

A629 Halifax Road Phase 5 Prince Royd ECVP Vary in Planning Condition

Planning Application: 2021/48/92734/W

Related Planning Conditions:

2. The development hereby permitted shall be carried out in complete accordance with the plans and specifications schedule listed in this decision notice, except as may be specified in the conditions attached to this permission, which shall in all cases take precedence. Reason: For the avoidance of doubt as to what is being permitted and so as to ensure the satisfactory appearance of the development on completion, and to accord with Policy LP24 of the Kirklees Local Plan and Chapter 12 of the National Planning Policy Framework

19. Within 3 months of the car park in Area C being brought into use, a scheme shall be submitted detailing when the dedicated facilities for charging electric vehicles will be installed and made operational in accordance with the specifications detailed on the approved plan (drawing no. TF5/AREA C/SL6531-2E). Once installed the charging points shall be retained for use thereafter. Should 3 months of use elapse before all of the charging points are installed, use of the car park shall cease until the infrastructure is installed.

The A629 Phase 5 project is part of a wider A629 Halifax to Huddersfield corridor scheme which incorporates a series of multi-modal transport and accessibility infrastructure improvements between Halifax and Huddersfield and the M62 motorway.

The area of interest for this commission is Area C (Prince Royd) located on Halifax Road ([53.664140, -1.819016](#)). At this location, terraced properties flank both sides of the road with no off-road parking provision. Vehicles park partly on footways and partly on carriageway, resulting in reduced footpath widths and impeded traffic flows.

The overall width of the highway is insufficient to accommodate formal parking on both sides of the road. It was therefore proposed to formalise parking on the north side, whilst providing off-road parking for the south side. The parking areas will be controlled permit parking zones for residents and visitors only.

The Prince Royd Car Park development on the North side (as shown in the original submitted document 2021-92734_Grouped Plans and Elevations_1011744.pdf) included a 12 dual port (total 24) Electric Vehicle Charging Points (EVCPs). Along with this, across from the car park, on Huddersfield Road (South side), a further 4 dual port EVCPs (total 8) had been implemented into the design.

Following submission of the original plans, it has been identified that the number of EVCPs would lead to excessive maintenance costs compared to the demand for charge points. Not every vehicle will be electric and so one EVCP for each bay is not required. It has been proposed that the number of EVCPs implemented in Prince Royd Car Park, and on Huddersfield Road will be reduced by:

- Prince Royd Car Park –
Originally 12, New Proposed 2
- Huddersfield Road On-Street Parking –
Originally 4, New Proposed 2

There will therefore be a total of 4 EVCPs, 2 for each area. These are shown within the new drawings '[TF5-Area C-EVCP-1E.pdf](#)' and '[TF5-Area C-GA-1.pdf](#)'. We anticipate that there will be 21 cars total utilising both the car park and on-street parking of which a very small number of this is anticipated to be electric.

The maintenance cost for each EVCP annually is estimated at £800 per dual unit for a year. Therefore, the maintenance cost annually for the original total of 16 dual EVCP units is £12,800 per year. Reducing the number of dual units to 4, will have a maintenance cost of £3,200 annually, resulting in a Council saving of £9,600 yearly. Given the EVCPs would need to be replaced every 7 years this is a cost saving of £89,000 over this period. It's also worth bearing in mind this does not factor in any accidental damage, wear and tear or vandalism issues that may encounter over the duration of the 7-year contract.

All underground infrastructure will be put in place to support the 12 EVCPs in Prince Royd Park and 4 on Huddersfield Road which were originally planned. This will ensure that the car park and the on-street parking area are future ready if there is a need to install the additional EVCP units in the future.