

KIRKLEES METROPOLITAN COUNCIL INVESTMENT & REGENERATION SERVICE

DEVELOPMENT MANAGEMENT

Town and Country Planning Act 1990 (as amended)

DELEGATED DECISION TO DETERMINE APPLICATIONS FOR CONSENT, AGREEMENT OR APPROVAL REQUIRED BY CONDITION

Reference No:	2025/44/92984/W
Site Address:	72, Northgate, Huddersfield, HD1 6AE
Description:	Discharge of details reserved by conditions 4 (parking areas), 8 (interceptor/separator) and 18 (ev charging) on previous permission 2024/92246 for redevelopment of existing site including demolition of existing car sales room (sui generis) and erection of new 2 storey police station (sui generis) with associated car parking, landscaping and infrastructure
Recommending Officer:	William Simcock

DECISION – Discharge of Condition – Approve

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

Nick Hirst

AUTHORISED OFFICER

Date: 13-Feb-2026

Officer Report

Application: 2025/92984

Site: 72, Northgate, Huddersfield, HD1 6AE

Proposal: discharge of details reserved by conditions 4 (parking areas), 8 (interceptor/separator) and 18 (EV charging) on previous permission 2024/92246 for redevelopment of existing site including demolition of existing car sales room (sui generis) and erection of new 2 storey police station (sui generis) with associated car parking, landscaping and infrastructure.

Assessment

Condition 4 (parking areas)

4. Prior to any part of the new development being brought into use, the areas shown to be used for the parking and turning of vehicles within the site, shall be surfaced and drained and shall thereafter be retained and kept free of all obstructions to their use for the parking and turning of vehicles.

Reason: *To achieve a satisfactory layout in the interests of highway safety, and to accord with the aims of Policies LP21 and LP22 of the Kirklees Local Plan.*

This is a prescriptive condition and does not require the submission of additional information. The applicant has however submitted in support of the discharge of this condition a Proposed Drainage Strategy Revision C11 and a Proposed Landscape Layout Revision C02, also submitted in support of the discharge of conditions (8) and (18) respectively. These plans do not contradict the site plan approved for the original application (reference 6BKD2 BBA 30 ZZ D A 1003 Revision P10), in that the number and layout of parking spaces is unchanged. Therefore, they do not raise any concerns regarding compliance with this condition. The following note is recommended on the decision notice, to inform the applicant:

Compliance with the short-term requirements of this condition will be achieved by the surfacing and draining of the areas to be used for the parking and turning of vehicles within the site. The condition has an ongoing requirement which the developer should be advised of in the decision letter.

Condition 8 (interceptor/separator)

8. Surface water run-off from hardstanding, including car parking areas, shall pass through an oil, petrol and grit interceptor/separator of adequate design (details of which shall have been submitted to and approved by the Local Planning Authority before any part of the development is brought into use), prior to any discharge to an existing or

prospectively adoptable sewer. The interceptor/separator shall thereafter be retained and maintained in accordance with the manufacturer's instruction.

Reason: *To prevent pollution of the aquatic environment in accordance with the aims of Policy LP34 of the Kirklees Local Plan.*

The following has been submitted:

- SPEL Stormceptor Class 1 Bypass Separators product specification sheet.
- SPEL Washdown Separators product specification sheet.
- Proposed Drainage Strategy, reference 6BKD2-BWB-XX-XX-D-C-0500 Revision C11 showing the location of the proposed interceptors.

The condition was imposed at the request of Yorkshire Water, who were consulted on this discharge of condition application. In their response dated 17/11/2025 Yorkshire Water have confirm that they accept the submitted details.

Officers support this assessment and recommend that the submitted details be approved.

The condition has an ongoing requirement which the developer should be advised of in the decision letter.

Condition 18 (EV charging)

18. Before any part of the development is first brought into use, a scheme outlining the specific facilities for charging electric vehicles and other ultra-low emission vehicles for each dedicated parking space at the premises must be submitted to and approved in writing by the Local Planning Authority. This scheme must meet the minimum requirements in the current West Yorkshire Low Emission Strategy (WYLES) document. The approved facilities for charging electric vehicles must be installed before occupation and retained for use thereafter.

Reason: *In the interest of supporting the use of low-emission means of transport, in the interest of air quality enhancement, to comply with the aims and objectives of Policies LP20, LP24 and LP47 of the Kirklees Local Plan, Chapters 2, 9 and 15 of the National Planning Policy Framework and the West Yorkshire Low Emission Strategy (WYLES).*

The following has been submitted:

- Proposed Hard Landscaping Layout, reference 6BKD2 BBA 30 ZZ D L 1004 Revision C06, showing six parking spaces to be served by EV charging points in the short term, and a further 14 designated as “spaces with future EV charging”, with an annotation stating that underground cabling is to be installed for their future installation;
- Specification sheet for MaxiCharger Pillar;

- Email dated 02/11/25 confirming that the underground infrastructure for the future charging points will also be installed before occupation;
- Letter from Avison Young entitled *Clarification for Condition 18 (Electric Vehicle Charging) under application ref. 2025/44/92984/W*, ref: 05C400157.

