



Compulsory Purchase Orders & Side Roads Order Report to the Secretary of State for Transport

by David M H Rose BA(Hons) MRTPI

an Inspector appointed by the Secretary of State

Date: 24 March 2025

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

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(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**

Inquiry Held on 4 March 2025
Inspections were carried out on 3 March 2025

OFFICIAL

File Reference: NATTRAN/Y&H/HAO/240

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- The Compulsory Purchase Order 2020 was made under sections 239, 240, 250 and 260 of the Highways Act 1980 and the Acquisition of Land Act 1981 by the Borough Council of Calderdale on 9 December 2020.
- The purposes of the Order are for the creation and improvement of highways and related works.
- The main grounds of objection are: the potential impacts of the works on the operation of the Matalan retail warehouse (Berry Lane, Halifax).
- When the Inquiry opened there were two remaining objections.

Summary of Recommendation:

I recommend that the Order be modified and confirmed.

File Reference: NATTRAN/Y&H/HAO/240

- The Supplemental Compulsory Purchase Order was made under sections 239 and 240 of the Highways Act 1980 and the Acquisition of Land Act 1981 by the Borough Council of Calderdale on 27 October 2021.
- The purposes of the Order are for the creation and improvement of highways and related works.
- The main grounds of objection are: the Objector is unable to make a proper and informed decision based on the vague extent and description of the works; and the potential impacts of the works on access to and egress from the building (Broad Street Plaza, Halifax).
- When the Inquiry opened there were no remaining objections.¹

Summary of Recommendation:

I recommend that the Order be modified and confirmed.

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- The Side Roads Order was made under sections 14 and 125 and Schedule 1 of the Highways Act 1980 by The Borough Council of Calderdale on 9 December 2020.
- The purposes of the Order are improvements, new highway and new private means of access and stopping up of private means of access.
- The main grounds of objection are the potential impacts of the works on the operation of the Matalan retail warehouse (Berry Lane, Halifax).
- When the Inquiry opened there were two remaining objections.

Summary of Recommendation:

I recommend that the Order be modified and confirmed.

¹ ID 2

1. Introduction

Procedural Matters and Statutory Formalities

- 1.1 The Inquiry sat for one day on 4 March 2025. On the preceding afternoon I undertook an unaccompanied site visit to the Lands within the Orders by way of familiarisation. It was confirmed at the Inquiry that no party was seeking a formal accompanied inspection.
- 1.2 At the opening of the Inquiry, the Acquiring Authority (the Authority) confirmed that the statutory formalities had been fulfilled.² There were no points arising.
- 1.3 In addition, I was advised that, in regard to the Objection on behalf of Matalan Retail Limited (Lessee interest),³ progress had been made to reach agreement on the terms of a settlement.⁴ Although it was indicated that an update would be provided to the Inquiry, none was received whilst the Inquiry was sitting.
- 1.4 The Authority called one witness, Mrs Sunderland, who with two others, and with the assistance of the Authority's instructing solicitor, helpfully contributed to a round table discussion on the Proposed Order Modifications.⁵
- 1.5 The Authority's second witness, Mr Guy, being absent on the first day, was not called to give evidence in light of concessions made by the appearance of a single Objector. Mr Guy's Statement of Evidence and related documents remained before the Inquiry in unchallenged form.⁶
- 1.6 A representative for MRC Pension Trust Limited (Freehold interest in the Matalan land) appeared to present a written statement dated 10 February 2025 and to answer questions.⁷
- 1.7 In light of progress made on the first day of the Inquiry, I invited the Authority's advocate to submit a Closing Statement, in writing, and clarification of any progress on Matalan's position (referred to above) by the close of business on Friday 7 March 2025.
- 1.8 I closed the Inquiry in writing on 10 March 2025, following receipt of the Authority's Closing Submissions. No additional correspondence was before me.

The Order Lands and Surroundings

- 1.9 The Order Lands, the subject of the Compulsory Purchase Order 2020,⁸ the Supplemental Compulsory Purchase Order 2021⁹ and the Side Roads Order 2020,¹⁰ are located within Halifax Town Centre. The plots are in a variety of ownerships including privately owned land, land owned by the Council and land that is unregistered. The majority of the lands are located adjacent to the publicly adopted highway. No properties are required to be demolished.¹¹

² ID 8 & ID 9

³ The Original CPO (2020) – Plots 1/3 and 1/3a Order Map No. 1

⁴ ID 1

⁵ CD 4.1 – 4.6

⁶ CD 5.2

⁷ CD 5.3 & CD 5.4

⁸ CD 2.1 – CD 2.4

⁹ CD 3.1 – CD 3.3

¹⁰ CD 1.1 – CD 1.4

¹¹ CD 5.1 paragraphs 2.5.1 – 2.5.3

The Compulsory Purchase Order 2020

- 1.10 The main components of the lands contained in the 2020 Order included land at the junction of Bank Bottom with Lower Kirkgate/Cripplegate to facilitate junction improvements;¹² land at the junction of Church Street/Alfred Street East and Square Road for junction improvements;¹³ and a strip of land on the eastern side of Church Street to provide a widened carriageway.¹⁴
- 1.11 This involved land forming part of the car park associated with the Matalan retail store; car parking areas at the Hughes Corporation Building; and forecourts and basements of residential properties (Heritage Mews) respectively. These latter plots are no longer required following changes to the design of the A629 Phase 2 Scheme (the Scheme) as reflected in the Supplemental Compulsory Purchase Order 2021.¹⁵
- 1.12 The principal purposes of the Order are to secure highway improvements along four key classified roads; related improved connections to the existing road system; landscaping; drainage; mitigation; and provision of new means of access to premises.¹⁶

The Supplemental Compulsory Purchase Order 2021

- 1.13 The Supplemental Order relates to two areas. First, following the demolition of part of Deal Street Mill, it was recognised that an improved alignment for the widening of Church Street could be secured without the need to acquire part of the forecourts and basements of residential properties on the opposite (eastern) side of the street.¹⁷
- 1.14 Second, an area of land at Broad Street Plaza/Northgate, originally thought to be highway land, had been found to be private forecourt. This, in combination with the adjoining highway land, is required to enable the introduction of a new pedestrian crossing and segregated cycle lane infrastructure.¹⁸

The Side Roads Order 2020

- 1.15 The Side Roads Order is required to enable the Authority to stop up existing side roads and private means of access affected by the proposed Scheme; to improve, raise, lower, divert or otherwise alter existing side roads; and to create new side roads and private means of access required as a consequence of the Scheme.¹⁹
- 1.16 The original intention to stop up part of Berry Road and to relocate the customer entrance to the Matalan car park is no longer proposed.²⁰

¹² CD 2.2

¹³ CD 2.3

¹⁴ CD 2.4

¹⁵ Supplemental Order Plots 1/1;1/1a; 1/1b; 1/2; and 1/2a

¹⁶ CD 2.1

¹⁷ CD 3.2

¹⁸ CD 3.3

¹⁹ CD 1.1 – CD 1.4

²⁰ Modification No.6 ('Remove the Highway to be stopped up') & Modification No.8 ('Remove the private means of access to be stopped up')

2. The Case for The Acquiring Authority

Scheme overview

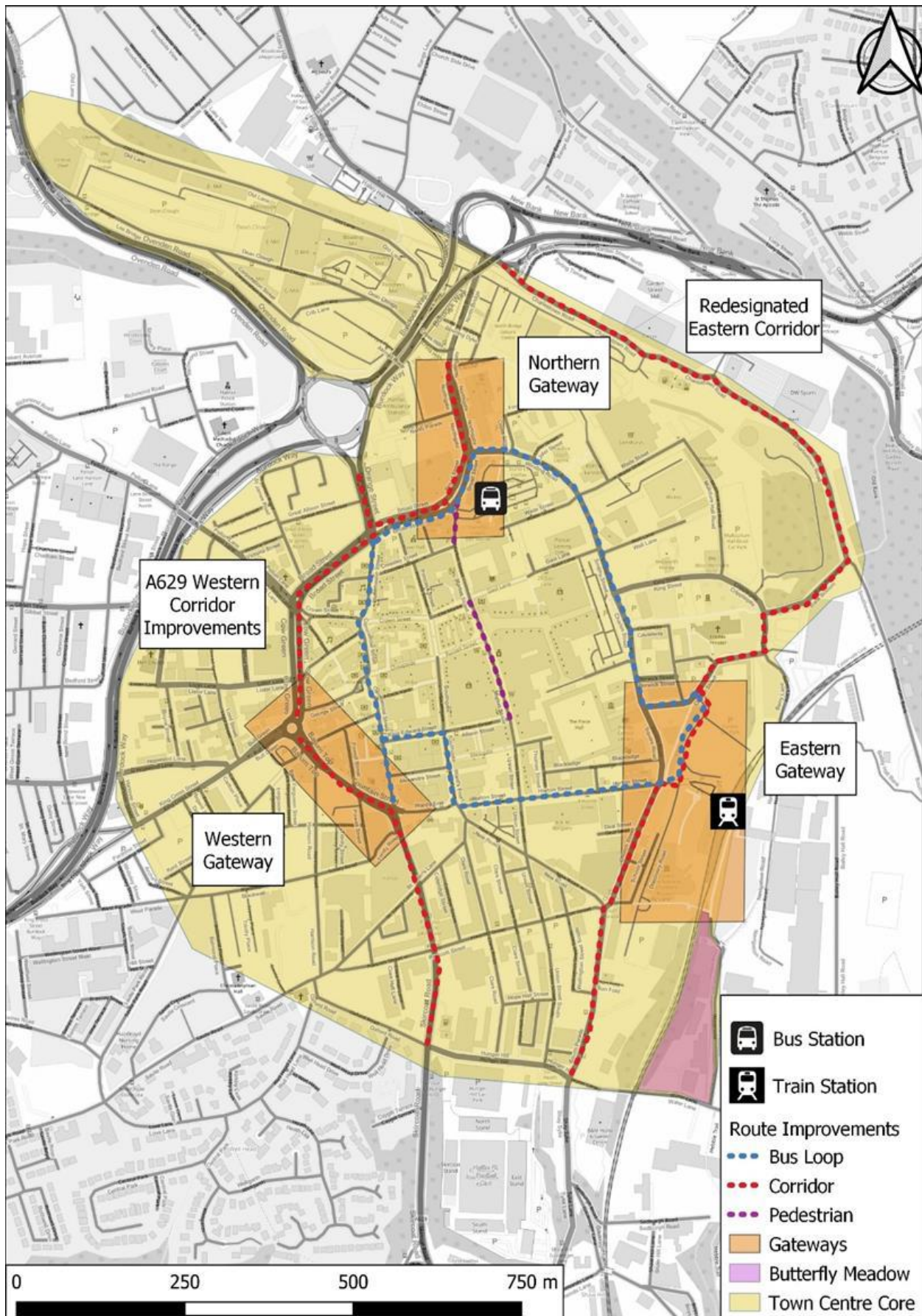
- 2.1 The A629 Phase 2 Halifax Town Centre Scheme (the Scheme) is the second phase of the A629 corridor programme linking Halifax and Huddersfield. The Scheme will improve pedestrian and cycle access into and around the Town Centre area by addressing severance, re-routing traffic and capitalising on 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 station and the bus station.²¹

