

**PUBLIC INQUIRY
STATEMENT OF EVIDENCE**

Harriett Sunderland
BA (Hons), HND QS, DipNEBOSH

On behalf of

Borough Council of Calderdale

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

THE BOROUGH COUNCIL OF CALDERDALE (HALIFAX TOWN CENTRE)
(HIGHWAY IMPROVEMENTS) (WEST YORKSHIRE PLUS TRANSPORT
FUND, A629 PHASE 2) SUPPLEMENTAL COMPULSORY PURCHASE
ORDER 2021

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

February 2025

0. STATEMENT OF TRUTH	3
1. INTRODUCTION	4
1.1. Qualifications and Experience.....	4
1.2. Responsibility in relation to the Scheme.....	4
1.3. Scope of the Evidence	4
1.4. The Orders.....	4
1.5. The Scheme Overview.....	5
1.6. Human Rights Considerations.....	5
2. THE SCHEME	6
2.1. Scheme Summary	6
2.2. Context of the Scheme.....	13
2.3. History of the Scheme.....	17
2.4. Need for the Scheme	17
2.6. Scheme Objectives	21
3. PLANNING & POLICY	24
3.1. Planning and Development.....	24
4. DEVELOPMENT OF THE CORE SCHEME PROPOSALS.....	25
4.1. Scheme Development, Consultation and Consents	25
5. IMPACTS AND BENEFITS	29
5.1. Impact Assessments.....	29
5.2. Costs and Benefits.....	29
6. PROJECT DELIVERY.....	31
6.1. Funding the A629 Halifax Town Centre Scheme.....	31
7. OBJECTIONS.....	34
7.1. Summary	34
7.2. Statutory Objectors	34
8. CONCLUSION	38
9. DECLARATON	39

0. STATEMENT OF TRUTH

- 0.1. I confirm that in so far as the facts stated in this statement are within my own knowledge, I have made clear which they are, and I believe them to be true and that the opinions I have expressed represent my true and complete professional opinion.
- 0.2. My statement includes all facts which are regarded as being relevant to the opinion which I have expressed, and I have drawn to the attention of the Inspector any matters which would affect the validity of that opinion.
- 0.3. I understand that my over-riding duty is to help the Inspector and the Secretary of State with the matters within my expertise and that this duty overrides any obligation to The Borough Council of Calderdale. I confirm that I have complied with this duty.

1. INTRODUCTION

1.1. Qualifications and Experience

- 1.1.1. My name is Harriett Sunderland. I am a Project Manager within the Highways and Infrastructure programme of the Major Projects service at The Borough Council of Calderdale (referred to in this statement as “the Council”).
- 1.1.2. My responsibilities include the development, delivery, and management of transportation projects within the Borough. I have 2 years’ experience of working in a local authority organisation, leading multiple large transportation schemes.

1.2. Responsibility in relation to the Scheme

- 1.2.1. Since February 2024, I have been the designated Project Lead of the A629 Phase 2 scheme (referred to in this Statement as “the scheme”). I am responsible for managing the delivery of the scheme.

1.3. Scope of the Evidence

- 1.3.1. My evidence will provide an overview of the A629 Phase 2 scheme and highlight its necessity. In addition, I will summarise the history of the scheme’s development and demonstrate how it will be delivered.
- 1.3.2. My evidence will be supplemented by further evidence from an additional witness appearing for the Council and draws upon the evidence and conclusions of this other witness as necessary.

1.4. The Orders

- 1.4.1. On 9 December 2020, the Council made 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”),
- 1.4.2. On 21 October 2021 the Council made:
 - c) The Borough Council of Calderdale (Halifax Town Centre) (Highway Improvements) (West Yorkshire Plus Transport Fund, A629 Phase 2) Supplemental Compulsory Purchase Order 2021 (“Supplemental CPO”),
- 1.4.3. The SRO, CPO and Supplemental CPO are collectively referred to in this Statement as “the Orders”.
- 1.4.4. The CPO and Supplemental CPO have been made pursuant to 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).

- 1.4.5. The SRO has been made pursuant to 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”).
- 1.4.6. Please see the CPO inquiry document **[CD 2.1-2.4]**
- 1.4.7. Please see the SRO inquiry document **[CD 1.1-1.4]**
- 1.4.8. Please see the Supplemental CPO inquiry document **[CD 3.1-3.3]**

1.5. The Scheme Overview

- 1.5.1. The Halifax Town Centre scheme is the second phase of the A629 corridor programme linking Halifax and Huddersfield. The scheme will improve pedestrian and cycle access into and around the town centre area by addressing severance, re-routing traffic and capitalising on placemaking opportunities through pedestrianisation and the creation of public spaces. A revised bus network around the town centre will be implemented providing greater coverage and improved connections between the railway and bus stations. Further details of the scheme can be found in section two of this statement.

1.6. Human Rights Considerations

- 1.6.1. The Statement of Reasons for the CPO and SRO and the Statement of Reasons for the Supplemental CPO **[CD 6.1 & CD 6.2]** set out that careful consideration has been given to requirements of the Human Rights Act 1998, including the Convention rights, contained in Article 8 and Article 1 of the First Protocol of the European Convention on Human Rights.
- 1.6.2. The Council is satisfied that the acquisition of land and rights to allow for the construction of the Halifax town centre scheme would not violate the human rights of any land owner
- 1.6.3. The Council considers that, balancing the rights of the individual against the interests of the public, the significant benefits arising from the construction of the scheme amount to a most compelling case in the public interest for the A629 Phase 2 scheme, and to facilitate that, the necessary land and rights. The making and confirmation of the Orders is a proportionate interference with those rights.
- 1.6.4. Those directly affected by the Orders will be entitled to compensation where this is incurred as a result of compulsory acquisition.

2. THE SCHEME

2.1. Scheme Summary

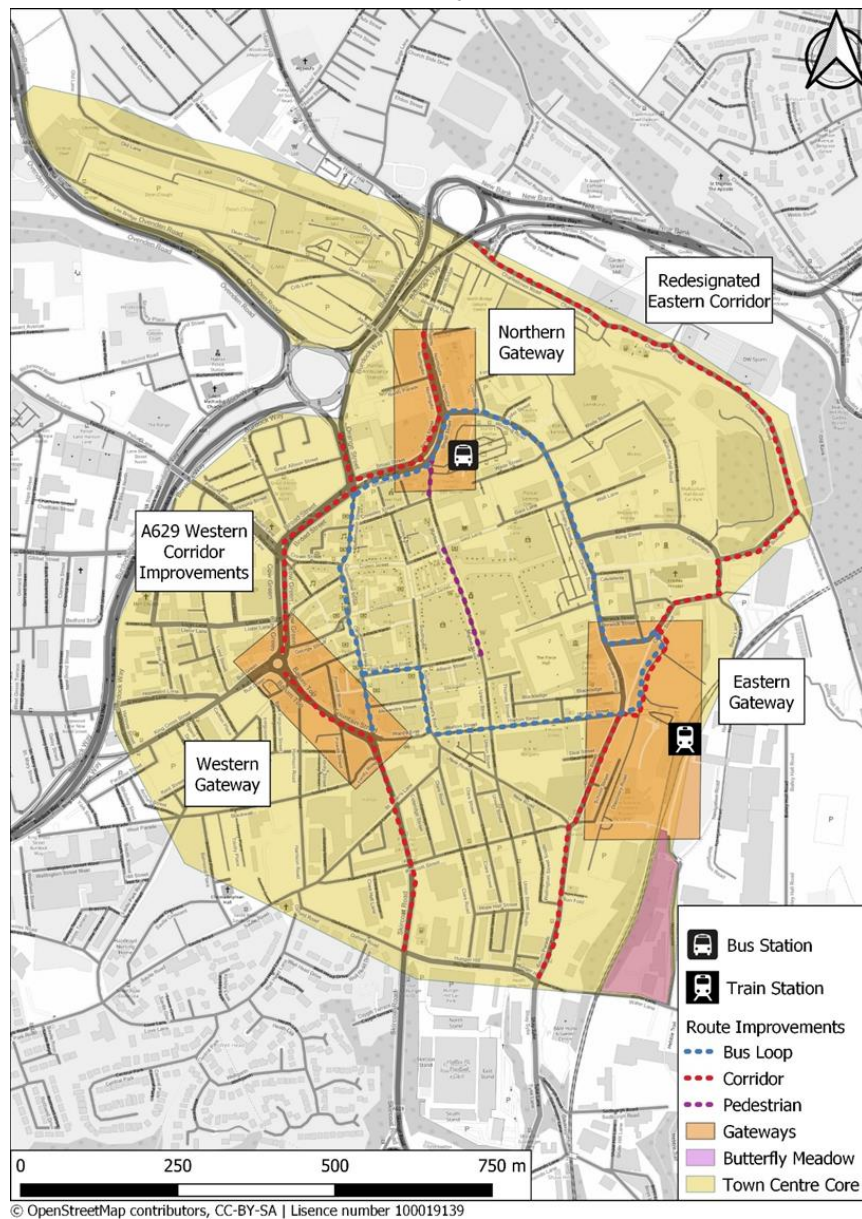
2.1.1. The Halifax Town Centre scheme is the second phase of the A629 corridor programme that links Halifax and Huddersfield. The A629 corridor programme was developed in partnership between the Borough Council of Calderdale (BCC) and Kirklees Metropolitan Borough Council (KMBC) and includes highway capacity and operational improvements, investment in public transport, improvements to strategic accessibility and public realm within Halifax Town Centre to deliver regeneration and growth aspirations.

2.1.2. The Phase 2 scheme will improve pedestrian accessibility 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 and the creation of public spaces. In addition to the active mode enhancements, a revised bus network around the town centre will be implemented to provide greater coverage, more buses will be provided, better connecting the railway and bus stations.

2.1.3. Summarised in Figure 2.1, key features of the proposals include:

- Gateway entry points to improve the sense of arrival into Halifax town centre from the North, (South) East and (South) West, in particular for pedestrians and cyclists;
- Public realm improvements including the pedestrianisation of Market Street and part of Northgate, and public space at the Eastern Gateway outside the Square Chapel and Halifax Central Library;
- Provision for electric vehicle charging points and car clubs;
- Creation of an anti-clockwise 'bus loop', maximising bus penetration to the town centre core, as well as boosting access to development sites to the East (e.g. Cripplegate and the Library)
- Enhanced bus-rail interchange opportunities at the Eastern Gateway;
- Re-designation of the eastern corridor (via Church Street, Lower Kirkgate, Bank Bottom and Charlestown Road) to improve the efficiency and attractiveness of the route, thereby reducing through traffic and improving air quality in Halifax town centre, introducing pedestrian and cycle infrastructure and re-balancing traffic movements on the eastern and western corridors. Achieved through changes to junctions and the realignment of Church Street, Lower Kirkgate and Bank Bottom;
- Modified A629 western corridor to improve the efficiency and attractiveness of the route, with safety in mind, reducing through traffic in Halifax town centre.

