land, soil and biodiversity) used;</p>	<p>Chapter 4: The Proposed Development</p>
<p>(d) an estimate, by type and quantity, of expected residues and emissions (such as water, air, soil and subsoil pollution, noise, vibration, light, heat, radiation and quantities and types of waste produced during the construction and operation phases.</p>	<p>Chapter 2: Assessment Methodology Chapter 4: The Proposed Development Chapter 7: Air Quality and Greenhouse Gases Chapter 8: Noise and Vibration Chapter 11: Geology, Ground Conditions and Groundwater</p>
<p>2. A description of the reasonable alternatives (for example in terms of development design, technology, location, size and scale) studied by the developer, which are relevant to the proposed project and its specific characteristics, and an indication of the main reasons for selecting the chosen option, including a comparison of the environmental effects.</p>	<p>Chapter 4: The Proposed Development</p>
<p>3. A description of the relevant aspects of the current state of the environment (baseline scenario) and an outline of the likely evolution thereof without implementation of the development as far as natural changes from the baseline scenario can be assessed with reasonable effort on the basis of the availability of environmental information and scientific knowledge.</p>	<p>Chapters 6 - 16 (topic specific chapters) Baseline Conditions sections and Future Baseline Conditions</p>
<p>4. A description of the factors specified in regulation 4(2) likely to be significantly affected by the development: population, human health, biodiversity (for example fauna and flora), land (for example land-take), soil (for example organic matter, erosion, compaction, sealing), water (for example hydromorphological changes, quantity and quality), air, climate (for example greenhouse gas emissions, impacts relevant to adaptation), material assets, cultural heritage, including architectural and archaeological aspects, and landscape.</p>	<p>Chapter 2: Assessment Methodology Chapters 6 - 16 (topic specific chapters) Likely Impacts and Effects sections</p>
<p>5. A description of the likely significant effects of the development on the environment resulting from, inter alia:</p> <p>(a) the construction and existence of the development, including, where relevant, demolition works;</p> <p>(b) the use of natural resources, in particular land, soil, water and biodiversity, considering as far as possible the sustainable availability of these</p>	<p>Chapters 6 - 16 (topic specific chapters) Likely Impacts and Effects sections Chapter 16: Cumulative and Combined Effects</p>

Requirement	Where information is provided
<p>resources;</p> <p>(c) the emission of pollutants, noise, vibration, light, heat and radiation, the creation of nuisances, and the disposal and recovery of waste;</p> <p>(d) the risks to human health, cultural heritage or the environment (for example due to accidents or disasters);</p> <p>(e) the cumulation of effects with other existing and/or approved projects, taking into account any existing environmental problems relating to areas of particular environmental importance likely to be affected or the use of natural resources;</p> <p>(f) the impact of the project on climate (for example the nature and magnitude of greenhouse gas emissions) and the vulnerability of the project to climate change;</p> <p>(g) the technologies and the substances used.</p>	
<p>The description of the likely significant effects on the factors specified in regulation 4(2) should cover the direct effects and any indirect, secondary, cumulative, transboundary, short-term, medium-term and long-term, permanent and temporary, positive and negative effects of the development. This description should take into account the environmental protection objectives established at Union or Member State level which are relevant to the project, including in particular those established under Council Directive 92/43/EEC(a) and Directive 2009/147/EC(b).</p>	<p>Chapters 6 - 16 (topic specific chapters) Chapter 17: Summary of Significant Residual Effects</p>
<p>6. A description of the forecasting methods or evidence, used to identify and assess the significant effects on the environment, including details of difficulties (for example technical deficiencies or lack of knowledge) encountered compiling the required information and the main uncertainties involved.</p>	<p>Chapters 6 - 16 (topic specific chapters) Limitations or Difficulties sections</p>
<p>7. A description of the measures envisaged to avoid, prevent, reduce or, if possible, offset any identified significant adverse effects on the environment and, where appropriate, of any proposed monitoring arrangements (for example the preparation of a post-project analysis). That description should explain the extent, to which significant adverse effects on the environment are avoided, prevented, reduced or offset, and should cover both the construction and operational phases.</p>	<p>Chapters 6 - 16 (topic specific chapters) Development Design and Impact Avoidance and Mitigation and Enhancement Measures sections and Monitoring sections.</p>
<p>8. A description of the expected significant adverse effects of the development on the environment deriving from the vulnerability of the development to risks of major accidents and/or disasters which are relevant to the project concerned. Relevant information available and obtained through risk assessments pursuant to EU legislation such as Directive 2012/18/EU(c) of the European Parliament and of the Council or Council</p>	<p>Chapter 4: The Proposed Development</p>