Scheme summary

- 2.2 The A629 corridor programme was developed in partnership between the Borough Council of Calderdale and Kirklees Metropolitan Borough Council. It 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.
- 2.3 Key features of the Scheme include:²²
- Gateway entry points to improve the sense of arrival into Halifax Town Centre from the north, south (using east and west corridors), 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 the Town Centre, introducing pedestrian and cycle infrastructure and re-balancing traffic movements on the eastern and western corridors. This will include changes to junctions and the realignment of Church Street, Lower Kirkgate and Bank Bottom; and
 - Modified A629 western corridor to improve the efficiency and attractiveness of the route, with safety in mind, reducing through traffic in Halifax Town Centre.
- 2.4 The major components of the Scheme are illustrated on the following page:

²¹ CD 5.1 paragraph 1.5.1

²² CD 5.1 paragraphs 2.1.1 – 2.1.3



Scheme benefits

- 2.5 Once completed, the Scheme will offer a range of benefits to the Town and the wider area including:²³
- Encourage development and inward investment within the Town
 - Provide enhanced pedestrian crossing facilities 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
 - 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
 - Re-distribute 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; and
 - Provide 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'.

Key corridors and gateways²⁴

- 2.6 **The Western Corridor** works would be focused on improvements to seven key junctions to address the severance for pedestrians and cyclists on the western edge of the Town Centre and provide key gateways into the centre from the west and north.
- 2.7 **The Eastern Corridor** improvements would be based on six key junctions to improve traffic flow, reducing traffic in the Town Centre core, and to improve access to key development sites.
- 2.8 An improved **Northern Gateway** aims to address connectivity issues between the Town Centre core, Dean Clough and North Bridge Leisure Centre.
- 2.9 **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).

²³ CD 5.1 paragraph 2.1.4

²⁴ CD 5.1 paragraphs 2.1.5 – 2.1.28

- 2.10 **The Central Area** component would include new areas of pedestrianisation, and an anti-clockwise bus loop to increase public transport circulation in the Town Centre core.

The sub-regional context²⁵

- 2.11 Calderdale occupies a location between the Manchester City Region and Leeds City Region with principal traffic routes converging on Halifax Town Centre (A629 north-south and A58 east-west converge on the Orange Street Roundabout on the western side of the Town Centre).
- 2.12 Despite the economic strengths of the Town, businesses face congestion along its western side and perceived remoteness on its eastern side due to the restricted nature of the highway network. Halifax Town Centre also has a vibrant urban core providing focus for retail activity, public, social, cultural and civic buildings and a unique tourism offer. It is served by a railway station on the edge of the Eastern Corridor.
- 2.13 A framework for the regeneration of the Town Centre, the Halifax Town Centre Delivery Plan, was published in 2014.²⁶ It identified over 30 projects to improve the Town Centre in terms of its environment and connectivity in order to deliver spatial, social and economic benefits. It makes clear how transport investment is fundamental to realising and accelerating future growth and the Council's wider economic ambitions for the Borough. One of the identified key projects was: *'Procure the next stage of design work for the A629 Town Centre scheme, including localised junction modelling for Church Street/Square Road and more strategic traffic modelling of the wider proposals'*.

History of the Scheme

- 2.14 The genesis of the A629 Phase 2 Scheme emerged in 2015, with Outline Business Case approval in February 2016 and commencement of detailed design in January 2017. The designation of the Hughes Corporation Building (Square Road/Alfred Street East) as a Grade II Listed Building in 2019 led to a redesign; and a Change Request, for additional development costs was approved, by West Yorkshire Combined Authority in September 2019.
- 2.15 Although a Full Business Case was approved in November 2020, revised national Guidance on Cycle Infrastructure Design²⁷ led to further remodelling and Full Business Case approval in September 2023. The latter included complete funding in the sum of £64,139,765 from the West Yorkshire Plus Transport Fund.²⁸ Main construction works started in May 2024. The works will be undertaken in three phases/corridors over a four year period to minimise disruption within the Town Centre.

²⁵ CD 5.1 paragraphs 2.2.1 – 2.2.14

²⁶ CD 12.3

²⁷ LTN1/20

²⁸ CD 12.5 – The West Yorkshire Plus Transport Fund forms part of a £1billion package of Government funding to drive growth and job creation across the Leeds City Region

The need for the Scheme²⁹

- 2.16 The A629 Phase 2 Scheme is of strategic importance in facilitating the socio-economic development of Halifax and further strengthening its focal position of economic and social activity within Calderdale. It is intended to build on significant improvements to the A629, south of Halifax, namely the A629 Phase 1a (Salterhebble to Shaw Hill) and Phase 1b (Calder and Hebble Junction) Schemes.
- 2.17 The Phase 2 Scheme provides the opportunity to promote inclusive growth by transforming the centre of Halifax, increasing its attractiveness, capitalising on its heritage, and shifting focus towards sustainable and active travel. This will result in health and environmental benefits and check air quality decline in Calderdale.
- 2.18 The objectives of the Scheme align with key themes in policies at the national, regional and local level to enhance connectivity and sustainability, using transport improvements, and to stimulate economic growth across all sectors. The Scheme will also address existing issues with congestion, accident hot spots, poor air quality and noise within Halifax Town Centre.
- 2.19 Policy support includes:³⁰
- National Planning Policy Framework
 - Bus Back Better 2021 (National Bus Strategy for England)³¹
 - Gear Change: A bold vision for cycling and walking (Cycling and Walking Plan for England) 2020³²
 - Northern Powerhouse: One Agenda, One Economy, One North
 - Strategic Economic Framework³³
 - Mayoral Pledges³⁴
 - Strategic Transport Plan for the North of England (2023)³⁵
 - West Yorkshire Bus Service Improvement Plan (2020)³⁶
 - West Yorkshire Transport Strategy 2040
 - Calderdale Local Plan (2018/19-2032/33)
 - Calderdale Visitor Economy Strategy 2024-2029³⁷

²⁹ CD 5.1 paragraphs 2.4.1 – 2.4.4

³⁰ CD 5.1 paragraphs 2.4.5 – 2.4.19

³¹ CD 11.1

³² CD 11.2

³³ CD 9.1 – with particular reference to boosting productivity; enabling inclusive growth; tackling the climate emergency; delivering 21st century transport

³⁴ CD 12.2 – with particular reference to *‘prioritise the safety for women and girls in the region; prioritise skills and training; support local businesses; tackle the climate emergency and protect the environment’*

³⁵ CD 11.4

³⁶ CD 11.5

³⁷ CD 9.2

- The Economic and Reputational Impact on the Regeneration of the Piece Hall (2019)³⁸
 - Future Highstreets Fund Business Case³⁹
 - Wellbeing Strategy 2022-2027⁴⁰
 - Calderdale Draft Climate Action Plan 2022-25.⁴¹
- 2.20 Key themes are to promote town centre environments; encourage sustainable transport; increase walking and cycling; foster the local and wider economy; and tackle climate change.
- 2.21 Tourism is a major asset and, in 2022, it was worth some £430 million to the Calderdale economy with support for nearly 9,000 full time equivalent jobs. The rejuvenation of the Piece Hall (Listed Grade 1) has seen a significant boost and the Scheme will provide new gateways, the reduction of through traffic in the Town Centre and better connectivity to the railway station. The Council has also secured £11 million from the Government's Future High Streets Fund which aims to renew and shape town centres that drives growth and improves experience and sustainability.
- 2.22 The Scheme is considered to be the lynchpin for the success of other projects including the recently completed A629 Phase 1a/1b Scheme, 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.
- 2.23 Within Halifax, the Scheme is designed to further extend pedestrian friendly zones while still allowing vehicle movement into and around Halifax. The Town Centre is a key location for future employment growth and new housing across the Borough will increase travel demand to the centre.
- 2.24 The current layout of the Town Centre constrains businesses and future expansion and growth. The Scheme will reduce severance, improve general environmental quality and setting and improve conditions for walking and cycling.
- 2.25 Overall, the Scheme will make significant contribution to achieving the economic growth aspirations of the Council by increasing the capacity and flexibility of the highway network around Halifax Town Centre.⁴²
- 2.26 A Social and Distributional Impact Assessment of the Scheme has been undertaken, finding the Scheme to be mostly beneficial for both social and distributional indicators; large benefits for physical activity; and moderate benefits for severance and accessibility.⁴³