Figure 2.1 – A629 Phase 2 Scheme Summary



2.1.4. Once completed, the scheme will offer a range of benefits to the town and wider area. Some benefits include:

- Encourage development and inward investment within the town, supporting aspirations for inclusive growth;
- Provide enhanced pedestrian crossing facilities (better aligned with desire lines) and reduce through traffic levels on Square Road/Winding Road and provide better connections between the town centre core, the wider town centre and adjacent communities;
- Deliver enhanced cycling facilities in central Halifax, with designated cycle crossings, on highway non-segregated and on highway segregated cycle facilities and cycle parking;
- Deliver a step change in the quality of arrival within Halifax, through the creation of gateways into the town;

- Create a better pedestrian environment within the town centre through public spaces;
- Re-distribute disabled (blue badge) parking provision across the town centre;
- Improve bus-rail interchange, through the creation of the Eastern Gateway and introduction of the new bus stops;
- Improve non-motorised access to the railway station, key employment and leisure sites;
- Provide smart signalling throughout the town;
- Improve connectivity between the Bus Station and the Railway Station, through the revised town centre bus network and public realm enhancements;
- Be compatible with, compliment, and be a catalyst for the Eureka's aspirations, connecting into Phase 2 through an interactive route between the Eastern Gateway and Eureka! The National Children's Museum.

2.1.5. The A629 Phase 2 scheme is spilt into three key corridors within Halifax Town Centre, summarised and known as the Western (Figure 2.2), Eastern (Figure 2.3) and Central (Figure 2.4)

Figure 2.2 – A629 Phase 2 Western Corridor

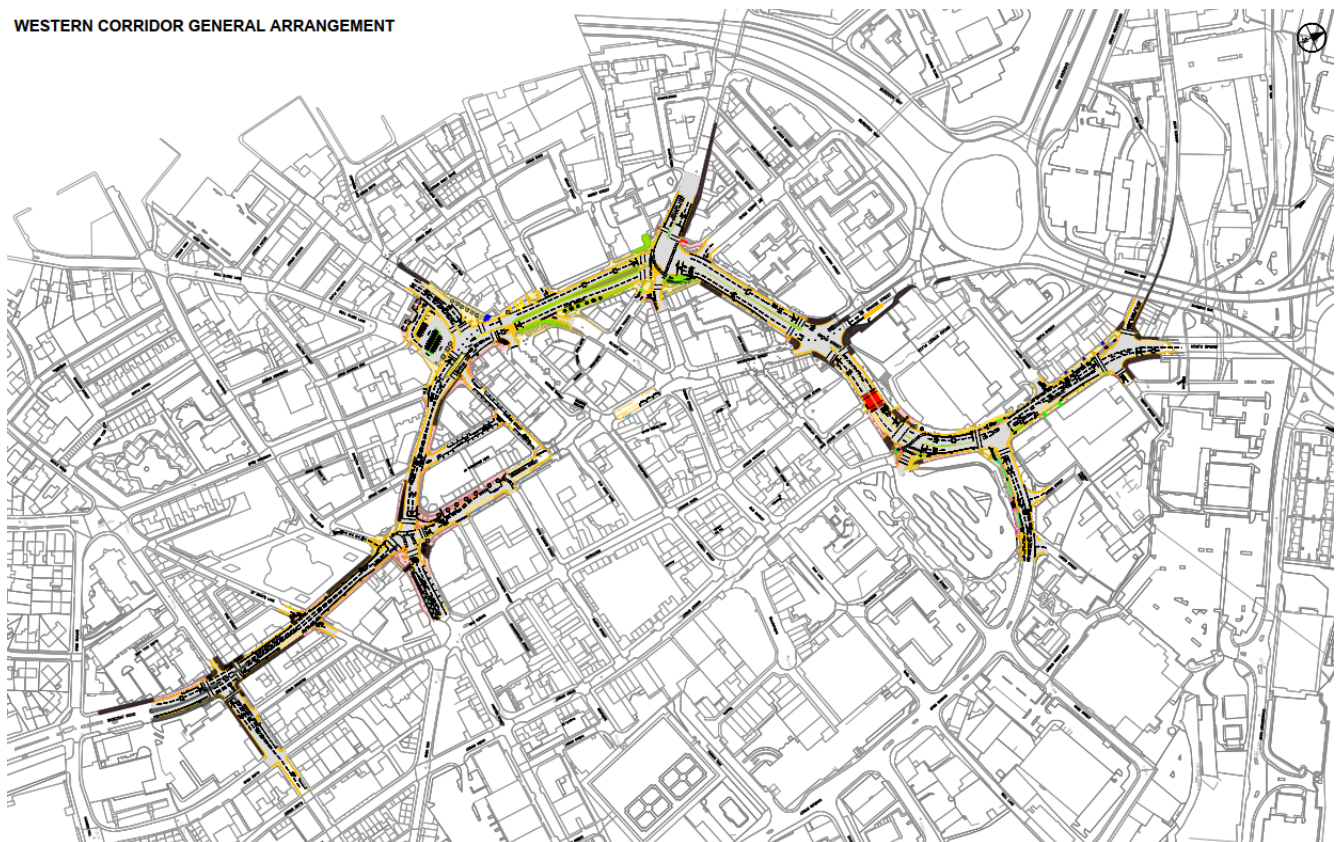


Figure 2.3 – A629 Phase 2 Eastern Corridor

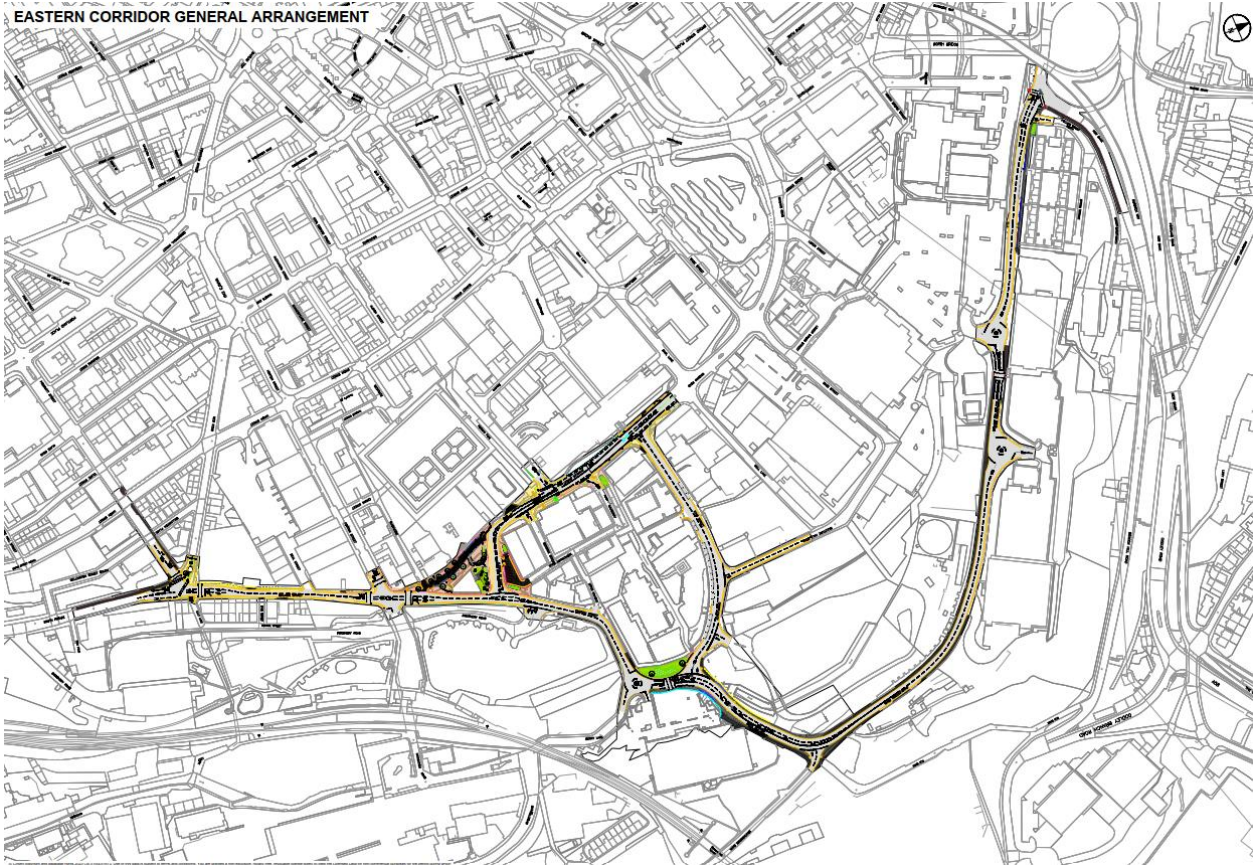
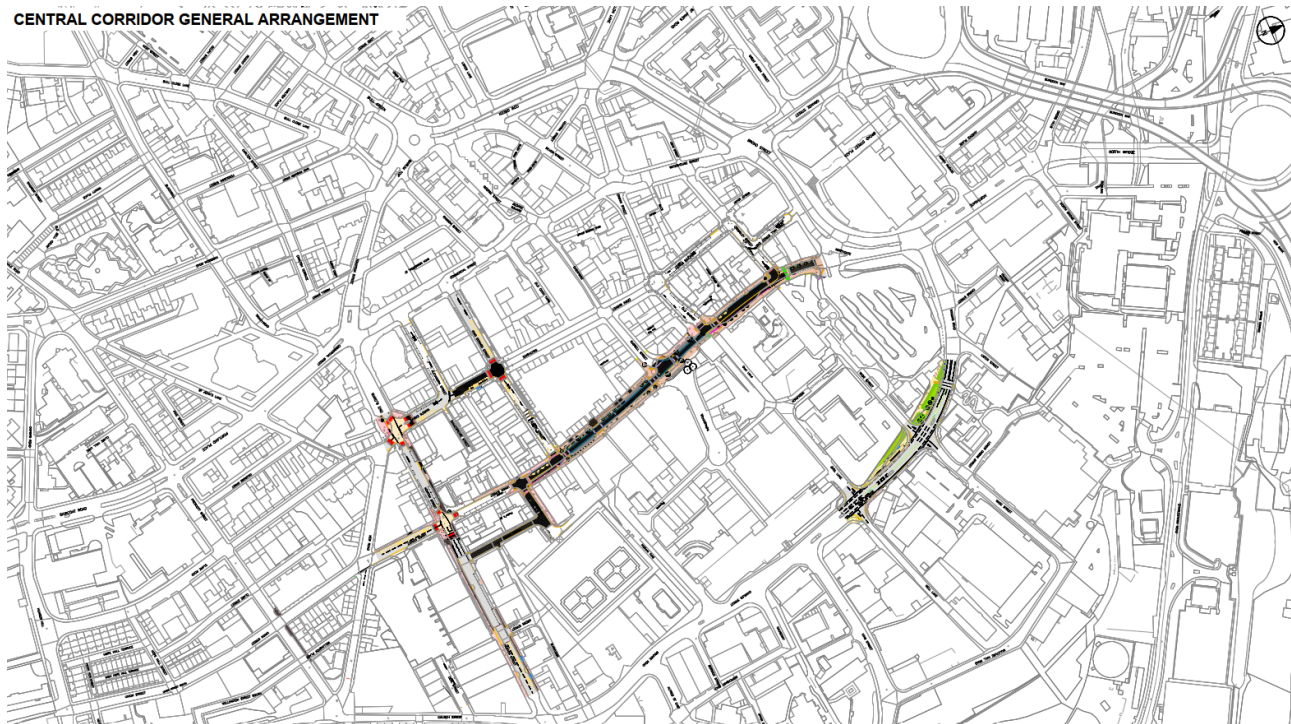


