

**Consultation Response from KC,
Lead Local Flood Authority**

2026/90240 Huddersfield Bus Station, Upperhead Row, Huddersfield, HD1 2JN

Discharge of details reserved by conditions 12 (phase 1 surface water management), 17 (external plant or machinery), 31 phase 1 bus disruption plan) and 32 (phase 1 foundation proximity to railway) of permission 2025/91604 for Variation of condition 12 (surface water mitigation), 17 (plant and machinery), 31 (disruption plan) and 32 (foundations) on previous permission 2025/91604 for Variation condition 2 (plans) on previous permission 2024/92302 for refurbishment comprising (phase 1): facade improvements including Henry Street entrance; replacement shop fronts; alterations to external bus apron; extension and alterations to existing barrier within the bus alighting lane adjacent to Henry Street; (phase 2): new entrance canopy; public realm improvements; cycle hub; facade improvements including replacement shop fronts

Date Responded: 1st March 2026

Responding Officer: Paul Farndale

Responding Ref: 1

Condition 12 – Surface Water

The condition is different to the one recommended by the LLFA. The drainage proposal principle was accepted in accordance with those promoted in the drainage and flood risk strategy. This included our quote:

“If there is no increase between the current road/hardstanding impermeable areas positively draining to sewer compared to the new road/hardstanding impermeable areas then I would not consider it necessary to introduce attenuation storage for these areas provided the existing connections to the YW sewer are re-used.”

We are satisfied that this still applies and do not wish to make further comment. The wording of actual condition states ‘not withstanding’ details promoted in the document quoted above. If the planning officer was of the mind to look for additional requirements, then the discharge of condition rests with them.

In the meantime we recommend that this condition CAN be discharged.