³⁸ CD 9.3

³⁹ CD 7.3

⁴⁰ CD10.4

⁴¹ CD10.3

⁴² CD 5.1 paragraphs 2.4.20 – 2.4.23

⁴³ CD 7.6

- 2.27 Similarly, an Equality Impact Assessment indicates that the completed Scheme is expected to have largely positive outcomes for people with protected characteristics.⁴⁴

Planning process

- 2.28 The Statement of Community Involvement 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 the final planning application in February 2020.⁴⁵ One hundred per cent of respondents at an event in May 2018 supported the proposals.
- 2.29 The Scheme received full planning permission in June 2020.⁴⁶ The application was accompanied by an Environmental Statement which has remained the basis for consideration of subsequent applications.⁴⁷ The application was supported by Halifax Civic Society, Historic England and the Environment Agency. Initial objections by the Halifax Civic Trust were resolved in a subsequent application.
- 2.30 Listed Building Consent, now expired, was obtained in October 2021 to facilitate alterations to an existing set of external steps, allowing ramped access, on the north elevation of the Hughes Corporation Building as part of the landscaping of a new area of public realm.⁴⁸ The application for Listed Building Consent was resubmitted in identical terms in January 2025 and was approved on 28 February 2025.⁴⁹
- 2.31 In August 2022, an application to vary the original planning permission was made to take account of the Supplemental Compulsory Purchase Order's intention to acquire land on the western side of Church Street, thereby avoiding the residential properties on the opposite side of the street.⁵⁰
- 2.32 A further application, to vary two of the original planning conditions, following the decision not to relocate the access to the Matalan retail store, was approved in March 2023.⁵¹ This was supplemented by a non-material amendment application in January 2025 and approved on 11 February 2025.⁵²
- 2.33 A variety of other minor design changes received permission as non-material amendments in June 2023.⁵³
- 2.34 Pre-commencement planning conditions have been discharged and development has commenced. There are no planning impediments.⁵⁴

⁴⁴ CD 7.7

⁴⁵ CD 5.1 paragraphs 4.1.2 – 4.1.4 & CD 12.4

⁴⁶ CD 5.1 paragraph 3.1.1 & CD 10.5

⁴⁷ CD 5.1 paragraph 4.4.1 & CD 7.8 & CD 7.9

⁴⁸ CD 5.1 paragraphs 3.1.2 – 3.1.3 & CD 10.7

⁴⁹ CD 10.10

⁵⁰ CD 5.1 paragraph 3.1.4 & CD 10.8

⁵¹ CD 5.1 paragraph 3.1.5 & CD 10.9

⁵² CD 5.1 paragraph 3.1.7 & CD 10.11

⁵³ CD 5.1 paragraph 3.1.6 & CD 10.6

⁵⁴ ID 10 paragraphs 7 - 10

Traffic Regulation Orders consultation⁵⁵

- 2.35 Informal pre-consultation on Traffic Regulation Orders took place in January 2019 and web-based public consultation was undertaken in February/March 2023. Additionally, 1,800 letters were sent to residents and businesses within the Town Centre and its vicinity and briefings were undertaken with key stakeholders.
- 2.36 Formal consultation on the Traffic Regulation Order, for the Western Corridor works only, was conducted in April 2024. The Order has been approved by the Highway Authority and the Order is being made. The Western Corridor works are currently in delivery. Consultation on the remaining Traffic Regulation Orders for the rest of the Scheme will take place in due course, as each corridor is delivered.

Impacts and benefits⁵⁶

- 2.37 The Scheme objectives feed into the ‘desired outputs, outcomes and impacts’ as follows:
- 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 Nestlé, Sedburgh Road, Water Lane and Siddal New 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
 - An increase in Gross Value Added
 - An increase in labour market catchment areas; and
 - An increase in Town Centre visitor numbers and spend.
- 2.38 The Scheme will be subject to a programme of monitoring and evaluation against the Scheme objectives to ensure that any potential issues post implementation are identified and addressed.⁵⁷ This will be undertaken in accordance with Department for Transport guidance and will provide evaluation of the full A629 Halifax to Huddersfield Corridor Improvements.⁵⁸
- 2.39 In addition, a post opening Road Safety Audit will be undertaken to review the performance of the Scheme in safety terms and (if necessary) recommend mitigation measures. This will be undertaken following the availability of 12 months of accident data and again after 36 months in accordance with national guidelines.

⁵⁵ CD 5.1 paragraphs 4.2.1 – 4.2.4

⁵⁶ CD 5.1 paragraphs 5.1.1 – 5.1.5 & 5.2.1 – 5.2.10

⁵⁷ CD 5.1 paragraphs 2.6.1 – 2.6.2

⁵⁸ CD 7.4

Funding⁵⁹

- 2.40 The total anticipated investment cost for the Scheme is £64,139,765 including a robust allowance for project risk. The sum also takes account of the Authority's statutory liability to pay compensation following compulsory purchase. The Authority has also budgeted for land acquisition on that basis and also future anticipated claims made under Part 1 of the Land Compensation Act 1974.
- 2.41 The current Scheme costs have been estimated through best practice and based on professional advice from consultant, contractor and professional land valuation experts. There are no funding constraints as the funding has been made available for the delivery of the full Scheme and land acquisition costs. Current drawn down funding stands at: £35,933,881.⁶⁰

Land requirements⁶¹

- 2.42 The Compulsory Purchase Order and Supplemental Compulsory Purchase Order only include such land and new rights required to facilitate construction and maintenance of the Scheme. These are based on the areas required both for the permanent works, the essential associated construction activities and for mitigation/compensation in relation to effects.
- 2.43 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.
- 2.44 In addition to the land required for the works, land is also required in a number of locations to enable the works to be constructed. Where this is required in a specific location, and there is no reasonable alternative, such land has been included for acquisition, as a precaution, pending agreement with landowners to gain temporary use of the land.
- 2.45 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 Compulsory Purchase Order legislation currently permits the temporary acquisition of land.

Procurement⁶²

- 2.46 The Council's Procurement Strategy informed the identification of the preferred procurement route culminating in the award to a single principal contractor.⁶³ Administration of the contract is through a supervisory team including a full time Project Manager, Assistant Project Manager, Site Supervisor, Quantity Surveyor

⁵⁹ CD 5.1 paragraphs 6.1.1.1 – 6.1.1.1.6

⁶⁰ CD 5.1 paragraphs 6.1.1.1 – 6.1.1.1.6

⁶¹ CD 5.1 paragraphs 6.1.3 – 6.1.7

⁶² CD 5.1 paragraphs 6.1.10 – 6.1. 14

⁶³ CD 12.1

and a part time programme/planner. On-going design support to assist the project team has also been procured through the infrastructure consulting firm who were originally commissioned to develop and guide the project.

Programme⁶⁴

- 2.47 Subject to the confirmation of the Orders and completion of other statutory procedures, the key milestone dates are:

Milestone	Current Expected Dates
Traffic Regulation Order Approval of Eastern Corridor	June 2025
West Yorkshire Combined Authority Approval to Proceed Eastern Corridor	June 2025
Works commence Eastern Corridor	September 2025
Land Acquisition	October 2025
West Yorkshire Combined Authority Approval to Proceed Central Corridor	December 2026
Traffic Regulation Order Approval of Central Corridor	January 2027
Works commence Central Corridor	May 2027
Delivery Closure	May 2028

Human Rights considerations

- 2.48 In the opinion of the Authority, the acquisition of land and rights for the Scheme would not violate the Human Rights of any party. Balancing the rights of individuals against those of the wider public, the significant benefits arising from the Scheme amount to a compelling case in the public interest. The making and confirmation of the Orders would be a proportionate interference. Those directly affected by the Orders will be entitled to compensation.⁶⁵

Statutory Objections

- 2.49 The Authority received four objections from landowners and/or parties with interest in the land plots within the Orders. These covered 8 of the 23 plots within the Orders.⁶⁶

⁶⁴ CD 5.1 paragraph 6.1.16

⁶⁵ CD 5.1 paragraphs 1.6.1 – 1.6.4

⁶⁶ CD 5.1 paragraphs 7.2.2 – 7.2.6

- (a) Objection to Compulsory Purchase Order Plots 3/1 and 3/1a – Brixton Pavilion Limited (Heritage Mews, Church Street) – withdrawn (land no longer required)
- (b) Objection to Compulsory Purchase Order and Side Roads Order Plots 1/3 and 1/3a – Matalan Retail Limited and MRC Pension Trust Limited (Matalan retail store)
- (c) Objection to Supplemental Compulsory Purchase Order Plots 2/1, 2/1a, 2/2 and 2/2a – Palace Capital Limited (Northgate) – withdrawn.⁶⁷