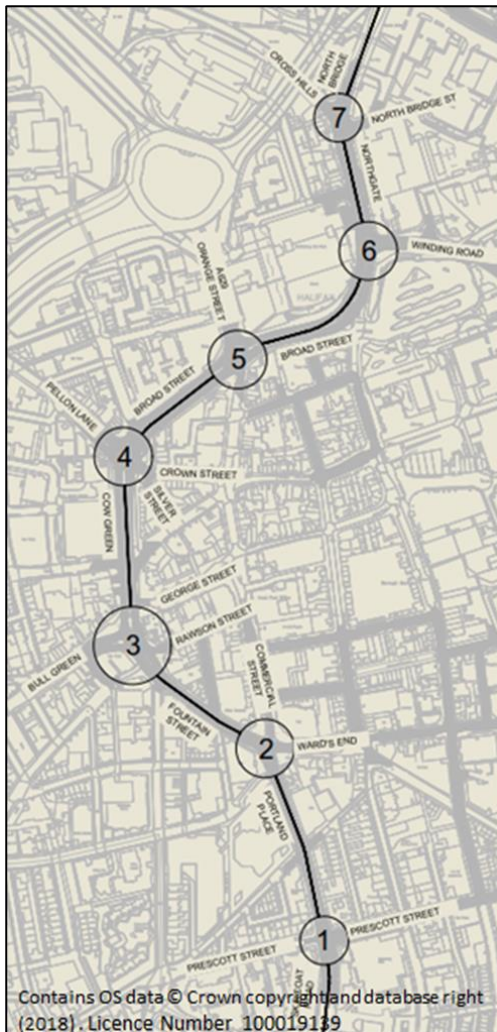
Figure 2.4 – A629 Phase 2 Central Corridor



2.1.6. **The Western Corridor** component will address the severance for pedestrians and cyclists on the Western edge of Halifax Town centre. It will also provide key gateways into Halifax town centre from the West and North.

2.1.7. An improved Northern Gateway aims to address connectivity issues between the town centre core, Dean Clough and North Bridge Leisure Centre. The Western Gateway seeks to improve connectivity between employment and key development sites along and west of the A629, as well as the areas with greater deprivation to the West (e.g. Park Ward). These two gateways will encourage the employees of Dean Clough, Lloyds Banking Group and other companies to utilise and visit boosting the economy of the town centre.

Figure 2.5 – Key Junctions of Improvements Western Corridor



Key Ref:

- 1 - A629/Prescott Street
- 2 - A629/Commercial Street/Wards End
- 3 - A629/Bull Green
- 4 - A629/Pellon Lane
- 5 - A629/Orange Street
- 6 - Northgate/Winding Road
- 7 - Cross Hills/North Bridge

2.1.8. A629/Prescott Street will see a single southbound lane on Portland Place to allow continuous northbound and southbound cycle lanes on the A629 with controlled pedestrian crossing facilities serving key desire lines.

2.1.9. A629/Commercial Street/Wards End will see a reduced junction footprint with straight across, wide controlled pedestrian crossing facilities serving key desire lines, advanced stop lines for cyclists, cyclist phase in traffic signal sequence, rationalised turning movements and enhanced public realm outside the Theatre and Lloyds building to help create a sense of arrival into Halifax Town Centre.

2.1.10. A629/Bull Green will see a replacement of the roundabout at Bull Green with traffic signals to increase safety and capacity and provide enhanced pedestrian crossing facilities, restricted access to Rawson Street (entry from Southbound A629 only), ability to turn left and right out of George Street, enhancing the pedestrian environment on the northern and southern side of Bull Green and advanced stop lines for cyclists. Provision of a minimum of

two electric vehicle charging points.

- 2.1.11. A629/Pellon Lane will see the closure of the subway, enhanced at-grade pedestrian facilities at junction to reduce pedestrian severance and advanced stop lines for cyclists or designated cycle crossing facilities (signal controlled).
- 2.1.12. A629/Orange Street will see an enhanced at-grade pedestrian crossing, signal changes to improve pedestrian crossing amenity and advanced stop lines for cyclists.
- 2.1.13. Northgate/Winding Road will see enhanced at grade-pedestrian crossings and provision of dedicated cycle facilities (mixture of segregated and on-carriageway signalled cycle crossings) to/from the Town Centre, advanced stop lines for cyclists, addressing the vehicle dominated environment to create a sense of arrival into Halifax Town Centre from the north.
- 2.1.14. Cross Hills/North Bridge will see new signal-controlled pedestrian facilities across North Bridge Street and Cross Hills and enhanced provision for cyclists, including advanced stop lines for cyclists and with segregated signalised northbound movement.
- 2.1.15. **The Eastern Corridor** component of the scheme will maximise operational efficiency through realignment and junction priority changes to improve the attractiveness of the route, reducing through traffic in Halifax town centre core and improving access to key development sites.

Figure 2.6 – Key Junctions of Improvements Eastern Corridor



Key Ref:

- 8 - A58/Charlestown Road
- 9 - Charlestown Road Retail Park
- 10 - Bank Bottom
- 11 - Square Road/Church Street/Alfred Street East
- 12 - Square Road/Station Approach/Church Street/ Horton Street
- 13 - New Road/Prescott Street

- 2.1.16. The Eastern Corridor improvements, as shown in figure 2.6, 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, a key site offering the opportunity for mixed-use development including, amongst other uses, residential which fronts onto the

town centre network.

- 2.1.17. Improvements include the 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.
- 2.1.18. A58/Charlestown Road will see approach lane capacity improvements on entry to gyratory.
- 2.1.19. Charlestown Road Retail Park access will see incorporation of pedestrian crossings to service key desire lines.
- 2.1.20. Bank Bottom will see junctions re-configured, and Church Street, Lower Kirkgate and Bank Bottom realigned to promote the eastern corridor as the primary route. Improved access for Matalan and new alignment at Southowram Bank will be introduced to assist Heavy Goods Vehicles.
- 2.1.21. Square Road/Church Street/Alfred Street East will see highway realignment. Two new bus stops on Alfred Street East will form the new bus-rail interchange at the Eastern Gateway, with improved wayfinding and pedestrian linkages to the Town Centre and Railway Station.
- 2.1.22. 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.
- 2.1.23. Church Street – widening on Church Street to accommodate larger vehicles and higher traffic flows and a safer network.
- 2.1.24. 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.
- 2.1.25. **The Central Area** component of the scheme builds on and utilises aspects of the Eastern and Western Corridors
- 2.1.26. Market Street (between Old Market and Albion Street) and Northgate (between Broad Street and Crossley Street) will be pedestrianised as a key placemaking objective of the scheme. An anti-clockwise ‘bus loop’ will be created, utilising sections of the eastern and western corridors. This will maximise bus circulation of the town centre core in context with the pedestrianisation objective. Vehicular access to the Town Centre core will be maintained with northern and southern access points. New bus stops will be installed on Southgate/Wards End link, to improve bus penetration into the Town Centre by allowing buses to use King Edward Street, Southgate and Wards End.
- 2.1.27. The central area involves major changes to the Town Centre bus network, allowing the creation of shared space treatment along Market Street, significantly enhancing pedestrian amenities. These changes are designed in such a way that they can be phased in line with the delivery/realisation of the wider Halifax Town Centre Delivery Plan (and Local Plan), to ensure the proposals are commercially viable in the widest sense. For example, this

