

**KIRKLEES METROPOLITAN COUNCIL
INVESTMENT & REGENERATION SERVICE**

DEVELOPMENT MANAGEMENT

Town and Country Planning 1990 (as amended) – SECTION 70

DELEGATED DECISION TO DETERMINE PLANNING APPLICATIONS

Reference No: 2023/61/93655/W

Site Address: Southgate/Leeds Road, Huddersfield, HD1 1TW

Description: Reserved Matters application pursuant to (Phase 2 of) outline permission 2021/91544 for erection of health and research innovation campus comprising: Class F1(a)-education; Class E(e)-medical/health services; Class E(g)(i)-offices; Class E(g)(ii)-research/development of products/processes; multi storey car park; Class E(a)-display/retail of goods; Class E(b)-sale of food/drink; Class E(d)-indoor sport/recreation/fitness and the discharge of conditions 5 (masterplan), 6 (design code), 9 (internal access per phase) and 19 (BEMP per phase)

Recommending Officer: Nick Hirst

DECISION – Section 106 Reserved Matters – 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.

Victor Grayson

AUTHORISED OFFICER

Date: 03/12/2024

Application: 2023/61/93655/W

Site: Southgate / Leeds Road, Huddersfield, HD1 1TW

Proposal: Reserved Matters application pursuant to (Phase 2 of) outline permission 2021/91544 for erection of health and research innovation campus comprising: Class F1(a)-education; Class E(e)-medical/health services; Class E(g)(i)-offices; Class E(g)(ii)-research/development of products/processes; multi storey car park; Class E(a)-display/retail of goods; Class E(b)-sale of food/drink; Class E(d)-indoor sport/recreation/fitness and the discharge of conditions 5 (masterplan), 6 (design code), 9 (internal access per phase) and 19 (BEMP per phase)

Site Description

The site area of outline application ref 2021/91544 extends to an area of 2.67 hectares. It is bounded by Southgate and Crown House (a 1970s office block) to the west, Leeds Road to the north and Old Leeds Road to the south and east. The site was formerly occupied by two 11-storey high-rise housing developments, a large sports centre, a multi-storey car park and various other buildings, however it was cleared and re-graded by the council in 2016. Part of the site has most recently been used as a temporary car park providing 166 spaces to accommodate parking displaced by the closure of the Market Hall car park.

The phases of delivery / Reserved Matters pursuant to the outline permission have been approved via Discharge of Conditions application ref 2022/91412. This splits the wider site into seven phases.

This Reserved Matters application relates to the second phase of the site's development, which is a 0.23ha parcel of land along the site's north boundary. This is circa 8.6% of the whole site.

Construction work on Phase 1 of the development, located immediately to the west of Phase 2, has commenced. The Phase 1 works were approved via Reserved Matters application 2022/91456.

The surrounding area is mixed in character. Opposite the site on Old Leeds Road the buildings are principally in light industrial / business use within a variety of older Victorian mill buildings, as well as more recent 1970s business units. Opposite the site on Leeds Road is Harold Wilson Court, an 11-storey residential block.

Huddersfield Town Centre lies to the west. The west side of the ringroad forms the boundary of the Huddersfield Town Centre Conservation Area, which hosts numerous listed buildings including the Grade I Huddersfield Railway Station which is situated at approximately 450m from the site. From the application site, the station would be accessed via Southgate and

Northumberland Street. This route also provides a pedestrian connection via Leeds Road to John Smith's Stadium, which is situated approximately 0.5 miles to the east of the application site.

Description of Proposal

The application seeks approval of all Reserved Matters (access, appearance, landscaping, layout, and scale) for Phase 2 of outline permission 2021/91544. This phase of the development concerns 0.23ha of the outline's full area of 2.67ha.

Phase 2 of the development is in the central northern section of the site, adjacent to the boundary to Leeds Road and to the east of Phase 1. The proposed building's footprint would take up much of the phase's area. It would have an irregular footprint and would be surrounded by hard and soft landscaping. Pine Street, the existing road into the site, would be immediately south of the new building and would be altered in a future phase of the masterplan. No dedicated parking is proposed as part of this phase, however, this phase would not require the removal of the adjacent temporary car park off Pine Street, which would serve this phase of the development. The masterplan currently includes a "sustainable transport hub" car park on site as a later phase.

The building would have a contemporary design. The elevations would each feature an orthogonal grid pattern which the fenestration would be set within. It would be five storeys in height, with a two-tier flat roof system. The lower roof would have a parapet wall with inset louvre detailing. The building would be faced with buff brick, while aluminium panels and louvres are proposed as secondary materials.

The building would have a footprint of circa 1,300sqm, with a GIA of circa 6,870sqm across the five storeys. The ground floor of the building would be occupied by the Community Diagnostic Centre facility to be operated by Calderdale and Huddersfield NHS Foundation Trust and would be accessed by patients. The upper floors would host a mixture of specialist teaching and training spaces used by the university, and a flexible operations Innovation Centre. The applicant describes this as "*an enterprise by the University of Huddersfield specialised in providing lettable offices and laboratories for start-ups and companies related to human health sciences to set up collaborative projects and partnerships*".