Response to objections

MRC Pension Trust Limited Plots 1/3 & 1/3a (Freeholder)⁶⁸

- 2.50 Engagement with MRC was sought in November 2019 with the originally appointed agents confirming instructions in February 2020. Despite attempts to secure engagement during 2020, the agents submitted an objection dated 29 January 2021 on behalf of MRC and also on behalf of Matalan.
- 2.51 A site meeting was convened in November 2021, following which the Authority agreed that the original customer vehicular access to the store would be retained. In this regard, the Scheme has been amended to enable the site access to remain in its current location. Modifications to the Side Roads Order are sought for that purpose, and the planning permission has been varied to deal with that change.⁶⁹ MRC's representative at the Inquiry agreed that this ground of objection has thus been fully addressed.⁷⁰
- 2.52 In January 2023, the management of MRC's interests passed to a second agent. Throughout the year various information was exchanged and, in November 2023, a valuer was instructed on behalf of the Objector to provide valuation guidance on compensation.
- 2.53 In June 2024, the second agent requested further information regarding temporary works. This was duly provided and copied to Matalan. The Authority continued to chase updates and draft Heads of Terms were received from Matalan on 20 December 2024. Extensive attempts were made by the Authority to progress matters with the second agent and the valuer during January 2025.
- 2.54 It is evident that MRC does not object to the principle of the Scheme. It accepts that the works will improve the flow of traffic in the vicinity of the store; increase passing traffic; and increase pedestrian safety with the provision of a new signalised pedestrian crossing on Lower Kirkgate. In addition, the Scheme will provide both wider benefits, and benefits to Matalan customers, and easier access for heavy goods vehicles delivering to the premises.⁷¹

⁶⁷ ID 2

⁶⁸ CD 5.1 paragraphs 7.2.5 – 7.2.6

⁶⁹ CD 5.1 paragraph 3.1.5

⁷⁰ ID 10 paragraph 15a & 16

⁷¹ ID 10 paragraph 14

- 2.55 In terms of the alleged lack of engagement with MRC, it is clear that this is a reference to the period preceding 17 January 2025, specifically in relation to the acquisition of MRC's interest, rather than seeking to resolve the grounds of objection to the Orders.⁷²
- 2.56 MRC's representative accepted that he did not disagree with, or otherwise challenge, any of the evidence contained in Mr Guy's Statement of Evidence which sets out in detail the Authority's extensive engagement with MRC and Matalan in order to seek to resolve their respective objections.⁷³ Moreover, the engagement and negotiations which have taken place have resulted in compensation for the acquisition of MRC's interest being agreed.⁷⁴

Matalan Retail Limited Plots 1/3 & 1/3a (Leaseholder)

- 2.57 The originally appointed agents, in common with those representing MRC, were succeeded by second agents in July 2023. Discussions culminated in the provision of draft Heads of Terms on 20 December 2024, which address accommodation works, licence arrangements and reservations regarding compensation matters. The draft Heads of Terms are acceptable to both parties, subject to an undertaking being provided by the Authority which confirms the same and allows Matalan to withdraw its objection.
- 2.58 Overall, all of Matalan's objections have been addressed.⁷⁵

The need for Plots 1/3 and 1/3a

- 2.59 The Order seeks the permanent acquisition of plot 1/3 and temporary acquisition of plot 1/3a to facilitate the works. The land is currently used for car parking. The junction of Lower Kirkgate with Bank Bottom is a key junction and critical element of the Scheme. Improvements are required to minimise congestion and severance, with realignment providing a dedicated right turn facility and an easier swept path alignment for heavy goods vehicles.
- 2.60 It is accepted that there would be a net loss of 42 spaces from the car park arising from a reduction in size and the need to modify the layout. Any concerns about the impact of the works during the construction phase on Matalan's ability to trade, will be minimised through the approved Construction Environmental Management Plan in fulfilment of condition 18 of the operative planning permission.⁷⁶
- 2.61 In this regard, the mitigation and control measures include: working hours; a communications plan; site preparation, maintenance and management good practice; the operation of vehicles and machinery; dust suppression; storage of materials; and best practicable means to control noise and vibration.

⁷² ID 10 paragraph 19

⁷³ ID 10 paragraph 19a & CD 5.2 paragraphs 5.4.1 – 5.4.37

⁷⁴ ID 10 paragraph 19 b

⁷⁵ ID 10 paragraph 21 & CD 5.1 7.2.5

⁷⁶ ID 4, ID 5 & ID 10 paragraph 17

- 2.62 Traffic management plans will be the subject of agreement well in advance of works being undertaken. Access to Matalan's premises will be maintained at all times. These provide the necessary assurances to the second ground of objection.⁷⁷
- 2.63 In addition, the Authority has agreed to provide assurances to MRC and Matalan, in relation to the above matters and also to ensure that 24-hour access to the store and its car park is maintained. Indeed, MRC's representative acknowledged that such undertakings were acceptable to MRC, and that MRC was not aware of anything outstanding. Formal agreement from Matalan was merely awaited. Hence, on the basis of the evidence before the Inquiry, that ground of objection is now fully addressed to the satisfaction of MRC.⁷⁸

Proposed Order Modifications

- 2.64 As a result of changes to the Scheme, or following discussions with interested parties, a number of modifications are sought.⁷⁹
- 2.65 The Acquiring Authority is satisfied that the modifications are within the powers of the Acts under which the Orders are made and the modifications do not require any additional land to be taken.
- 2.66 In short, these relate to the removal of plots from the eastern side of Church Street (Heritage Mews), as a result of beneficial design changes to the Scheme (Compulsory Purchase Order 2020).
- 2.67 Additionally, minor adjustments are made to the components of the Supplemental Compulsory Purchase Order 2021, in respect of the plots on the western side of Church Street which, in general, relate to the reconfiguration of plots, land within the highway and accurate topographical survey. Minor modifications are sought for the plots at Broad Street Plaza, reflecting changes to temporary land acquisition and permanent land acquisition and topographical survey (rather than map based measurements).
- 2.68 Modifications to the Side Roads Order arise from minor detailed design changes at Bull Green/Barum Top; Church Street; the erroneous reference to Discovery Road where no works/improvements are proposed; and the changes relating to the retention of the existing entrance to the Matalan store customer car park.

⁷⁷ ID 10 paragraph 15b

⁷⁸ ID 10 paragraph 18

⁷⁹ ID 7

3. The Cases for the Objectors

Matalan Retail Limited Plots 1/3 & 1/3a Berry Lane (Leaseholder)⁸⁰

- 3.1 In its original objection, Matalan set out its requirement for 24-hour access to the store. It also explained that it had not been 23 any guarantees by the Authority, or information on the nature, operation, duration and management of construction works. It raised concern about such works deterring visitors through traffic delays and pointed to the importance of having unhindered car parking. It was said that no indication had been given to the loss of car parking spaces either on a temporary or permanent basis.
- 3.2 In a position statement dated 3 March 2025,⁸¹ it was confirmed that progress had been made to reach agreement with the Authority but certain issues remained to be resolved to protect Matalan's business interests. The Inquiry was asked to note ongoing negotiations with a view to a further update.

MRC Pension Trust Limited Plots 1/3 & 1/3a Berry Lane (Freehold Owner)⁸²

- 3.3 The original objection shared Matalan's concerns as set out above.
- 3.4 More specifically, in evidence to the Inquiry, MRC is seeking assurances from the Authority that the impact on Matalan's business will be effectively managed during the works/construction period namely:
- (a) 24-hour access to the store will be maintained for customers, staff and deliveries
 - (b) Construction methods and type of construction plant to be used will minimise nuisance and disturbance
 - (c) Off-site traffic will be managed efficiently during the construction phase; and
 - (d) Sufficient and easily accessible on site car parking will be maintained and on site traffic movements will be properly managed during the construction phase.
- 3.5 Further, it is alleged that there has been a lack of attempt to acquire MRC's interest; and no engagement or negotiation to acquire the land prior to the making of the Orders or before 17 January 2025. This left insufficient time for these matters to be agreed before the submission of the Objector's written statement (dated 10 February 2025) and appearance at the Inquiry.⁸³

⁸⁰ Objection dated 29 January 2021

⁸¹ ID 1

⁸² Objection dated 29 January 2021

⁸³ CD 5.3 & CD 5.4

4. Inspector's Conclusions

Introduction

4.1 The references in brackets [x] are to the principal paragraphs in my report of the cases from where my conclusions are drawn.

4.2 Government Guidance on the Compulsory Purchase Process states:⁸⁴

'A compulsory purchase order should only be made where there is a compelling case in the public interest and reasonable efforts have been made by the acquiring authority to negotiate the purchase of land by agreement'.

Whether there is a compelling case in the public interest

4.3 A package of measures to provide multi-modal improvements along the A629 Halifax to Huddersfield corridor, and related improvements to Halifax Town Centre, has been a long-standing aspiration. Significant improvements have been made to the south of the Town, through the A629 Phase 1a and 1b Scheme, as part of a rolling programme of enhancements. [2.1, 2.2, 2.14]

4.4 A framework for the regeneration of the Town Centre was established in 2014 through the Halifax Town Centre Delivery Plan. It recognised amongst the identified key projects the importance of securing strategic highway improvements in and around the Town Centre in order to realise the Council's wider economic ambitions for the Borough. [2.13]

4.5 An Outline Business Case was approved in February 2016; detailed design commenced in January 2017; and the Scheme was revised (junction of Square Road and Alfred Street East) to take account of the listing of the Hughes Corporation Building in 2019. [2.14]

4.6 Full Business Case approval followed in November 2020. However, revisions to national Guidance on Cycle Infrastructure Design triggered further changes. An amended Full Business Case, with full funding for the Scheme, was approved in September 2023. Main construction works commenced in May 2024. [2.15]

4.7 Two principal traffic routes currently converge on the Orange Street Roundabout on the western side of the Town Centre with their associated drawbacks. The ambition is to reconfigure vehicular circulation, utilising and improving the existing road network to relieve pressure on the western side of the Town Centre and to make the eastern side more accessible. The majority of the land within the Orders is located adjacent to the publicly adopted highway. No buildings are to be demolished. [1.9, 2.11, 2.12]