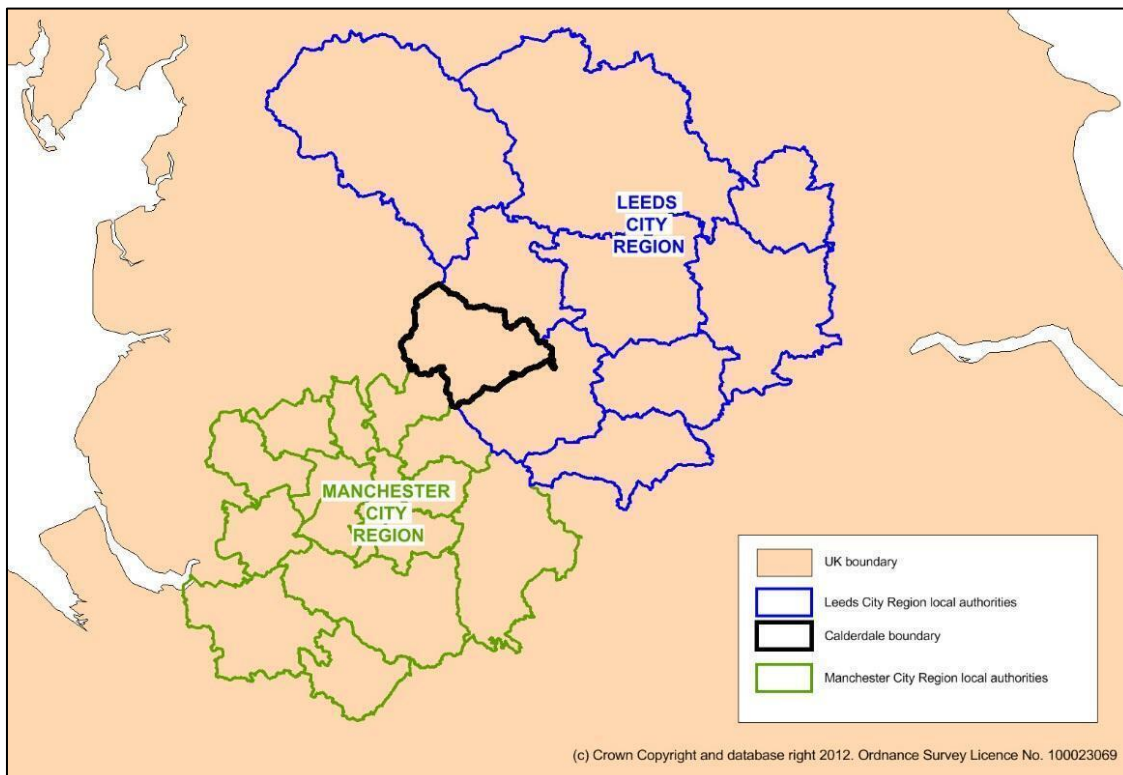
phasing will also allow for greater capacity for temporary accommodation and new bus stops associated with the bus station redevelopment.

2.1.28. Further details of the scheme can be found in the General Arrangement drawing provided in inquiry document [CD 7.1]

2.2. Context of the Scheme

2.2.1. Halifax is a town located in Calderdale, West Yorkshire. The borough of Calderdale lies within the Leeds City Region, as shown in Figure 2.7, and borders districts in the Manchester and Lancashire City Regions including Rochdale, Burnley and Rossendale. Halifax is situated within the M62 corridor, on a main Trans Pennine rail route, and is more locally centred between Huddersfield and Bradford

Figure 2.7 – Calderdale within the Leeds City Region

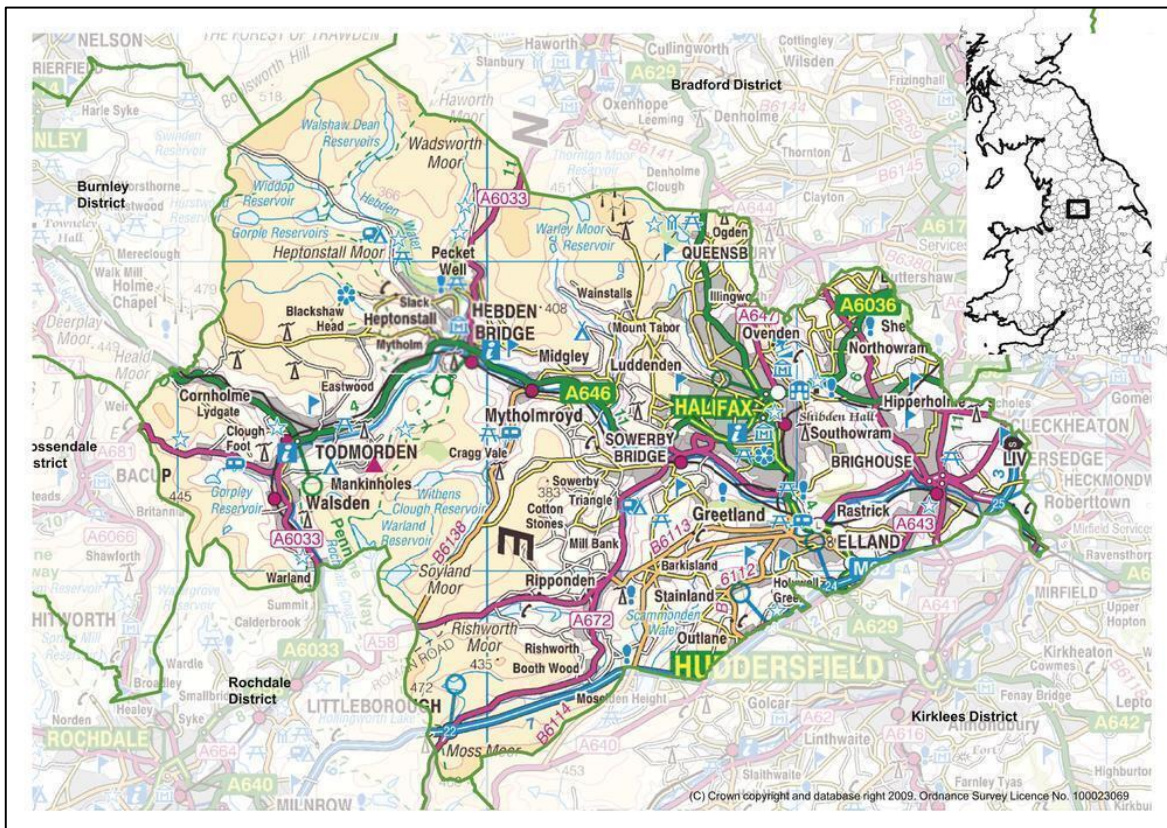


2.2.2. Capitalising upon its strong geographical position and economic strengths, Calderdale has the ability to serve as a bridge for flows of investment and labour capital, to the benefit of both regional economies.

2.2.3. Yet for this east-west axis of renaissance to be realised, improvements to both inter and intra-city regional connectivity need to be made, enabling localities such as Calderdale the opportunity to specialise in their unique areas of economic strength, whilst gaining access to the pan-Northern economy and its markets.

2.2.4. Figure 2.8 shows the strategic connections within Calderdale and highlights how the topography of the district focuses highway demand onto a small number of routes, many of which converge in Halifax Town Centre.

Figure 2.8 – Strategic Connections



2.2.5. Calderdale is currently home to over 8,500 businesses and a population of approximately 210,000 people. This is expected to grow by approximately 3,000 from 2018 to 2028. There are currently over than 100,000 jobs in Calderdale, yet over a third of its residents commute to work outside the District. This is counterbalanced by a high degree of in-migration for work, due to the unique range of employment opportunities that the local economy is able to offer. Over half of the jobs within Calderdale are contained within the Halifax area.

2.2.6. Whilst it is evident that there are numerous existing jobs and businesses within the local area, there are concerns that businesses are struggling to capitalise on the opportunities available due to connectivity issues, including congestion and perceived remoteness. The existing severance to the Eastern side of the Town is apparent due to narrow lanes and poor access to HGV's realising connectivity issues, in addition pushing volumes of traffic and congestion to the Western Corridor through junctions currently not designed for the capacity. Key business stakeholders and employers within the Town have raised these concerns as to why further business investment within Halifax has been avoided. As such, this contributes to the lowering of business productivity, deterring future investment and threatening the retention of businesses in the long term.

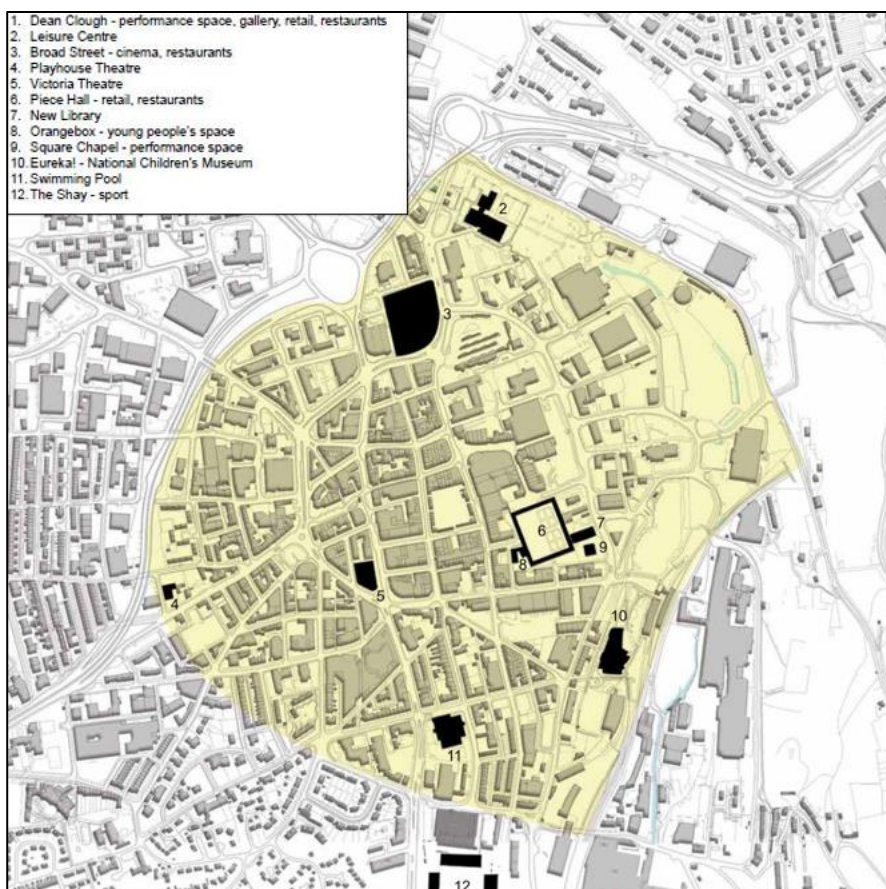
2.2.7. The Council's Local Plan was adopted on 22nd March 2023 [CD 10.2]. This provides strategic justification for where investment in the transport network is needed in order for increased economic activity to be accommodated. The principles seek to locate employment in established business centres, including Halifax Town Centre, due to the existing focus of the transport network and the potential agglomeration benefits that stand to be gained.

2.2.8. Halifax Town Centre holds a long-established identity as a sustainable and vibrant

centre for the Calderdale District, and has a distinctive urban core built upon its historic origins. Being the administrative centre for Calderdale, Halifax performs a range of civic functions, containing the Council offices and the central public library. It also provides the focus of retail activity for the Borough supported by other local centres, with the focus of retailing located within the areas of the Woolshops Shopping Centre, Cornmarket and Southgate, with the Borough Market and Russell Street connecting these areas.