Based on the WYLES (West Yorkshire Low Emissions Strategy) guidance, 10% of unallocated parking spaces should benefit from an EV charge point. However, the guidance states that for non-residential development, this may be phased with 5% initial provision and the remainder at an agreed trigger level. Whilst the wording of the condition does not allow for the possibility of phasing, it would be reasonable to allow a degree of phasing having regard to the WYLES guidance.

In this instance, with a total of 103 parking spaces, the provision of 10 spaces with EV charge points would be expected as a minimum, with at least five provided in the initial phase. The applicant's proposal is that six EV charge points are to be provided in the short term. The applicant has confirmed in the letter reference 05C400157 that these will be installed before first occupation of the building.

The installation of below-ground infrastructure to facilitate the later installation of a further 14 charging points is shown on the drawing 6BKD2-BBA-30-ZZ-D-L-1004 Revision C06. The submitted documents do not provide a timescale for the provision of the additional 14 future EV charge points, but the letter summarises West Yorkshire Police's Electric Vehicle (EV) strategy as it relates to the site. It informs officers that the strategy is currently in development and will be shaped through a structured assessment process designed to ensure that operational needs, estate capacity, and long-term fleet planning are fully aligned. The strategy will be informed by a review of the current fleet profile, duty cycle analysis, and operational deployment patterns across the Force. This process will identify which sites require increased electrical connections to serve the necessary charge point mix, which vehicle types and roles are suitable for electrification currently versus those that may need to wait for more advanced technology, and any constraints that could impact rollout.

KC Environmental Health, in informal comments made 13/11/2025, confirmed that they had no objection to the number or phasing of the proposed charging points.

It is considered that whilst the submitted scheme does not fully comply with the wording of the WYLES guidance in that it does not specify a trigger level for the provision of EV charging points beyond the initial six, it is acknowledged that future provision will have regard to the future operational needs of the development, which at this point in time may be difficult to determine. It is considered that taking a pragmatic view, the submitted scheme would be generally compliant with the aims of the WYLES guidance and offers a reasonable degree of certainty that the number of EV charge points ultimately installed would meet or exceed the recommended minimum level.

It is recommended that the scheme is approved. The installation of the initial six charging points, as well as the below-ground infrastructure necessary to support the installation of a further 14 facilities before the occupation of the new development will ensure compliance with the initial requirements of the condition. The condition has an ongoing requirement which the developer should be advised of in the decision letter.

Recommendation: Approve details

Report dated: 13/02/2026

Recommended decision notice text

Condition 4 (parking areas)

You have submitted a Proposed Drainage Strategy Revision C11 and a Proposed Landscape Layout Revision C02, also submitted in support of the discharge of conditions 8 and 18 respectively.

Condition 4 is however a prescriptive condition and does not require the submission of additional information. Compliance with the short-term requirements of this condition will be achieved by the surfacing and draining of the areas to be used for the parking and turning of vehicles within the site as shown on the plans approved for the original application (reference 6BKD2 BBA-30-ZZ-D-A-1003 Revision P10).

Notwithstanding the above, you are reminded that condition 4 has the following ongoing requirements which must be adhered to, to ensure continued compliance with the condition:

The areas shown to be used for the parking and turning of vehicles within the site, shall be surfaced and drained and shall thereafter be retained and kept free of all obstructions to their use for the parking and turning of vehicles.

Condition 8 (interceptor/separator)

You have submitted the following:

- SPEL Stormceptor Class 1 Bypass Separators product specification sheet.
- SPEL Washdown Separators product specification sheet.
- Proposed Drainage Strategy, reference 6BKD2-BWB-XX-XX-D-C-0500 Revision C11 showing the location of the proposed interceptors.

The details are acceptable and are hereby approved. The installation of the separators in accordance with the approved details will ensure compliance with the initial requirements of the condition.

Notwithstanding the above, you are reminded that condition 8 has the following ongoing requirements which must be adhered to, to ensure continued compliance with the condition:

The interceptor/separator shall thereafter be retained and maintained in accordance with the manufacturer's instruction.

Condition 18 (EV charging)

You have submitted the following:

- Proposed Hard Landscaping Layout, reference 6BKD2 BBA 30 ZZ D L 1004 Revision C06, showing six parking spaces to be served by EV charging points in the short term, and a further 14 designated as “spaces with future EV charging”, with an annotation stating that underground cabling is to be installed for their future installation;
- Specification sheet for MaxiCharger Pillar;
- Email dated 02/11/25 confirming that the underground infrastructure for the future charging points will also be installed before occupation;
- Letter from Avison Young entitled *Clarification for Condition 18 (Electric Vehicle Charging) under application ref. 2025/44/92984/W*, ref: 05C400157.

The details are considered acceptable and are hereby approved.

The installation of EV charging points to serve the six spaces as shown on the approved plan in accordance with the details on the specification sheet, and of the cabling to serve the future charging points, before the occupation of the new development, will ensure compliance with the initial requirements of the condition.

Notwithstanding the above, you are reminded that condition 18 has the following ongoing requirements which must be adhered to, to ensure continued compliance with the condition:

The approved facilities for charging electric vehicles must be installed before occupation and retained for use thereafter.