4.8 Key components of the Scheme include: gateway entrance points to improve the sense of arrival into the Town Centre; public realm improvements, spatially, visually and environmentally; greater safety for pedestrians and cyclists; and improved bus linkages and penetration. The resultant revitalisation and rebalancing of the Town Centre will encourage regeneration, open up development opportunities through enhanced connectivity and heighten the historic, tourism and cultural assets of the Town. [2.3 – 2.10, 2.12, 2.17, 2.18, 2.23 – 2.25]

⁸⁴ January 2025

- 4.9 There is no doubt that the proposal is a crucial and integral element of a more wide-ranging project to upgrade the A629 corridor with earlier phases complete and delivery of the current Scheme underway. [2.16, 2.22]
- 4.10 The Scheme has clear policy support through the Development Plan, national guidance and a plethora of other local policies and strategies founded in sustainability and economic growth. [2.18 – 2.21]
- 4.11 The proposals within the Scheme have full planning permission (as amended) and Listed Building Consent, as applicable, and pre-commencement conditions have been discharged. There are no planning impediments and the permissions are extant. [2.28 – 2.34]
- 4.12 Moreover, funding has been secured in the sum of £64,139,765 including land acquisition costs and contingency for risk. The first part of the funding has already been drawn down. [2.15, 2.40, 2.41]
- 4.13 At the opening of the Inquiry, there were two outstanding objections relating to the same two plots of land with freeholder and lessee interest. These plots are a vital component of the Scheme and will allow junction improvement and carriageway widening in an area that is not conducive to greater traffic flows and ease of access for heavy goods vehicles. The rationale for, and the benefits of, the works is not disputed by the Objectors. [2.49, 2.54 – 2.59]
- 4.14 Moreover, the operation of the retail store will see material benefits in terms of increased traffic passing the site with potential for increased trade; reduced congestion in the vicinity; increased pedestrian safety between the store and the Town Centre; and easier access for delivery vehicles. [2.54]
- 4.15 The need for the plots and the benefits to the Town, and those arising to the operator of the site, are indisputable.
- 4.16 In essence, having secured the retention of the original car park entrance to the store, the Objections taper to the operational effects of the works during construction and the degree to which there has been engagement with the Acquiring Authority. [1.16, 3.1 – 3.5]
- 4.17 In terms of the former, the operative planning permission establishes the need for the submission of a Construction Environmental Management Plan which has been approved in detailed terms. In my view, this will provide all of the necessary safeguards to minimise effects on the operation of the store and its customers. [2.60 - 2.62, 3.1, 3.4]
- 4.18 As to the latter, on the basis of ongoing discussions between the Acquiring Authority and MRC, and in light of assurances given by the former, the principal matters for the acquisition of the freeholder's interest have been agreed. In addition, written verification was before the Inquiry confirming that Matalan remained committed to working with the Acquiring Authority to find a mutually acceptable solution. [1.3, 2.55 – 2.58, 2.63, 3.2]
- 4.19 Overall, the benefits of the Scheme will be substantial and drive Halifax Town Centre into a more welcoming, efficient, safer and sustainable environment with related opportunities for economic growth by opening up new development sites and boosting tourism. The benefits to the local economy will be substantial. [2.21 – 2.27, 2.37]

Modifications to the Orders

- 4.20 Having considered the modifications proposed by the Acquiring Authority, I find that all the proposed modifications to the Compulsory Purchase Order 2020, the Supplemental Compulsory Purchase Order 2021, and the Side Roads Order 2020 are minor and are necessary. I therefore conclude that the Orders should be modified in accordance with the alterations requested in Inquiry Document 7 (ID 7) and reproduced in Annex A to this Report. [2.51, 2.64 – 2.68]

Overall Conclusions

- 4.21 I am satisfied that there is an indisputable case for the Scheme to be implemented, and thereafter monitored and evaluated, in order to remodel the congested road infrastructure of Halifax Town Centre and to realise sustainable, social, safety, environmental and economic benefits. The combined benefits will be very substantial. [2.5 – 2.10, 2.12, 2.16, 2.17, 2.19, 2.21 – 2.27, 2.37 – 2.39]
- 4.22 I am also satisfied that the Acquiring Authority has demonstrated that it has taken reasonable steps to acquire the land and rights as set out by agreement. Only two objections, relating to the same plots, were outstanding at the end of the Inquiry with an expectation of resolution. [2.49 – 2.57]
- 4.23 Guaranteed funding is in place for the Scheme, with part already drawn and the works are underway. There is also a well-defined programme for the works with post-implementation monitoring to be established. [2.40, 2.41, 2.47]
- 4.24 There is nothing to suggest that the new rights to be acquired are in excess of what is necessary to facilitate construction and maintenance of the Scheme, or that any party would be materially disadvantaged by the provisions of the Side Roads Order. [2.42 – 2.45]
- 4.25 Further, although such acquisition, either temporary or permanent, represents an interference with the human rights of those affected, I conclude that the interference is proportionate and justified when balanced against the need for the land to facilitate the overall benefits of the Scheme. In any event, loss of interest could be met by compensation. [2.48]
- 4.26 Overall, there is a clear purpose for the acquisition of the lands and the necessary resources are available. I am further satisfied that there are no identified impediments which are likely to block or delay the Scheme.
- 4.27 For these reasons, and in light of all of the evidence, I find there is a compelling case in the public interest to compulsory acquire the land within the Orders to enable delivery of the Scheme as a contributor to the wider corridor improvements. The overall benefits significantly outweigh any private losses arising from the Orders. I therefore conclude that the relevant criteria set out in Government Guidance have been satisfied. [1.2, 1.12 – 1.15, 2.1, 2.15, 2.34, 2.40]
- 4.28 I also conclude that the Orders should be modified in accordance with the proposed modifications in Annex A to this Report and the Orders so modified be confirmed.

5. Inspector's Recommendations

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

- 5.1 I recommend that the above Compulsory Purchase Order be modified in accordance with the modifications in Annex A to this Report and thereafter be confirmed.

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

- 5.2 I recommend that the above Compulsory Purchase Order be modified in accordance with the modifications in Annex A to this Report and thereafter be confirmed.

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

- 5.3 I recommend that the above Side Roads Order be modified in accordance with the modifications in Annex A to this Report and thereafter be confirmed.

David MH Rose

Inspector

Annex A: Proposed Modifications to the Orders

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

Order

Modification No.	Reference	Modification
1.	Schedule 1 – Highway to be stopped up	After the ‘Highways to be improved’, insert the following ‘Highways to be stopped up’: <div> <div>“A length of Bull Green from a point 37.5 metres west of its junction with Barum Top (A629), westwards for a distance of 1.4 metres.”</div> <div>‘C’</div> </div> <div> <div>“A length of Bull Close Lane from a point 18 metres west of its junction with Barum Top (A629), westwards for a distance of 4.7 metres.”</div> <div>‘D’</div> </div>
2.	Schedule 1 – New highway	Delete the description of <i>New highway</i> ‘A’ and replace with the following: <i>“A length of new highway from a point 21.6 metres south of the existing junction between Bull Green and Barum Top (A629) at the Bull Green Roundabout, westwards on Bull Green for a distance of 36 metres then south-eastwards on Bull Green for a distance of 34 metres to a point 25.5 metres west of the junction between Bull Green and Barum Top.”</i>
3.	Schedule 1 – New highway	Insert additional <i>New highway</i> (to be allocated reference number ‘B’) with the following description: <i>“A length of new highway from a point 5.6 metres west of the junction between Barum Top (A629) and Bull Close Lane, westwards for a distance of 12 metres to a point 17.6 metres west of the junction between Bull Close Lane and Barum Top”</i>
4.	Schedule 1 – New private means of access	Delete “17 metres” and replace with “9.5 metres”. Delete “59 metres” and replace with “61.5 metres”.
5.	Schedule 2 – Highways to be improved	Remove the reference to Discovery Road.
6.	Schedule 2 – Highway to be stopped up	Remove the <i>Highway to be stopped up</i> (a length of Berry Lane) and <i>New highway</i> ‘B’.

7.	Schedule 2 – New highway	Renumber New highway ‘C’ as ‘E’.
8.	Schedule 2 – Private means of access to be stopped up	Remove the <i>Private means of access to be stopped up</i> (reference number ‘a’ – Access to the Matalan retail store) and <i>New access ‘2’</i> .

Site Plan

Modification No.	Reference	Modification
9.	Site Plan No. 1	Substitute the sealed <u>Site Plan No. 1</u> with the version attached to this Note (marked “ With Acquiring Authority’s Modifications ”), which shows modifications 1 – 4 above and a modified classified road boundary at Church Street.
10.	Site Plan No. 2	Substitute the sealed <u>Site Plan No. 2</u> with the version attached to this Note (marked “ With Acquiring Authority’s Modifications ”), which shows modifications 5 – 8 above.
11.	Site Plan No. 3	Substitute the sealed <u>Site Plan No. 3</u> with the version attached to this Note (marked “ With Acquiring Authority’s Modifications ”), which shows a modified classified road boundary at Broad Street.

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

Order Schedule

Modification No.	Reference	Modification
1.	Tables 1 & 2	Remove plots 3/1 and 3/1a.

Map

Modification No.	Reference	Modification
2.	Map No. 3	Remove Map No. 3.