2.2.9. Tourism and the unique built environment are also of particular importance to the town and there is a diverse and extensive range of social and cultural venues for sport, theatre, art, music, cinema, and dance within the centre of Halifax. They are accommodated within buildings of architectural and historical significance and in new purpose-built developments as illustrated in Figure 2.9.

Figure 2.9 – Social and Cultural Assets in Halifax



2.2.10. While Halifax Town Centre has retained much of its historic character and townscape quality, many of its assets were under exploited. For the town to develop, a sensitive, unique, high-quality approach rooted in a strong understanding of place has been suggested though a longstanding framework for regeneration for the town centre. This includes the Halifax Town Centre Delivery Plan, produced by Turner & Townsend on behalf of the Council in 2014, the scheme addresses many of the connectivity improvements set out in the Delivery Plan, which is provided in inquiry document **[CD 12.3]**.

2.2.11. The Delivery Plan includes a spatial framework for the town, the identification of a focused group of strategically important projects to form the first stage of delivery and consideration and advice on how these projects can be made commercially and financially viable.

2.2.12. The Delivery Plan identified projects, interventions and initiatives, illustrated in Figure 2.10, which all make a positive contribution to at least one of the objectives towards improving the Town Centre as a place to live, work and play.

Figure 2.10 – Halifax Town Centre Delivery Plan Projects



- | | |
|---|--|
| 1. Piece Hall Transformation | 17. Northgate House & Surroundings: Site Preparation |
| 2. New Central Library | 18. Bus Station |
| 3. Leisure Centre/Swimming Pool Feasibility Study | 19. Cow Green Car Park |
| 4. Council Owned | 20. Horton Street |
| 6. Northgate House & Surroundings: Marketing | 21. Implementation of Eureka! Site wide Master plan |
| 7. Cripplegate: resolve legal & technical issues | 22. Beech Hill |
| 8. Square Chapel | 24. Eastern Highway Improvements |
| 10. Station Access Improvements | 25. Western Highway Improvements |
| 11. Eastern Highway Improvements | 26. Station Access Improvements |
| 12. North Bridge Gateway | 27. Cripplegate: Delivery |
| 13. Western Highway Improvements | 28. Northgate House & Surroundings: Delivery |
| 14. Northbridge Leisure Centre | 29. Nestle/Bailey Hall |
| 15. Leisure Centre/ Swimming Pool | 32. Station Access Improvements |
| 16. Borough Market | |

2.2.13. All projects within the Delivery Plan stand to benefit the local economy by bringing new visitors into the town and instilling confidence in the private sector that Halifax is an appealing location in which to invest. The Delivery Plan addressed many of the principles of the connectivity improvements and set out a Masterplan within the Delivery Plan. The Delivery Plan itself identifies a durable plan for the town which includes spatial, economic, social and cultural analysis of the current baseline position and proposals for what the town should aim to achieve over the short, medium and long term. It makes clear how transport investment is fundamental to realising and accelerating future growth. The scheme includes principles of the Halifax Town Centre Delivery Plan, including:

- An enlarged town centre with seamless links between areas such as Dean Clough, the Piece Hall, Halifax Minster, the rail station and Eureka! The National Children's Museum;
- Improved linkages between the town centre and residential areas to the west;
- Enhanced gateways into the town at strategic points;
- Creation of a better environment for pedestrians and cyclists.

2.2.14. This context illustrates that Halifax Town Centre will continue to be the focus of growth within Calderdale in the future. However, realisation of this growth is dependent on targeted investment in transport interventions using a holistic approach that considers strategic accessibility of the town centre as a whole. The resulting regeneration that such investment seeks to catalyse will ensure that Halifax remains competitive and will allow future growth arising from changes in housing across the Borough to be facilitated. It will also support and strengthen the Council's wider economic ambitions for the wider Borough.

2.3. History of the Scheme

2.3.1. The A629 Phase 2 scheme has been in development since 2015. Outline Business Case approval was granted in February 2016. Subsequently, detailed design commenced in January 2017.

2.3.2. There have been emerging constraints and challenges throughout the development period, such as the Hughes Corporation Building being designated as a Grade II listed building in 2019 which resulted in the requirement for redesign and resubmission of the original planning application Ref: 20/00217/FUL – **[CD 10.5]**. As a result, a Change Request to release additional development costs was submitted to West Yorkshire Combined Authority (WYCA) and approved in September 2019.

2.3.3. A Full Business Case (FBC) was submitted and approved in November 2020. However, subsequent substantial design changes were required following an LTN/120 cycling infrastructure design review. In August 2022 discussion took place with the WYCA Portfolio Management Appraisal Team. It was agreed that BCC would resubmit a Full Business Case. See Inquiry Document **[CD 7.2]**

2.3.4. Full Business Case approval was granted in September 2023, with some preliminary works being undertaken on Council owned land to implement planning permission Ref: 20/00217/FUL before it expired. Main construction works started on site by awarded Principal Contractor in May 2024.

2.3.5. The scheme is currently in delivery, works split in three phases/corridors over a 4-year period, this approach has been taken to minimise disruption within the Town Centre and to allow land acquisition to be undertaken.

2.4. Need for the Scheme

2.4.1. The need for and benefits of the scheme are set out below. The scheme objectives have a strong synergy with national, sub-regional and local policy.

2.4.2. The A629 Phase 2 is of strategic importance in facilitating the socio-economic development of Halifax and further strengthening its position as the epicentre of economic and social activity within Calderdale. The scheme provides an excellent opportunity to

promote inclusive growth by transforming the centre of Halifax, increasing its attractiveness for business investment, improved connectivity and reduced severance to foster a sense of place, capitalising on its heritage to enhance its leisure/tourism offer, and shifting focus towards sustainable and active travel thus resulting in health and environmental benefits and preventing air quality decline in Calderdale.

2.4.3. The strategic justification for the scheme remains valid considering local, regional and national objectives and priorities. The need for improved connectivity in urban areas and the corresponding requirement for suitable infrastructure remains real and is arguably more urgent in a post pandemic era where it is crucial to stave off economic decline and promote inclusive growth by investing in sustainable transport to stimulate greater economic activity especially in town centres.

2.4.4. The A629 Phase 2 Scheme and its objectives align with relevant policies at the national, regional and local level. The key themes of connectivity, sustainability, and using transport improvements as a way of improving the tourism and leisure offer and therefore stimulate economic growth are consistent with the scheme, making Halifax the prime tourist and cultural destination of the North likely to attract domestic and international visitors, and forming a sound basis for further investment and economic growth. The scheme also addresses existing issues with congestion, accident hot spots, poor air quality and noise within Halifax Town Centre.

National Policy

2.4.5. **National Planning Policy Framework** The scheme seeks to address barriers to development, promote the town centre environment and encourage sustainable transport through high quality design and conservation of Halifax historic assets.

2.4.6. **Bus Back Better 2021 (National Bus Strategy for England) [CD 11.1]** Buses are at the centre of the public transport network, making 4.07 billion journeys in England in 2019/20. The strategy considers the Government's commitment to support bus services as a key mechanism for managing economic recovery post pandemic. The A629 scheme will improve routing for buses within the town centre, providing more convenient bus stops and improved connectivity with rail services to drive long term modal shift.

2.4.7. **Gear Change: A bold vision for cycling and walking (Cycling and walking plan for England) 2020 [CD 11.2]** Increasing cycling and walking are identified as helping tackle societal challenges like poor air quality, combatting climate change, improving health and wellbeing, addressing inequalities and tackling congestion.

A629 Phase 2 will provide enhanced cycling infrastructure as detailed in the national standard for design of cycling infrastructure, commonly referred to as **LTN 1/20 [CD 11.3]** compliant active mode provision and improved public realm to create spaces better conducive to living and working as well as healthier and more sustainable communities.

Regional Policy

2.4.8. **Northern Powerhouse: One Agenda, One Economy, One North** The strategy is about using transport to aid change in future patterns of land use and economic growth, with the goal of creating a single economy in the North. The scheme will contribute to this

ambition in a local sense by providing Halifax with greater accessibility of the wider Northern economy whilst fostering specialisms within the local economy including financial services, advanced manufacturing, tourism and creative/digital industries.

2.4.9. **Strategic Economic Framework (SEF) [CD 9.1]** The SEF provides the context for investment and decision making within the WYCA region. The document ensures alignment of all WYCA policies with the vision for West Yorkshire as below:

“To be recognised globally as a place with a strong, successful economy where everyone can build great businesses, careers and lives supported by a superb environment and world-class infrastructure”

The SEF is underpinned by the following five priorities:

- Boosting productivity
- Enabling inclusive growth
- Tackling the climate emergency
- Delivering 21st century transport
- Securing money and powers

The Phase 2 scheme aligns with the first four of these.

2.4.10. **Mayoral pledges [CD 12.2]** The West Yorkshire Mayor set out 10 pledges upon appointment to office. Of these, the following are supported by the scheme.

- Prioritise the safety for women and girls in the region.
- Prioritise skills and training to ensure everyone in West Yorkshire has the skills they need to secure work.
- Support local businesses and be a champion for the regional economy.
- Tackle the climate emergency and protect the environment.

2.4.11. **Strategic Transport Plan for the North of England (2023) [CD 11.4]** Transport for the North’s (TfN) vision is to promote “a thriving North of England, where world class transport supports sustainable economic growth, excellent quality of life and improved opportunities for all”. Strategic transport investment in key corridors is promoted as a way of spearheading a £100 billion growth in GVA and creation of 850,000 jobs by 2050. 7 strategic corridors are identified for investment. The A629 fits within corridor B, and through improved connectivity will help facilitate new economic, training and leisure opportunities.

2.4.12. **West Yorkshire Bus Service Improvement Plan (WYCA 2022) [CD 11.5]** WYCA, in conjunction with bus operators developed a Bus Service Improvement Plan (BSIP), as part of the Bus Back Better strategy. Key initiatives include an enhanced and more cohesive bus network and bus priority measures as promoted by the A629 scheme. The scheme supports this through the creation of the bus loop providing improved connectivity and priority measure such as the Church Street bus gate.

2.4.13. **West Yorkshire Transport Strategy 2040** The scheme would contribute to achieving objectives by reducing congestion, removing constraints on development, reducing emissions and delivering a positive impact on quality of life for those visiting and travelling through Halifax town centre.