Requirement	Where information is provided
Directive 2009/71/Euratom(d) or UK environmental assessments may be used for this purpose provided that the requirements of this Directive are met. Where appropriate, this description should include measures envisaged to prevent or mitigate the significant adverse effects of such events on the environment and details of the preparedness for and proposed response to such emergencies.	
9. A non-technical summary of the information provided under paragraphs 1 to 8.	Non-Technical Summary
10. A reference list detailing the sources used for the descriptions and assessments included in the environmental statement.	References: found at the end of each chapter of the ES

1.6.4 Regulation 18 (5) of the EIA Regulations requires that in order to ensure the completeness and quality of the ES, the developer must ensure that the ES is prepared by competent experts and the ES must be accompanied by a statement from the developer outlining the relevant expertise or qualifications of such experts. In this regard, the AECOM Environment Lead, who has coordinated the preparation of this ES, is a full member of the Institute of Environmental Management and Assessment (IEMA), a Chartered Environmentalist (CEnv) and IEMA Principal EIA Practitioner. In addition, inputs across the various technical environmental disciplines (as detailed in **Chapters 6 - 16**) have been provided by appropriately qualified discipline technical specialists as set out in **Table 1-2**. It is thus considered that the AECOM environmental team who have prepared the Proposed Development ES comply with the requirements of Regulation 18 (5).

Table 1-2: Chapter and Appendix Author Qualifications

Chapter number	Chapter title	Author Qualifications	Reviewer Qualifications
Chapter 1	Introduction	<i>BA (Hons) MSc PIEMA</i>	<i>BSc (Hons), MSc, CEnv, IEMA Principal EIA Practitioner</i>
Chapter 2	Assessment Methodology	<i>BA (Hons) MSc PIEMA</i>	<i>BSc (Hons), MSc, CEnv, IEMA Principal EIA Practitioner</i>
Chapter 3	Description of the Proposed Development and its Surroundings	<i>BA (Hons) MSc PIEMA</i>	<i>BSc (Hons), MSc, CEnv, IEMA Principal EIA Practitioner</i>
Chapter 4 and Appendix 4A	The Proposed Development	<i>BA (Hons) MSc PIEMA</i>	<i>BSc (Hons), MSc, CEnv, IEMA Principal EIA Practitioner</i>
Chapter 5	Planning Policy Framework	<i>Mplan</i>	<i>BA (Hons), DipTP, MA UD, MRTPI</i>
Chapter 6 and Appendix 6A and Appendix 6B	Traffic and Transport	<i>BSc (Hons) CMILT</i>	<i>BEng (Hons) CEng MICE MCIHT</i>
Chapter 7 and Appendix 7A	Air Quality and Greenhouse Gases	<i>PhD, MIAQM, MIEnvSc</i>	<i>MChem PhD MIAQM CEnv</i>

Chapter number	Chapter title	Author Qualifications	Reviewer Qualifications
Chapter 8 and Appendix 8A and Appendix 8B	Noise and Vibration	<i>BSc (Hons), AMIOA</i>	<i>BSc (Hons) MSc MIOA</i>
Chapter 9 and Appendix 9A/ 9B/ 9C	Water Quality, Flood Risk and Drainage	<i>BSc (Hons), MSc</i>	<i>BSc, MSc, PhD, FRGS, MCIWEM, C.WEM, CEnv, CSci, CGeog</i>
Chapter 10 and Appendix 10A - 10E	Ecology and Nature Conservation	<i>BSc(Hons), MCIEEM, CEnv, MRSB</i>	<i>BSc (Hons) Environmental Science First Class DPhil (Ecology) PgDip (GIS) (Commendation) CEnv CIEEM</i>
Chapter 11 and Appendix 11A/11B	Geology, Ground Conditions and Groundwater	<i>BSc (Hons)</i>	<i>BSc, Ph.D.</i>
Chapter 12 and Appendix 12A - 12B	Townscape and Visual Amenity	<i>BA(Hons), BLArch MSc, HND Arboriculture, F.Arbor.A</i>	<i>BSc (Hons) MA CMLI</i>
Chapter 13 and Appendix 13A - 13B	Cultural Heritage	<i>MCIfA BA (Hons) MSc</i>	<i>BSc (Hons) MA MCIfA</i>
Chapter 14 and Appendix 14A	Waste	<i>BA (Hons) MSc PIEMA BSc (Hons) PIEMA GradMCIWM</i>	<i>MSc, BSc, MCIWM, MIIRSM BSc (Hons), MSc, CEnv, IEMA Principal EIA Practitioner</i>
Chapter 15	Population and Health	<i>BA (Hons) MSc PIEMA</i>	<i>BSc (Hons), MSc, CEnv, IEMA Principal EIA Practitioner</i>
Chapter 16	Cumulative and Combined Effects	<i>BA (Hons) MSc PIEMA</i>	<i>BSc (Hons), MSc, CEnv, IEMA Principal EIA Practitioner</i>
Chapter 17	Summary of Significant Environmental Effects	<i>BA (Hons) MSc PIEMA</i>	<i>BSc (Hons), MSc, CEnv, IEMA Principal EIA Practitioner</i>
Non-Technical Summary	Non-Technical Summary	<i>BA (Hons) MSc PIEMA</i>	<i>BSc (Hons), MSc, CEnv, IEMA Principal EIA Practitioner</i>

