Consultation Response from KC, Highways Development Management
2026/91401 First Huddersfield, Old Fieldhouse Lane, Huddersfield, HD2 1AG
Proposed electrification works including ground and gantry mounted chargers, overhead steel gantires and GRP feeder panels buildings
Date Responded: 23 June 2026 Responding Officer: Sheila Henley Responding Ref: 5-12NE/4

Recommendation: No objection.

Plan reference: 1483-101A Proposed Parking Plan; 1483-102A Proposed Day Time Parking.

The proposal for the electrification of the bus dept is to support West Yorkshire regional initiatives, including for lower emissions through changes to bus fleet. In this case to support 118 fully electric buses involving the demolition of the existing fuelling facility, installation of 10 overhead gantries and ground level pillars to provide electric charging for the buses, plus associated infrastructure in the form of electrical substations and feeder panels. These features are to tie with the roof solar panels planned under planning approval 2023/CLASS J/90382/W and other electrical infrastructure consented under 2026/62/90033/W.

Access from Field House Lane, circulation in the main, the overall amount of parking for buses and staff, and vehicle washing facilities are to be retained to cater for up to 86 car parking spaces and 135 bus bays albeit with adjustments to parking arrangements to account for the electrification infrastructure as daily operations proceed. The proposed mix of overhead gantries and ground level pillars supports flexibility over vehicle charging and parking. The ability to charge vehicles from above would provide space for overflow parking for staff similar to current arrangements where, once the buses are out on the road in the morning, the existing hardstanding provides further space for car parking when the dedicated car parking area adjacent the main building is full. With no change to access and circulation on entry, there would not be back spill onto the adjacent highway or greater usage of the PROW, Byways, that pass and connect in the vicinity of the existing access junction.

Therefore, the proposal is acceptable in highway terms encouraging sustainable travel and lower emissions. Its impact on access, circulation or parking, road safety or highway network functionality is neutral to meet policies LP20, LP21, LP22 and LP24. Accordingly, no objection is raised.