Local Policy

- 2.4.14. **Calderdale Local Plan (2018/19-2032/33)** The scheme seeks to deliver the economic growth aspirations by supporting business investment and promoting economic development.
- 2.4.15. **Calderdale Visitor Economy Strategy 2024-2029 [CD 9.2]** The importance of the visitor economy is understood within Calderdale and the wider region. In 2022, the last full year of available data, the visitor economy was worth £430m to Calderdale's economy and approximately £335.2m was spent by tourists during their visit to the area. The impact of people visiting Calderdale supported nearly 9,000 FTEs in the borough in 2022. The strategy aims to market the borough as the 'must experience' visitor destination, providing a diverse and contemporary offering in leisure, culture and shopping. The redevelopment of the Piece Hall has started this process. The improvements contained in the A629 proposals will enhance connectivity to key cultural attractions like Dean Clough, Eureka! and help open up other parts of the town centre to locals and visitors with inward investment opportunities by promoting Calderdale as a place to visit, live, learn, work, play and stay, working with individual places to develop our product and places ensure visitor needs are embedded in regeneration plans and schemes, including wayfinding and signing, accessibility, parking, gateways and orientation/getting around.
- 2.4.16. **The Economic and Reputational Impact of the Regeneration of the Piece Hall (2019) [CD 9.3]** Since its reopening in 2017 the Piece Hall transformation has boosted tourism in the area by £26m with over 5million visitors. The A629 will connect Halifax Rail Station to the centre through a new town gateway and reroute traffic away from the town centre. Further enhancing the environment and encouraging visitors.
- 2.4.17. **Future Highstreets Fund Business Case [CD 7.3]** BCC successfully bid for £11m from the Government's Future High Streets Fund, which aims to renew and reshape town centres in a way that drives growth, improves experience, and ensures future sustainability. The phase 2 scheme complements this by improving access and creating welcoming spaces.
- 2.4.18. **Wellbeing Strategy 2022 – 2027 [CD 10.4]** The strategy sets out how key stakeholders can work together to make Calderdale a safer, healthier and more fulfilling place to live. The A629 scheme will improve mental and physical wellbeing, through improved public spaces and encouraging more active travel.
- 2.4.19. **Calderdale Draft Climate Action Plan 2022-25 [CD 10.3]** In 2019 BCC declared a climate emergency and set the target of achieving Net Zero by 2038. Tackling transport emissions is crucial with 41% of Calderdale's direct CO2 coming from transport. Improving transport choices, so you can get where you need to go without needing a car, is crucial. The scheme contributes by improving attractiveness of sustainable and active modes.

Conclusion on Need for the Scheme

- 2.4.20. The scheme is the linchpin for the success of other projects including the recently completed A629 Phase 1a/1b, Halifax Bus Station and ongoing Future High Streets Fund schemes. The scheme forms part of the wider A629 Halifax to Huddersfield Corridor programme incorporating a series of multi-modal transport and accessibility infrastructure improvements between Halifax, Huddersfield and the M62. Without the delivery of the scheme the wider benefits and objectives will not be met.

2.4.21. Within Halifax, legible pattern of largely pedestrian friendly streets which form the town centre core around Borough Market is bounded by a series of roads. These roads are designed predominantly for vehicle movement and create barriers to pedestrian movement from the centre to the surrounding areas with a fragmented arc of development to the north and east to the town centre core. The scheme is designed to further extend pedestrian friendly zones while still allowing vehicle movement into and around Halifax.

2.4.22. 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 proposed changes within the scheme have beneficial impacts on severance, thereby improving the general environmental quality and setting and improving conditions for walking and cycling.

2.4.23. The scheme will make significant contribution to achieving the economic growth aspirations of BCC by increasing the capacity and flexibility of the highway network around Halifax Town Centre. In addition, achieving BCC priorities by creating an environment within the town which is conducive to attracting new business and the expansion of existing ones.

2.5. Land Uses

2.5.1. The land included in the CPO & Supplemental CPO is in a variety of ownerships, including privately owned land and land owned by the Council. No properties are required to be demolished to deliver the scheme.

2.5.2. Landowners are aware of the need to acquire the land and of the intended use of compulsory purchase powers. Negotiations have been ongoing with respect to the purchase of the land required and compensation. The Council will continue to make meaningful attempts to reach agreement on a voluntary basis and this will continue whilst the compulsory purchase order process is ongoing.

2.5.3. The majority of the land included in the CPO & Supplemental CPO is located adjacent to the publicly maintained highway and in summary includes:

- Several small areas of land to the west of a cleared development site (Church Street/South Parade – E03C on western carriageway side)
- Residential curtilage Heritage Mews (Church Street/South Parade – E03C) ***The Council is seeking a modification to the CPO, following the making of the Supplemental CPO, so as to address the objection of the land owner.**
- A vacant building and car park (car park used to by nearby hotel) (Eastern Gateway – E05/06F-31 Square Road (known as Hughes Corporation) building and adjacent car park)
- Unregistered land adjacent to the adopted highway (several interventions)
- The southern boundary of a cleared development site (Cripplegate/Bank Bottom/Berry Lane – E07/08/09) and,
- Corner of communal residential garden (Charlestown Road/A58 junction E013C)

2.6. Scheme Objectives

2.6.1. Please see the following table which highlights the five key Specific, Measurable, Achievable, Relevant, Time-bound (SMART) objectives for the scheme, as assigned by the West Yorkshire Combined Authority (WYCA), referred to in the FBC submission **[CD 7.2]**

Objective No.	Objective Overview	Objective Goal	Objective Targets
1	Town Centre prosperity	<p>Inclusive economic growth.</p> <p>More people in Halifax town centre.</p> <p>Attracting and retaining business investment in Halifax.</p> <p>Aid unlocking of development sites.</p> <p>Enlarged town centre core.</p> <p>Improved sense of place and pedestrian environment.</p>	<p>Increase footfall by 20% five years after scheme delivery.</p> <p>5% increase in the percentage of commercial units occupied five years after scheme delivery.</p>
2	Increased active and sustainable travel	<p>Inclusive growth in line with equality, diversity, and inclusion (EDI) themes.</p> <p>Improved public health.</p> <p>Modal shift away from private car.</p> <p>Reduced congestion.</p>	<p>Increase cyclists crossing Halifax town centre by 50% after completion of the A629 corridor programme.</p> <p>Increase bus mode share in Halifax town centre by 5% five years after scheme delivery.</p>
3	Environment	<p>Contribution to climate emergency.</p> <p>Improved public health.</p>	<p>Air quality levels at monitoring and evaluation sites DT2P2, DT3P2, DP10P2, DP11P2 and DT12P2 will meet the relevant standards by 2029.</p> <p>Noise levels ($L_{A10, 18hr}$ values) at monitoring and evaluation sites ML1, ML3, ML5 & ML6 will not exceed 68dB by 2029.</p>
4	Town Centre	Reducing town centre severance around western corridor.	15% reduction in traffic on the western corridor five

	Highway routing	Improved active mode environment. Reduced congestion. Improved air quality .	years after scheme delivery.
5	Safety	Reduced conflict in traffic movements. Improved travel safety. Improved public health.	42% reduction in casualties, five years after scheme delivery.

2.6.2. The scheme has been designed to meet each of the key objectives as set out above, with post completion Monitoring and Evaluation programmed for one year and five years after delivery of the scheme. (see also para 5.1.3 below).

3. PLANNING & POLICY

3.1. Planning and Development

- 3.1.1. The Halifax Town centre scheme has been granted full planning permission (20/00217/FUL dated 18th June 2020 **[CD10.5]**).
- 3.1.2. Listed Building Consent was obtained by BCC Ref: 21/00786/LBC **[CD 10.7]** dated October 2021 to carry out adjustments to the listed Hughes Corporation Building steps necessitated by the scheme. The LBC expired after 3 years and works had not yet commenced to this corridor.
- 3.1.3. A new LBC application was made on 27 January 2025 Ref:25/00039/LBC. As relevant policy has not changed since the grant of the previous LBC and as there were no previous concerns from the conservation officer, the BCC anticipates the LBC application is likely to be granted and that therefore this should not present any impediment to the scheme proceeding as scheme design at this location has not altered.
- 3.1.4. In August 2022 a s73 was made to the original planning application to take account of changes to Church Street to avoid the acquisition of Heritage Mews, Ref: 22/00958/FUL **[CD 10.8]**
- 3.1.5. In December 2022 a further application was made to vary Conditions 16 and 20 on Application Number: 20/00217/FUL to remove the new Matalan entrance from Berry Lane, Ref:22/01346/VAR **[CD 10.9]**. This was granted on 06 March 2023
- 3.1.6. A subsequent NMA application was made on 02 May 2023 incorporating a variety of design changes Ref:20/00217/NMA **[CD 10.6]**. This was granted on 23 June 2023.
- 3.1.7. A further NMA Ref: 22/01346/NMA was made on 28 January 2025 to incorporate the design changes into permission Ref: 22/01346/VAR.
- 3.1.8. Pre-Commencement planning conditions have been adhered to and discharged in line with the planning permissions which have been implemented and so remain extant..

4. DEVELOPMENT OF THE CORE SCHEME PROPOSALS

4.1. Scheme Development, Consultation and Consents

4.1.1. Alternatives to the Scheme

The genesis of the scheme is described in Section 2 where the need is detailed for the second phase of the A629 corridor programme linking Halifax and Huddersfield. As captured in the FBC alternative designs were explored and discounted as detailed in sections F.1 – F.4 of [CD 7.2]

4.1.2. Consultations - Scheme concept and Scheme detail

The Statement of Community involvement (SCI), see [CD 12.4] summarises initial engagement with local communities, key influence groups and stakeholders to inform the development of the scheme. Engagement took place from the early design stage of the project in 2016 through to submission of final planning application in February 2020.