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

Order Schedule

Modification No.	Reference	Modification
1.	Tables 1 & 2	In the plot description in column (2) for <u>plot 1/1</u> , delete "181.03 square metres" and replace with "33.38 square metres".
2.	Tables 1 & 2	In the plot description in column (2) for <u>plot 1/1a</u> , delete "88.55 square metres" and replace with "80.26 square metres".
3.	Tables 1 & 2	In the plot description in column (2) for <u>plot 1/1b</u> , delete "5.93 square metres" and replace with "6.00 square metres".
4.	Tables 1 & 2	In the plot description in column (2) for <u>plot 1/2</u> , delete "44.51 square metres" and replace with "44.57 square metres".
5.	Tables 1 & 2	In the plot description in column (2) for <u>plot 1/2a</u> , delete "35.01 square metres" and replace with "35.19 square metres".
6.	Table 1	Insert new plot as follows:

Number on map	Extent, description and situation of the land	Qualifying persons under section 12(2)(a) of the Acquisition of Land Act 1981 – Name and Address			
		Owners or reputed owners	Lessees or reputed lessees	Tenants or reputed tenants (other than lessees)	Occupiers
1/1c	100.16 square metres of open land used for public car parking located west of Church Street and north of the junction between New Road and Church Street, Halifax.	Due West Limited (incorporated in Cayman Islands OE000705) 9 Harrison Road, Halifax HX1 2AF			Owner

7.	Table 2		Insert new plot 1/1c as follows:	
Number on map	Other qualifying persons under section 12 (2A)(a) of the Acquisition of Land Act 1981		Other qualifying persons under section 12 (2A)(b) of the Acquisition of Land Act 1981 – not otherwise shown in Tables 1 & 2	
	Name and address	Description of interest to be acquired	Name and address	Description of the land for which the person in adjoining column is likely to make a claim
1/1c	As Plot 1/1	As Plot 1/1	As Plot 1/1	100.16 square metres of open land used for public car parking located west of Church Street and north of the junction between New Road and Church Street, Halifax.

8.	Tables 1 & 2	In the plot description in column (2) for <u>plot 2/2</u> , delete “0.64 square metres” and replace with “2.03 square metres”.
9.	Tables 1 & 2	In the plot description in column (2) for <u>plot 2/2a</u> , delete “2.34 square metres” and replace with “1.37 square metres”.

Map

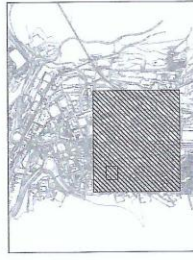
Modification No.	Reference	Modification
10.	Map No. 1	Substitute the sealed <u>Map No. 1</u> with the version attached to this Note (marked “ With Acquiring Authority’s Modifications ”), which shows modifications 1 – 7 above.
11.	Map No. 2	Substitute the sealed <u>Map No. 2</u> with the version attached to this Note (marked “ With Acquiring Authority’s Modifications ”), which shows modifications 8 – 9 above.

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

THE CORPORATE SEAL OF THE
BOROUGH COUNCIL OF
CALDERDALE WAS HEREUNTO
AFFIXED ON THE DAY OF:

IN THE PRESENCE OF:

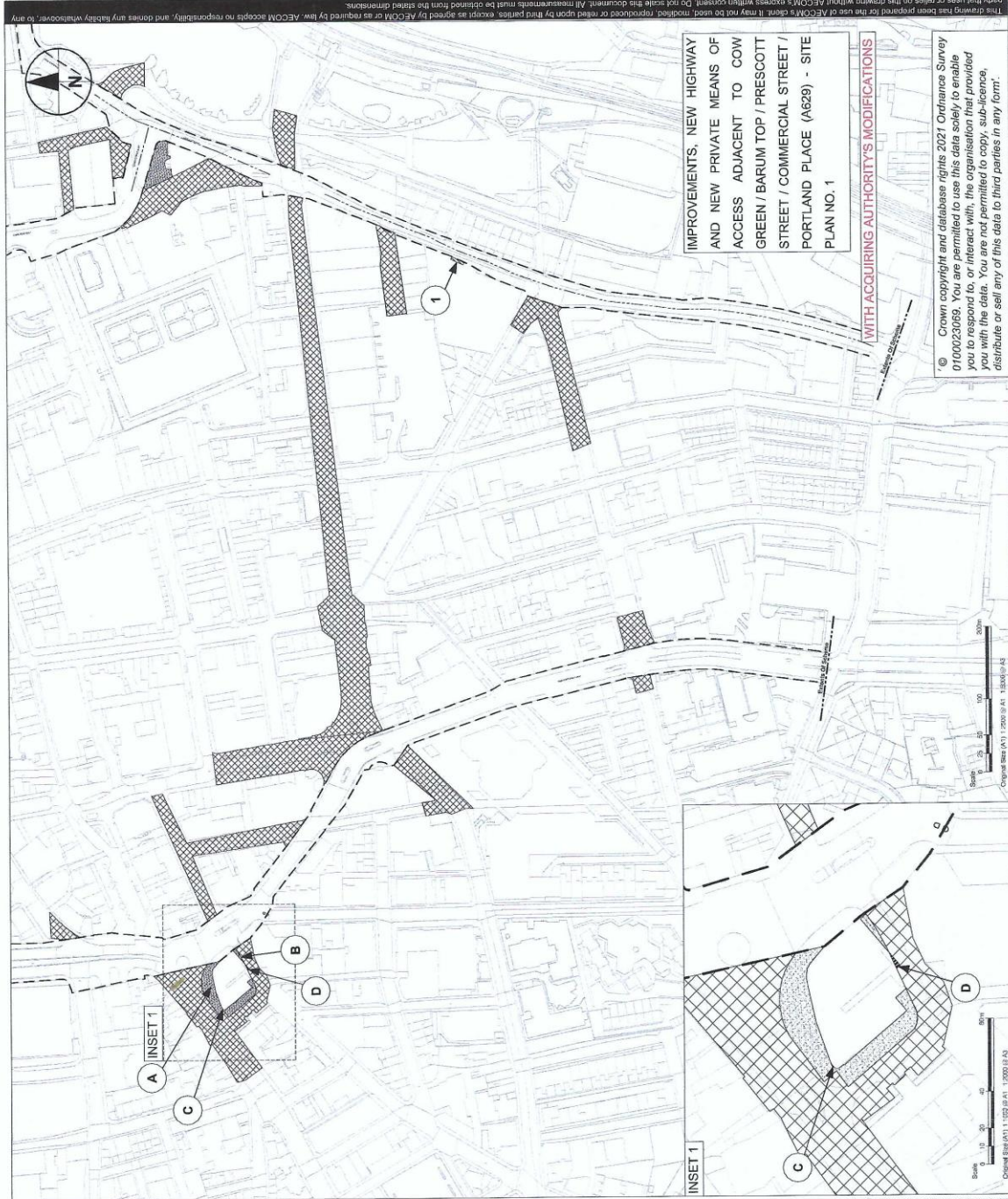
KEY PLAN



- KEY**
- NEW HIGHWAY
 - HIGHWAY TO BE IMPROVED
 - NEW PRIVATE MEANS OF ACCESS
 - PRIVATE MEANS OF ACCESS TO BE STOPPED UP
 - ROUTE OF CLASSIFIED ROAD
 - HIGHWAY TO BE STOPPED UP
 - EXISTING HIGHWAY
 - PROPOSED TO BE ALTERED

SHEET TITLE
KEY PLAN AND SHEET PLAN
01 of 03

SHEET NUMBER
60528270-SHT-30-0000-H-0000-001

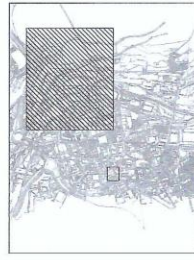


THE BOROUGH COUNCIL
OF CALDERDALE
(HALIFAX TOWN CENTRE)
(HIGHWAYS IMPROVEMENTS)
(WEST YORKSHIRE PLUS
TRANSPORT FUND, A629
PHASE 2)
(SIDE ROADS) ORDER 2020

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BOROUGH COUNCIL OF
CALDERDALE WAS HEREUNTO
AFFIXED ON THE DAY OF:

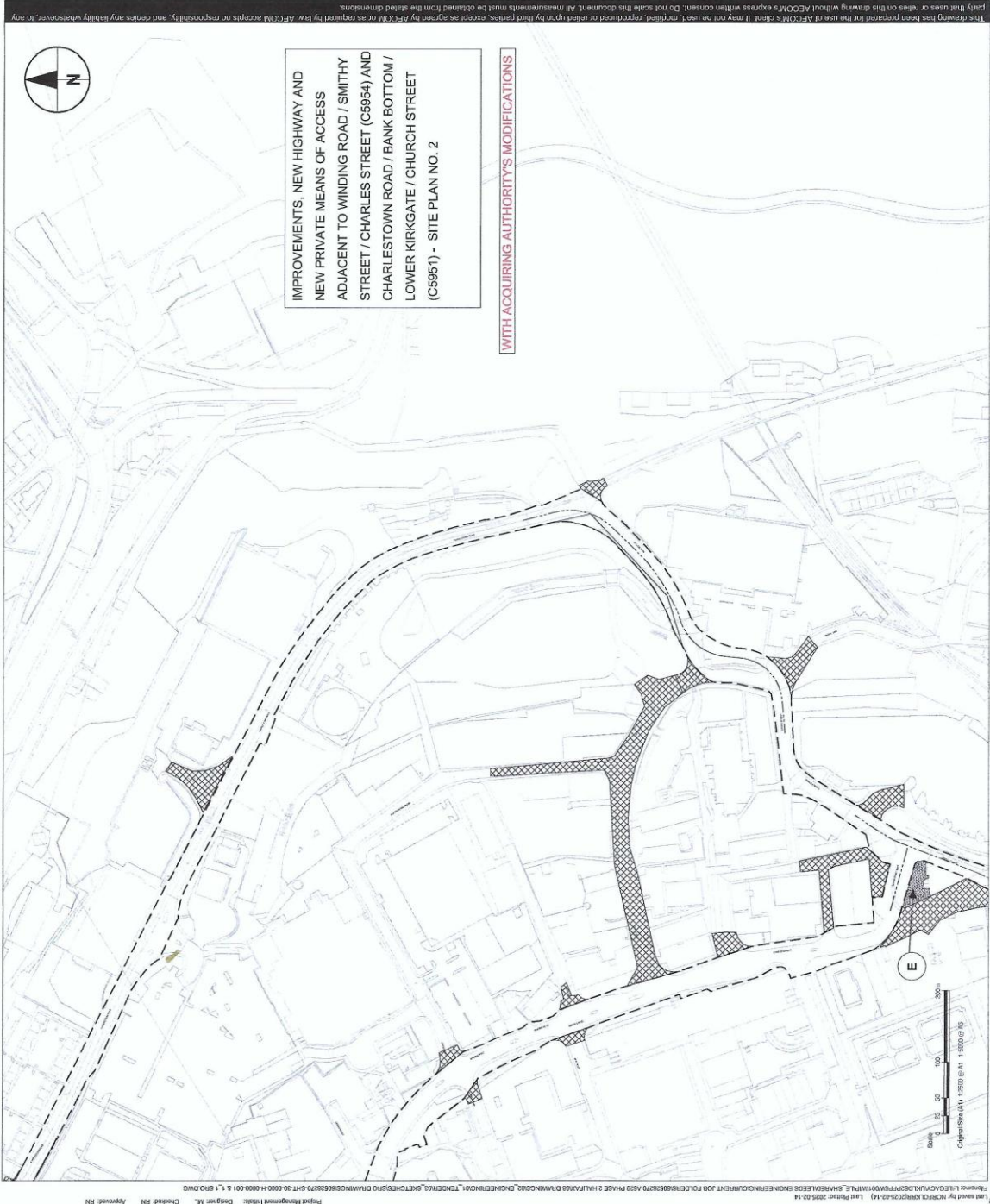
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KEY PLAN