In addition to the principal building, the proposal includes a secondary service building. This would be located adjacent to the principal building, to the northeast. The service building would be single storey (with an under-build to ensure a ground floor level with that of the principal building). It would be faced in the same brick to match the host building and with a flat roof. The north end of the building would include an external compound with a 2.6m high aluminium louvered fence. Internally it would accommodate generator and plant equipment associated with the site's medical facilities.

To account for the site's sloping topography, externally a level zone / platform would surround the building's west, south, and east elevations. This would be lower than Pine Street (from where the building would be accessed) to the west, higher than Pine Street to the east, and level at the building's roughly central point. Bar the central level zone, access from Pine Street would be provided by both stairs and ramps to the east and west. Retaining works would be predominantly landscaped batters. Other landscaping includes the planting of six standard trees, low level shrub planting and herbaceous planting.

No car parking is proposed within Phase 2. The applicant proposes 11 Sheffield-type bike stands. To the east of the main building (south of the secondary service building) a level hard surfaced area would be provided to accommodate the temporary parking of mobile medical facilities.

Outline application 2021/91544 was approved with 32 planning conditions. Of those, three conditions required the submission of specific information as part of each phase's subsequent Reserved Matters application. These conditions are 5 (masterplan), 8 (access), 9 (internal access), and 19 (BEMP). Condition 6 (design code) required a design code to be provided as part of the first Reserved Matters. While this was done, the applicant would like to make modifications to the submitted details, and therefore seeks for condition 6 to be re-discharged. Details to address these conditions have been submitted to support the proposal.

Relevant Planning History

Application Site

2009/93675: Erection of replacement retail store (Class A1) with petrol filling station, car parking, landscaping and associated works – Allowed on appeal (expired).

2015/93322: Prior notification for demolition of buildings – Approved.

2020/91629: Temporary use of site as a car park for a period of three years – Approved.

2021/91544: Outline application for erection of health and research innovation campus comprising: Class F1(a)-education; Class E(e)-medical/health services; Class E(g)(i)-offices; Class E(g)(ii)-research/development of products/processes; multi storey car park; Class E(a)-display/retail of goods; Class E(b)-sale of food/drink; Class E(d)-indoor sport/recreation/fitness – Approved with Section 106 agreement.

2022/91412: Discharge of conditions 4 (phasing), 5 (masterplan), 6 (design code), 7 (CEMP), 8 (access), 9 (internal access), 10 (highway retention), 11 (highway drainage), 12 (drainage strategy), 13 (drainage assessment), 14 (temporary drainage), 18 (EcIA), 19 (BEMP), 23 (phase II investigation), 27 (noise), 31 (cycle parking) and 32 (climate change) of previous Outline

permission 2021/91544 for erection of health and research innovation campus comprising: Class F1(a)-education; Class E(e)-medical/health-services; Class E(g)(i)-offices; Class E(g)(ii)-research/development of products/processes; multi storey car park; Class E(a)-display/retail of goods; Class E(b)-sale of food/drink; Class E(d)-indoor sport/recreation/fitness – Granted.

2022/91456: Reserved Matters application pursuant to outline permission 2021/91544 for erection of health and research innovation campus comprising: Class F1(a)-education; Class E(e)-medical/health services; Class E(g)(i)-offices; Class E(g)(ii)-research/development of products/processes; multi storey car park; Class E(a)-display/retail of goods; Class E(b)-sale of food/drink; Class E(d)-indoor sport/recreation/fitness, and the discharge of conditions 5 (masterplan), 6 (design code), 8 (access), 9 (internal access) and 19 (BEMP) – Granted.

2023/90423: Discharge of conditions 20 (Air Quality Assessment) and 21 (Ventilation Scheme) of Phase 1 of previous permission 2021/91544 for outline application for erection of health and research innovation campus comprising: Class F1(a)-education; Class E(e)-medical/health services; Class E(g)(i)-offices; Class E(g)(ii)-research/development of products/processes; multi storey car park; Class E(a)-display/retail of goods; Class E(b)-sale of food/drink; Class E(d)-indoor sport/recreation/fitness – Split decision.

2023/90424: Discharge of condition 11 (roof fixtures) of previous permission 2022/91456 for Reserved Matters application pursuant to outline permission 2021/91544 for erection of health and research innovation campus comprising: Class F1(a)-education; Class E(e)-medical/health services; Class E(g)(i)-offices; Class E(g)(ii)-research/development of products/processes; multi storey car park; Class E(a)-display/retail of goods; Class E(b)-sale of food/drink; Class E(d)-indoor sport/recreation/fitness, and the discharge of conditions 5 (masterplan), 6 (design code), 8 (access), 9 (internal access) and 19 (BEMP) – Granted.