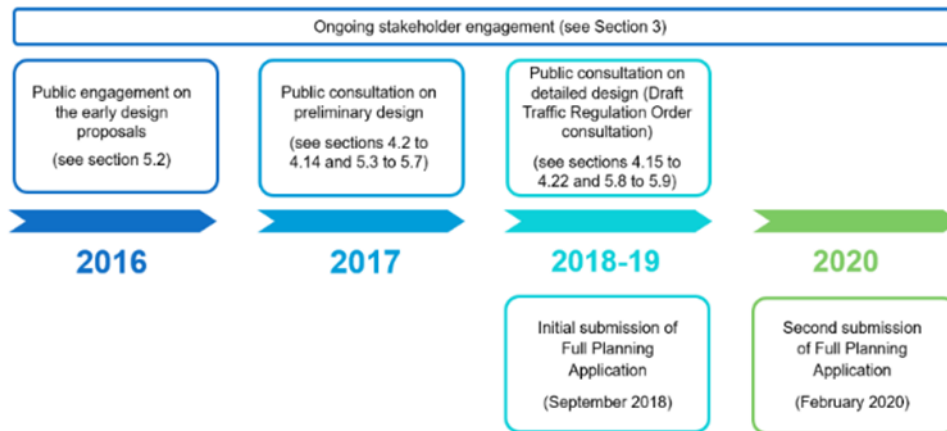


Figure 4.1 Timeline of engagement and planning stages

4.1.3. The SCI outlines how stakeholder feedback has influenced the design of the scheme. Public exhibitions were held in July 2017 and in May 2018. The drop-in sessions consisted of display boards and plans and were attended by project teams covering a range of technical specialties. Key information was also provided as handouts. The events were widely promoted through the local press and digitally. Feedback from visitors was captured on a comments form, which included questions on what features people would like to see included in the public space at various locations within Halifax.

4.1.4. At the May 2018 session 100% of respondents supported the plans for the project. Respondents focused on air quality, improvements for cyclists and improvements for Halifax town centre as key reasons why they support the project. This consultation offered stakeholders an opportunity to suggest design changes prior to the submission of the revised planning application for the scheme.

4.2. Traffic Regulation Orders

- 4.2.1. Further engagement took place via informal consultation on Traffic Regulation Orders (TRO's) required for the scheme in January 2019. BCC follows national best practice by carrying out 'pre consultation' on TROs. The process, referred to as informal consultation, are where the initial thoughts of the impact of the TRO can be discussed. Feedback from the community was used to update the detailed design whilst implementing the emerging LTN 1/20 Cycling Infrastructure Design requirements.
- 4.2.2. A further informal consultation on the TRO's was conducted in February/March 2023. This was via the Council's Traffweb portal and gave the public the opportunity to view and comment on the order. Additionally, 1800 letters were sent to residents and businesses within the town centre and its vicinity and briefings were undertaken with key stakeholders.
- 4.2.3. Formal consultation on the TRO for the **Western Corridor** works only was conducted in April 2024. This was via the Council's Traffweb portal & advertisement in the local press and gave the public the opportunity to view and comment on the order. The traffic regulation order for the Western Corridor has been approved by the Highway Authority and the order is being made and restrictions implemented as works complete to each junction within the Western Corridor of the scheme, which is currently in delivery.
- 4.2.4. Further consultation on the remaining TRO's for the rest of the scheme will take place in due course, as each corridor is delivered.

4.3. Planning Application Consultation

- 4.3.1. Various improvements were identified during the planning application consultation process and the initial planning application in 2019 was withdrawn. These were addressed in consultation with planners, landowners and stakeholders, and where practicable, changes were incorporated into the design submitted for planning permission in February 2020 Ref: 22/00217/FUL and all subsequent planning applications referred to in section 3 above. .
- 4.3.2. Halifax Civic Society, Historic England, Local Planning Conservation, and the Environment Agency were consulted as part of the planning process and supported the scheme's proposals. Halifax Civic Trust objected to the proposals but later supported them when issues raised were addressed in planning application 22/00217/FUL. These bodies have also been consulted in relation to further planning applications detailed in section 3 above.

4.4. Environmental Impact Assessment

- 4.4.1. A full Environmental Impact Assessment [**CD 7.9**] was undertaken to accompany the planning application submitted in February 2020 which included the assessment of Noise, Air Quality, Greenhouse Gases, Carbon, Landscape, Townscape, Heritage, Biodiversity & Water Environment. This has also been considered in subsequent applications referred to in section 3 above.

4.5. Supplementary CPO & SRO/Scheme Modifications

- 4.5.1. Due to ongoing land negotiations and the listing of the Hughes Corporation, on 04 November 2021 the Council made the Supplemental CPO to secure the land and new rights required by the Council to facilitate construction of this Scheme and the future maintenance, safety and efficient operation of the local highway network to reflect design changes and to acquire an area of land which it had previously been thought fell within the

boundary of the public adopted highway. If confirmed by the Secretary of State, the Orders will enable the Council to secure the necessary land and new rights required to enable the authority to facilitate construction of this Scheme and the future maintenance, safety and efficient operation of the local highway network following design changes and to acquire an area of land which it had previously been thought fell within the boundary of the public adopted highway (see plots 2/2 & 2/2a Supplemental CPO) **[CD 3.1-3.3]**

4.5.2. The following changes to the Orders are requested **[CD4.6]**:

4.5.3. **CPO**

- Remove plots 3/1 & 3/1a following changes to design which no longer requires these parcels of land.

4.5.4. **SRO**

- Schedule 1 - Change to the length of new highway just south of Deal St on Church St. This removed the requirement to acquire the full Heritage Mews site.
- Schedule 2 - Removal of Discovery Road reference, as it is linked to the Station Gateway improvements at Station Approach which have now been pipelined (opposite the Horton St / Church St junction). The A629 Phase 2 scheme makes no improvements on Discovery Road itself.
- Schedule 2 - Removal of the 'Highway to be stopped up' of Berry Lane; following land negotiations with Matalan / MRC it was agreed that the entrance will now be maintained in its existing position, removing the requirement to be stopped up.
- Schedule 2 - Removal of the 'Private Means of Access' to Matalan, as above, as this has is being retained due to the ongoing land negotiations with Matalan / MRC, which also means there is no longer a requirement for the new access for Matalan.
- Schedule 3 - The site plan around Broad St requires amending to correctly reflect the new land take, but there is no specific reference to Broad St, just a general one in the Schedule Title.

4.5.5. **Supplemental CPO**

Revised plot areas are requested to Map 1 **[CD 4.1]** & Map 2 **[CD 4.2]**, as follows:

CPO supplement Map 1

- 1/1 33.38m²
- 1/1a 80.26m²
- 1/1b 6.00m²
- 1/2 44.57m²
- 1/2a 35.19m²
- 1/3 100.16m²

CPO Supplement Map 2

- 2/1 72.46m²
- 2/1a 59.98m²

- 2/2 2.03m²
- 2/2a 1.37m²

5. IMPACTS AND BENEFITS

5.1. Impact Assessments

- 5.1.1. An Environmental Statement **[CD 7.8]** accompanied the planning application **[CD 10.5]**. Appropriate mitigation and compensation is secured through the planning permission and the conditions attached to it.
- 5.1.2. An Equality Impact Assessment has been completed for the scheme **[CD 7.7]**. The completed scheme is expected to have largely positive effects on persons with protected characteristics.
- 5.1.3. A Monitoring and Evaluation Plan **[CD 7.4]** will inform the post opening monitoring of the scheme in line with the DfT guidance. The entire package will be evaluated including the delivery process, and the scheme's transport and economic impacts to determine whether the principal objectives of enabling economic development and growth have been realised. The monitoring will be undertaken 1 year and 5 years after completion of the scheme, as it is recognised that Phase 2 is part of a wider package of works on the A629 corridor which requires fuller evaluation of the full A629 Halifax to Huddersfield Corridor Improvements. The three core objectives are:
- a) Boost Inclusive economic growth, local development and job creation
 - b) Improve air quality and have a positive impact on Halifax town centres built and natural environment, creating a better sense of place; and
 - c) Improve accessibility, safety and connectivity within Halifax town Centre for pedestrian, cyclists and public transport users
- 5.1.4. In addition, a post opening Road Safety Audit (RSA 4) will also be undertaken to review the performance of the scheme in Safety terms and (if necessary) recommend mitigation measures. This will be done after 12 months of accident data is available and again after 36 months in accordance with national guidelines.
- 5.1.5. A Social and Distributional Impact Assessment **[CD 7.6]** of the scheme was undertaken as part of the FBC to examine the impact of the scheme. In summary, the scheme is mostly beneficial for both social and distributional indicators. Large benefits are observed for physical activity while moderate benefits are observed for severance and accessibility from both a distributional and social impact.

5.2. Costs and Benefits

5.2.1. Costs

- 5.2.2 The total anticipated investment cost for the scheme is **£64,139,765**. This is inclusive of sunk development costs including claimed and committed land assembly costs up to June 2022 of £7.9M.
- 5.2.3 The Council has taken all necessary professional advice to assess the delivery costs of the scheme. Furthermore, the scheme estimate includes a robust allowance for project risk.
- 5.2.4 The Council understands its statutory liability to pay compensation following compulsory purchase and has budgeted for land acquisition on that basis and also future anticipated claims made under Part 1 of the Land Compensation Act 1974.

5.2.5 A tender exercise of the Construction cost element for the procurement of the principal contractor was undertaken via YORCivils2 Framework in the form of a mini competition. Since then BCC has awarded Galliford Try as the principal contractor to deliver the scheme. The Council is confident that the Scheme can be delivered within the agreed project cost estimate which has been subject to an independent cost assurance review exercise.

5.2.6 The total capital cost to deliver the A629 Phase 2 scheme is broken down below.

Item	Cost
Project Development	£ 5,754,375
Land Assembly	£ 2,122,865
Delivery	£ 42,277,896
Benefits Realisation Reporting	£ 550,765
Risk	£ 9,373,164
Inflation	£ 4,060,700
Total	£ 64,139,765

5.2.7 Desired Outputs and Outcomes

5.2.8 The scheme objectives have been used to develop the “desired outputs, outcomes and impacts” for the scheme that include:

- Key development sites unlocked for development in the vicinity of the town centre, including the bus station, Cripplegate, and the industrial sites off Water Lane (including land at Nestle, Sedburgh Road, Water Lane and Siddal Road);
- An increase in footfall and time spent within the town centre core;
- An increase in the use of sustainable modes;
- Job creation from improved accessibility, reduced severance and unlocking of development sites;
- Increase in Gross Value Added (GVA);
- Increase in labour market catchment areas; and
- Increase in town centre visitor numbers and spend.

5.2.9 For each of these an indicator has been identified that allows the evaluation and success of the scheme to be assessed.

5.2.10 The scheme will be subject to a programme of before and after monitoring and evaluation which will demonstrate the extent to which scheme objectives were met, monitor performance of the scheme and ensure that any potential issues post implementation are identified and addressed.