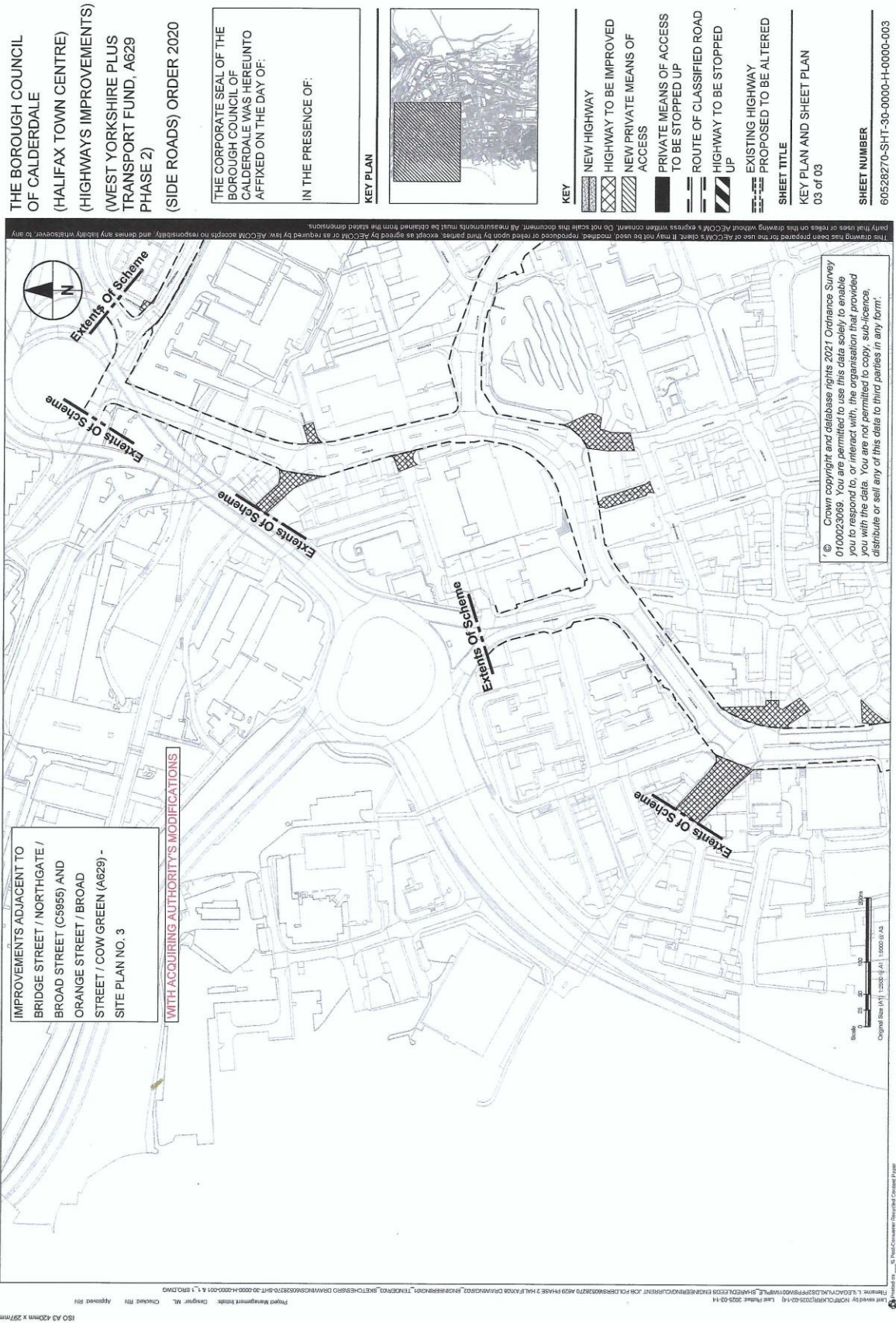


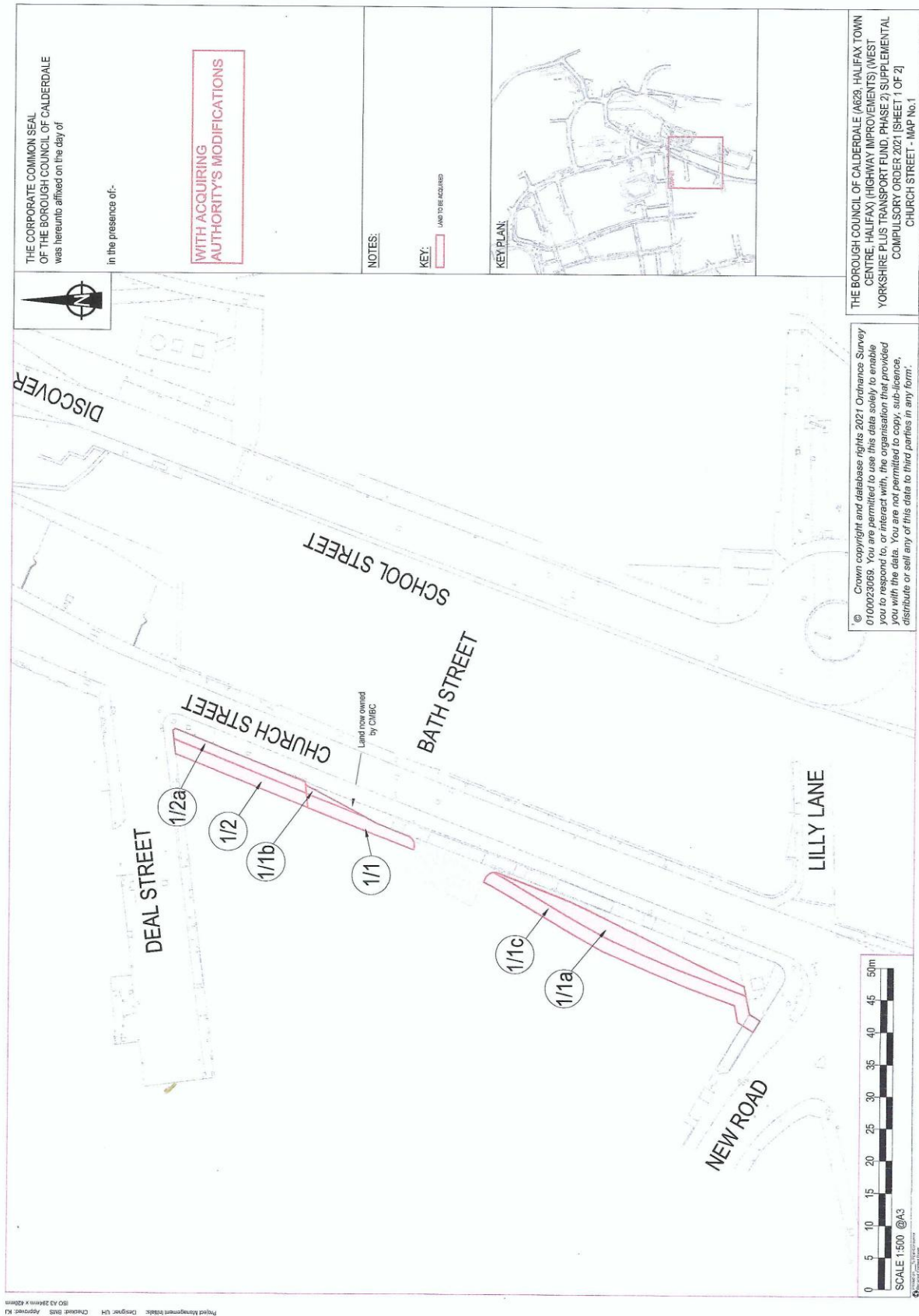
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- NEW HIGHWAY
 - HIGHWAY TO BE IMPROVED
 - NEW PRIVATE MEANS OF ACCESS
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 - ROUTE OF CLASSIFIED ROAD
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- SHEET TITLE
KEY PLAN AND SHEET PLAN
02 OF 03