1.7 Consultation

1.7.1 Consultation is integral to developing the proposals and related assessments that underpin an application for planning consent, particularly through the EIA scoping and assessment process. The views of stakeholders serve to focus the environmental studies and to identify specific matters that require further investigation, as well as to inform aspects of the design of the Proposed Development. Although there is no statutory requirement for the Applicant to consult prior to submission of the planning application, as part of the informal and formal consultation process for planning consent, proposals for Halifax town centre have been set out and described for consultees and the public to comment on.

1.7.2 Stakeholder engagement commenced in 2015 with key stakeholders, prior to commencement of the preliminary and detailed design stages. Consultation on the preliminary design commenced in

January 2017 and continued throughout the preliminary and detailed design phases, leading up to submission of the Application in April 2018. A summary of consultation activities undertaken are presented below with full details presented in the Statement of Community Involvement presented as **Application Document Ref. 6.0**.

- 1.7.3 Several design workshops were held with Calderdale Council officers and representatives of the WYCA, presentations were given to Calderdale Council elected Members, elected Ward Members and specialist interest groups, whilst meetings were held to discuss aspects of the Proposed Development of interests to different stakeholder groups, including relevant landowners likely to be subject to Compulsory Purchase Order (CPO) to facilitate the Proposed Development.
- 1.7.4 A public exhibition was organised as a drop-in event held at Halifax Town Hall in July 2017 to showcase the proposals. This enabled local stakeholders and the wider public to view and comment on the plans for the Proposed Development and to allow them to understand how the proposals had evolved since the previous consultation in May 2016. The public exhibition was attended by Calderdale Council officers, WYCA officers and members of the AECOM project team (traffic engineers, transport planners, civil engineers, heritage experts and project managers). This representation ensured that those attending the public exhibition could obtain the information they required.
- 1.7.5 The public exhibition was advertised through electronic newsletters, newsletters on the Calderdale Next Chapter website, social media, press releases, and posters. The exhibition featured A1 boards displaying details of the key elements of the proposals and how previous consultation feedback had been considered. Handouts were also provided, summarising key details to take away, whilst electronic versions of these handouts were also made available to view on the Calderdale Next Chapter website (Ref 1-8).
- 1.7.6 At the detailed design stage, public engagement and project promotion continued including a further public exhibition. A static public exhibition of the detailed design proposals was displayed throughout May 2018 to update members of the public on how plans had developed, how stakeholder and public feedback had shaped the Proposed Development and what the next steps were.
- 1.7.7 An informal consultation for the project draft Traffic Regulation Order ran between December 2018 and February 2019. This consultation was undertaken to ensure that those impacted by the proposals were aware of the project and could feedback any issues or concerns.
- 1.7.8 The issues raised through consultation and the design workshops and stakeholder meetings have helped to inform the design evolution of the Proposed Development and the EIA. For example, following the withdrawal of the initial planning application in early 2019. Further design work was undertaken to incorporate the 31 Square Road building into the design and respond to other concerns raised from the initial planning application. Further information on how options and alternatives have been considered throughout the Proposed Development design stages is presented in **Chapter 4: The Proposed Development**.

1.8 References

- Ref 1-1 Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended). The Stationery Office [accessible online]
http://www.legislation.gov.uk/ukxi/2017/571/pdfs/ukxi_20170571_en.pdf
- Ref 1-2 Town and Country Planning Act 1990. The Stationery Office [accessible online]
https://www.legislation.gov.uk/ukpga/1990/8/pdfs/ukpga_19900008_en.pdf
- Ref 1-3 Calderdale Council: *Calderdale Local Plan Publication Draft* (2018) [accessed online 22.02.18]
https://calderdale.objective.co.uk/portal/planning_services/lpp18/lpp18?pointId=4796887
- Ref 1-4 AECOM (2015): *Halifax Town Centre Bus Accessibility Study*
- Ref 1-5 Department for Transport: *Transport an Engine for Growth* (2013) [accessed online 05.11.19]
https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/226244/transpo-rt-engine-for-growth.pdf

- Ref 1-6 Cabinet Office (2012) *Proposal A Leeds City Region Deal*, July 2012 [accessible online]
<https://www.gov.uk/government/publications/city-deal-leeds>
- Ref 1-7 Calderdale Council (2015) *A629 Halifax to Huddersfield Improvements Phase 2: Halifax Town Centre Gateway One Submission*.
- Ref 1-8 *Calderdale: The Next Chapter* [available online]
<http://www.calderdalenextchapter.co.uk/>