6. PROJECT DELIVERY

6.1. Funding the A629 Halifax Town Centre Scheme

6.1.1. Funding Certainty

6.1.1.1 The current scheme costs have been estimated through best practice and based on professional advice from a consultant, contractor and professional land valuation experts, with approval to proceed from the WY+TF and funding drawn down. There are no funding constraints as the funding has been made available for the delivery of the full scheme and land acquisition costs,

6.1.1.2 The cost estimate also includes an allowance for risk, informed by a Quantified Risk Assessment. The costs are expressed as out-turn costs.

6.1.1.3 The £64.2M project costs have been awarded through a full business Case by the West Yorkshire + Transport Fund. **[CD 12.5]**

Project Development	£	5,754,375
Land Assembly	£	2,122,865
Delivery	£	42,277,896
Benefits Realisation Reporting	£	550,765
Risk	£	9,373,164
Inflation	£	4,060,700
Total	£	64,139,765

6.1.1.4 The Scheme has drawn down the first part of this funding for the Western Corridor through an Approval to Proceed (AtP) and will draw down the other Corridors' funding prior to commencement of those corridors. This funding is secured through a Grant Funding Agreement with the West Yorkshire Combined Authority.

6.1.1.5 Current drawn down funding stands at: **£35,933,881** with full approval to a total Combined Authority funding contribution of **£64,139,765** (WY+TF).

6.1.1.6 Compensation (and land) costs form an element of the total cost of the Scheme and with funding secured, have been drawn down within the first AtP amount.

6.1.2. Land Requirements

6.1.3. The CPO and Supplementary CPO only includes such land and new rights as required to facilitate construction and maintenance of the Scheme.

6.1.4. The land requirements for the Scheme included within the CPO and Supplementary CPO are based upon the areas required both for the permanent works, the essential construction activities associated with them and for mitigation/compensation in relation to effects.

6.1.5. The design of the permanent works has been developed in accordance with applicable standards (for example the Department for Transport Design Manual for Roads and Bridges), the specific constraints of the site and civil engineering best practice. This has determined the extent of permanent land acquisition required to accommodate the

completed works.

- 6.1.6. In addition to the land required for the works, land is also required in a number of locations to enable construction of the works. A number of construction activities will require land for working space in addition to that included in the extent of the permanent works and, where this is required in a specific location and there is no reasonable alternative, such land has been included in the compulsory acquisition as a precaution pending agreement with landowners to temporary use of the land. This approach has been taken because, whilst the land is only required temporarily, it is essential to the construction of the Scheme.
- 6.1.7. The extent of working space has been determined based on engineering judgement and previous experience of similar projects. This has been verified in key areas by input from an independent construction contracting organisation with experience of similar works. Neither the Highways Act 1980 nor other CPO legislation currently permits the temporary acquisition of land.
- 6.1.8. Further information on the full details of land negotiations is contained in the evidence of Mr Kevin Guy.
- 6.1.9. **Procurement**
- 6.1.10. The BCC Procurement Strategy **[CD 12.1]** informed the identification of the preferred procurement route. Options for procurement of the construction contractor included use of existing frameworks, a competitive tender process or use of internal construction teams.
- 6.1.11. It was decided that procurement of the contractor should be a direct award to a single principal contractor following a mini competition undertaken via the YORCivils framework. YORCivils is a standard, regularly used procurement approach and as such is consistent with all directives, regulations, policies and guidance relating to the procurement of supplies, services and works for the public sector. Phase 2 utilises the Major Works lot which includes 8 pre-qualified Tier 1 contractors. The standard YORCivils contract has benefitted from lessons learnt on previous projects in relation to contractual issues, including change control, dispute resolution, pain/gain shares and risk transfer.
- 6.1.12. The procurement process utilised NEC3, Option C – Target Cost with Activity Schedule (Pain/Gain) all other options were considered fully but essentially discounted. The contract was awarded to Galliford Try in March 2024.
- 6.1.13. To administer the Phase 2 Contract on site, the Council have assembled a supervisory team including a full time NEC3 accredited Project Manager, Assistant Project Manager, NEC3 accredited Site Supervisor and Quantity Surveyor. In addition, a part time programme/planner through Pell Frischmann. The contract method is NEC Professions Services Contract – Option A (Target Cost – Activity Schedule). This contract was awarded in April 2024.
- 6.1.14. Throughout the construction period there is also a requirement for ongoing design support to assist the Project Team in delivering the works throughout construction. AECOM were originally commissioned in December 2016 to refine the outline scheme, develop detailed design & prepare the required planning applications for the A629 Phase 2. AECOM are considered best placed to provide these services, they have the required knowledge of the detailed design, tender documentation including the works information as

well as having the broad skill sets needed to support the BCC project team. This contract award was via direct appointment through the Scape Framework. As the exact extent of the of support required over the 4-year construction period cannot be accurately quantified at this early stage, procurement of these services was commissioned using an Option G - NEC Professional Services Contract. This contract was awarded in April 2024.

Key Procurement Activity	Start (MM/YYYY)	Completion (MM/YYYY)
Design Consultant Development Stage (AECOM)	December 2016	September 2023
Ongoing Design Support Construction Period- (AECOM)	April 2024	May 2028
Principal Contractor (Galliford Try)	March 2024	May 2028
NEC3 Project Management Team (Pell Frischmann)	April 2024	May 2028

6.1.15. Programme

6.1.16. Subject to the confirmation of the Orders and completion of other statutory procedures, the key milestone dates are as follows:

Milestone	Current Expected Dates
TRO Approval of Eastern Corridor	June 25
WYCA Approval to Proceed Eastern Corridor	June 25
Works commence Eastern Corridor	September 25
Land Acquisition	October 25
WYCA Approval to Proceed Central Corridor	December 26
TRO Approval of Central Corridor	January 27
Works commence Central Corridor	May 27
Delivery Closure	May 28

7. OBJECTIONS

7.1. Summary

- 7.1.1. The Council still hopes all objections can be overcome by negotiation prior to the Inquiry, however due to the current timescales for delivery and the lengthy negotiations to date, there is a compelling case in the public interest for the confirmation of the Orders so that the land and new rights required could be acquired compulsorily if necessary to prevent significant cost and delay to the scheme.
- 7.1.2. Under the objector sub-headings below, I detail the Council's response to these objections.

7.2. Statutory Objectors

- 7.2.1. All objections made 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.
- 7.2.2. BCC received 4 objections from landowners and/or parties with interest in the land plots included within the Orders; these objections covered 8 of the 23 plots included within the orders.
- 7.2.3. **Palace Capital Ltd** – Plot Numbers 2/1, 2/1a, 2/2 and 2/2a. Objection to Supplementary CPO.

Summary of Objection

- a) Concerns raised with proposals regarding narrowing of the footpath directly outside their fire exit.

Response to Objection

- a) To address this the Council has procured an independent fire safety report based on the design within this area. The report **[CD 7.5]** demonstrates that post construction, there continues to be sufficient capacity and remains compliant with the minimum widths detailed within the Disability Discrimination Act
- b) The Council will continue its efforts to negotiate with the owner to gain their agreement. In January 2025 Place Capital indicated that they will formally withdraw their objection on completion of the licence agreement.

Current Position

- a) The Council has agreed contractual terms with Palace Capital Ltd which are awaiting signature from Palace Capital Ltd for the agreement to be completed.

7.2.4. Brixton Pavilion Ltd – Plot Numbers 3/1 and 3/1a. Objection to CPO. Objection since Withdrawn

Summary of Objection

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

Response to Objection

- a) The scheme feels it has addressed this objection through alteration of the designs removing the need to compulsorily acquire land owned by the objector.

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

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.

Response to Objection

- a) Redesign of the Highway to maintain their current access has taken place The Council will procure that its contractors ensure access to the Matalan site is maintained at all times via the following:
- b) provision of temporary road signs to advise visitors to the area that the store remains open during the construction activity;

- c) inclusion of any temporary roads/works that may be required to ensure access remains at all times during the course of the works;
- d) 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
- e) use of the Council's social media platforms informing the wider audience that the business remains open etc.
- f) 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:
- g) 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.
- h) 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.
- i) 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 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.
- j) 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. There is also a permanent land take element to the scheme with permanent loss of 42 car parking spaces out of a current total of 211.
- k) 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.

Current Position

- a) BCC continues to progress voluntary land acquisition with Matalan and are currently finalising Heads of Terms and progressing matters with legal advisers with a view to the objection being withdrawn.

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

Summary of Objection

- a) Same grounds of objection as Matalan Retail Ltd – see paragraph 7.2.5 above. MRC Pension Trust Ltd ('MRC') are the freehold owners of Plots 1/3 and 1/3a, which form part of a commercial retail premises (Matalan Retail Ltd) and associated car park area located just off Cripplegate.

Response to Objection

- a) See paragraph 7.2.5 above.

Current Position

- a) At the time of this evidence BCC continues to progress voluntary land acquisition with MRC, and are currently finalising Heads of Terms and progressing matters with legal advisers with a view to the objection being withdrawn.

8. CONCLUSION

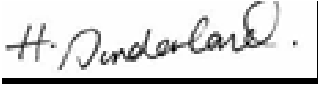
8.1. The evidence presented by the Council's witnesses who appear at this Inquiry demonstrates that the Scheme has been carefully prepared, takes account of the needs of the area, will be an asset to the area and that there are no impediments to its delivery.

8.2. It is an essential part of the delivery of the A629 Corridor Programme, providing needed regeneration of Halifax Town Centre through better spatial planning and aligns with the wider Local Plan aspirations.

8.3. In my opinion the orders are demonstrably in the public interest and should be confirmed. None of the objections made amount to a good reason not to confirm the CPO, Supplemental CPO or SRO. There are no impediments to the scheme proceeding and there is a compelling case in the public interest for confirmation of the CPO and the Supplemental CPO.

9. DECLARATON

- 9.1. My Proof of Evidence includes all facts which I regard as being relevant to the opinions which I have expressed, and the Inquiry's attention has been drawn to any matter which would affect the validity of that opinion.
- 9.2. I believe the facts I have stated in this Proof of Evidence are true and that the opinions expressed are correct.
- 9.3. I understand my duty to the Inquiry to assist it with matters within my expertise and I believe that I have complied with that duty.

Signed..........
Harriett Sunderland

Dated.....11th February 2025.....