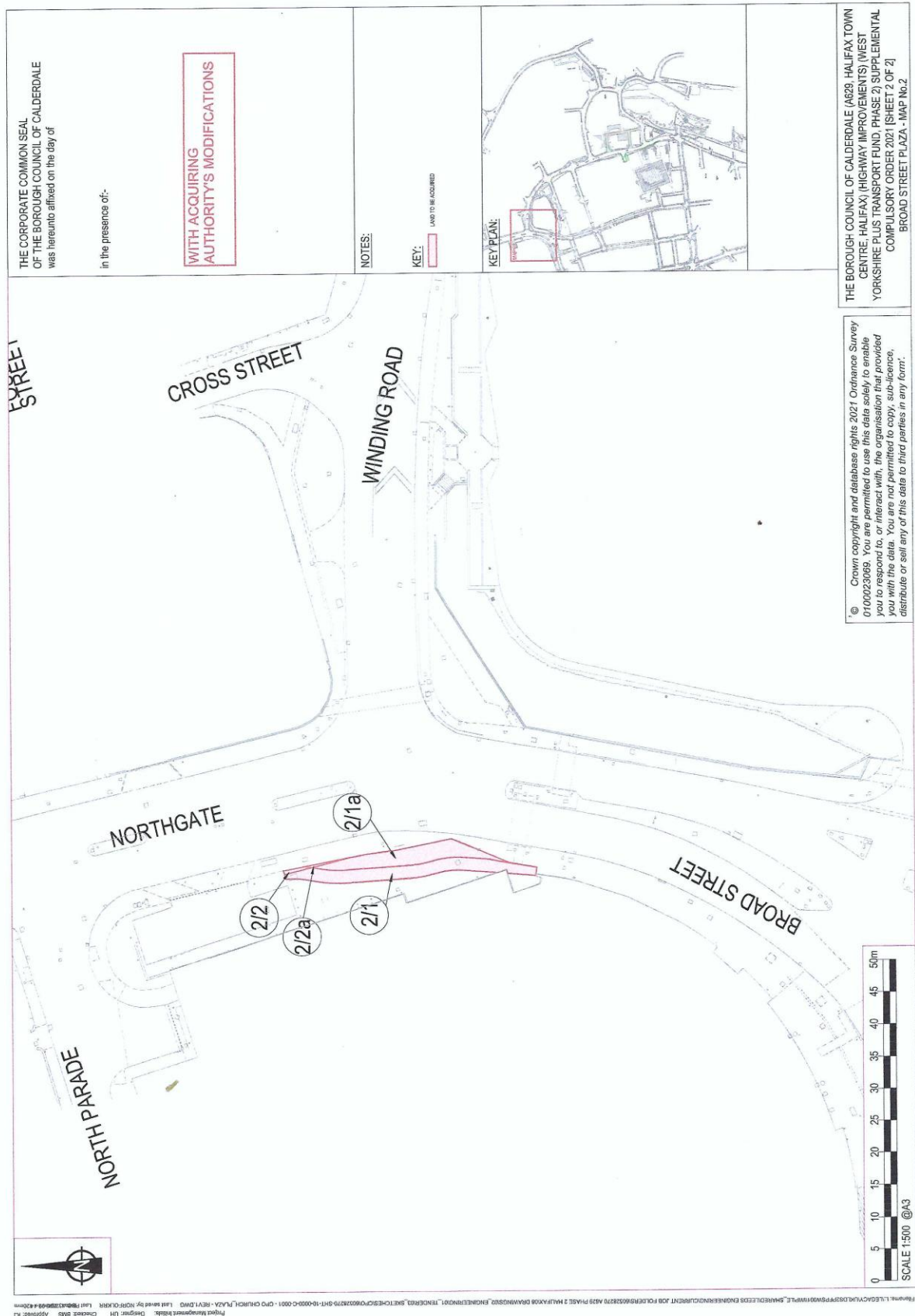
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60528270-SHT-30-0000-H-0000-002



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Checked: [Name], [Title], [Address], [Postcode]
Approved: [Name], [Title], [Address], [Postcode]
Date: [Date]
Scale: 1:500 (at A1) 1:500 (at A1) 1:500 (at A1)
Original Size: A1 (1:500 at A1) 1:500 (at A1) 1:500 (at A1)
Printed at: [Name], [Address], [Postcode]







Annex B: Core Documents and Additional Inquiry Documents

CD 1.1	A629 Phase 2 SRO Order Signed and Sealed
CD 1.2	A629 Phase 2 SRO Plan 1 Signed and Sealed
CD 1.3	A629 Phase 2 SRO Plan 2 Signed and Sealed
CD 1.4	A629 Phase 2 SRO Plan 3 Signed and Sealed
CD 2.1	Phase 2 CPO Order Signed and Sealed
CD 2.2	Phase 2 CPO Plan 1 Signed and Sealed
CD 2.3	Phase 2 CPO Plan 2 Signed and Sealed
CD 2.4	Phase 2 CPO Plan 3 Signed and Sealed
CD 3.1	A629 Phase 2 CPO Supplement Order Signed and Sealed
CD 3.2	A629 Phase 2 CPO Supplement Plan 1 Signed and Sealed
CD 3.3	A629 Phase 2 CPO Supplement Plan 2 Signed and Sealed
CD 4.1	Amended A629 Phase 2 CPO Map 1
CD 4.2	Amended A629 Phase 2 CPO Map 2
CD 4.3	Amended A629 Phase 2 SRO Map 1
CD 4.4	Amended A629 Phase 2 SRO Map 2
CD 4.5	Amended A629 Phase 2 SRO Map 3
CD 4.6	Note of proposed modifications
CD 5.1	Harriett Sunderland Proof of Evidence: Statement of evidence 11th February 2025 (7073836.1) Summary statement 11th February 2025 (7073835.1) Inquiry document list (7073718.1)
CD 5.2	Kevin Guy Proof of Evidence: Statement of evidence (7073803.1) Summary statement (7073804.1) Land correspondence checklist
CD 5.3	MRC Pension Trust Limited-Evidence
CD 5.4	MRC Appendix A Phase 2 CPO Plan 1 Signed and Sealed
CD 6.1	Statement of Reasons Supplemental CPO
CD 6.2	Statement of Reasons CPO
CD 7.1	Scheme General Arrangement
CD 7.2	Full Business Case
CD 7.3	Future High Streets Fund Business Case
CD 7.4	Monitoring and Evaluation plan

CD 7.5	Fire Safety Report
CD 7.6	A Social and Distributional Impact Assessment
CD 7.7	Equality Impact Assessment.
CD 7.8	Environmental Statement
CD 7.9	Environmental Impact Assessment.
CD 7.10	Statement of Case
CD 8.1	Phase 2 Cabinet Report 4th July 2016
CD 8.2	Phase 2 Cabinet Report 2nd October 2017
CD 8.3	Phase 2 Cabinet Report 19th March 2018
CD 8.4	A629 Phase 2 Report to Cabinet 7th December 2020
CD 8.5	Cabinet Report A629 Ph2 CPO supplemental August 2021 (update 1st October 2021)
CD 9.1	Strategic Economic Framework (2020)
CD 9.2	Calderdale Visitor Economy Strategy 2024-2029
CD 9.3	The Economic and Reputational Impact of the Regeneration of the Piece Hall (2019)
CD 10.2	National Planning Policy Framework 2024
CD 10.2	Calderdale Local Plan (2018/19 to 2032/33)
CD 10.3	Calderdale Draft Climate Action Plan 2023-26
CD 10.4	Wellbeing Strategy 2022 – 2027.
CD 10.5	Main Application (20-00217-FUL)
CD 10.6	Non Material Amendment (20-00217-NMA)
CD 10.7	Listed Building Consent (21-00786-LBC): Consultee Comment Submitted Online (21_00786_LBC) Decision (21-00786-LBC) Report (21_-00786-LBC)
CD 10.8	Church St Amendment (22-00958-FUL)
CD 10.9	Removal of Berry Lane from Main Application (22-01346 VAR)
CD 11.1	Bus Back Better: Nation Bus Strategy for England (DfT, 2021)
CD 11.2	A bold vision for cycling and walking (Cycling and walking plan for England) 2020
CD 11.3	LTN 1/20
CD 11.4	Strategic Transport Plan 2023
CD 11.5	West Yorkshire Bus Service Improvement Plan 2022 (WYCA)
CD 12.1	BCC Procurement Strategy
CD 12.2	Mayoral pledges (WYCA)
CD 12.3	Halifax Town Centre Delivery Plan

CD 12.4	Statement of Community Involvement
CD 12.5	Decision Point Certificate
CD 13.1	Western Corridor GA Map
CD 13.2	Central Corridor GA Map
CD 13.3	Eastern Corridor GA Map

ID 1	Email dated 03 March 2025 from CMS (re Matalan)
ID 2	Letter dated 28 February 2025 from Hamblins LLP (re Palace Capital (Halifax) Limited withdrawing Objection)
ID 3	Opening Statement on behalf of the Acquiring Authority
ID 4	Planning Decision Letter – Discharge of Condition 18 on Planning Permission 22/01346/VAR
ID 5	AECOM Construction Environmental Management Plan (CEMP) March 2023
ID 6	Matalan Car Park Redesign
ID 7	Proposed Orders Modifications
ID 8	Convening Notice
ID 9	Press Notice
ID 10	Acquiring Authority's Closing Submissions dated 7 March 2025
ID 11	Inspector's Close of Inquiry dated 10 March 2025

Annex C: Appearances

For the Borough Council of Calderdale (the Acquiring Authority)

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⁸⁵ Not called – Statement of Evidence taken as read (unchallenged)