2023/90533: Non-material amendment to previous permission 2022/91456 for Reserved Matters application pursuant to outline permission 2021/91544 for erection of health and research innovation campus comprising: Class F1(a)-education; Class E(e)-medical/health services; Class E(g)(i)-offices; Class E(g)(ii)-research/development of products/processes; multi storey car park; Class E(a)-display/retail of goods; Class E(b)-sale of food/drink; Class E(d)-indoor sport/recreation/fitness, and the discharge of conditions 5 (masterplan), 6 (design code), 8 (access), 9 (internal access) and 19 (BEMP) – Granted.

2023/91254: Discharge of condition 3 (anti-terrorism mitigation measures) of previous Reserved Matters approval 2022/91456 pursuant to outline permission 2021/91544 for erection of health and research innovation campus comprising: Class F1(a)-education; Class E(e)-medical/health services; Class E(g)(i)-offices; Class E(g)(ii)-research/development of products/processes; multi storey car park; Class E(a)-display/retail of goods; Class E(b)-sale of food/drink; Class E(d)-indoor sport/recreation/fitness, and the discharge of

conditions 5 (masterplan), 6 (design code), 8 (access), 9 (internal access) and 19 (BEMP) – Granted.

2023/91310: Discharge of condition 2 (material samples) of previous Reserved Matters approval 2022/91456 pursuant to outline permission 2021/91544 for erection of health and research innovation campus comprising: Class F1(a)-education; Class E(e)-medical/health services; Class E(g)(i)-offices; Class E(g)(ii)-research/development of products/processes; multi storey car park; Class E(a)-display/retail of goods; Class E(b)-sale of food/drink; Class E(d)-indoor sport/recreation/fitness, and the discharge of conditions 5 (masterplan), 6 (design code), 8 (access), 9 (internal access) and 19 (BEMP) – Granted.

2023/91657: Temporary use of site as a car park for a period of four years – Granted.

2023/93421: Discharge of conditions 4 (Phasing Plan), 7 (CEMP) 10 (Highways Retention), 11 (Underground Structures), 12 (Drainage Strategy), 13 (Surface Water Flood Routing), 14 (Temporary Drainage), 20 (Air Quality Mitigation Measures), 21 (Ventilation), 23 (Phase 2 Contaminated Land), 27 (Noise Impact Assessment) 31 (Cycle Parking) and 32 (Carbon Reduction and Climate Change measures) pursuant to Phase 2 of previous outline permission 2021/91544 for the erection of health and research innovation campus comprising: Class F1(a)-education; Class E(e)-medical/health services; Class E(g)(i)-offices; Class E(g)(ii)-research/development of products/processes; multi storey car park; Class E(a)-display/retail of goods; Class E(b)-sale of food/drink; Class E(d)-indoor sport/recreation/fitness – Ongoing.

2024/90052: Removal of condition 1 (service road scheme) and variation of conditions 7 (cycle storage), 8 (sprinkler tank) and 9 (landscape scheme) on previous permission 2022/91456 for Reserved matter application pursuant to outline permission 2021/91544 for erection of health and research innovation campus comprising: Class F1(a)-education; Class E(e)-medical/health services; Class E(g)(i)-offices; Class E(g)(ii)-research/development of products/processes; multi storey car park; Class E(a)-display/retail of goods; Class E(b)-sale of food/drink; Class E(d)-indoor sport/recreation/fitness, and the discharge of conditions 5 (masterplan), 6 (design code), 8 (access), 9 (internal access) and 19 (BEMP) – Ongoing.

2024/91213: Discharge of condition 24 (Phase II Intrusive Site Investigation Report) of previous outline permission 2021/91544 for erection of health and research innovation campus comprising: Class F1(a)-education; Class E(e)-medical/health services; Class E(g)(i)-offices; Class E(g)(ii)-research/development of products/processes; multi storey car park; Class E(a)-display/retail of goods; Class E(b)-sale of food/drink; Class E(d)-indoor sport/recreation/fitness – Ongoing.

Surrounding Area

Crown House

2017/93186: Prior approval from change of use from office (B1) to dwellinghouses (C3) (98 flats) – Details Approved
2017/93866: Prior approval from change of use from office (B1) to dwellinghouses (C3) (110 flats) – Details Approved.

2018/90213: Alterations to lower ground to create 7 apartments and external alterations – Approved.

2021/92282: Prior approval for change of use from office (Class B1a) to 85 residential units – Details Approved.

History of Negotiations

The application was not subject to a formal pre-application submission.

Representations

Final publicity date expired: 16/08/2024

The application has been advertised as a major development via site notices and through neighbour letters sent to properties bordering the site. The application was also advertised within a local newspaper. This is in line with the council's adopted Statement of Community Involvement.

The application was re-advertised via letters following amendments to the proposal.

In total, two representations from members of the public were received in response to the proposal. These were received from the same source, with the second set of comments following further details being provided.

The following is a summary of the first comments received:

- The site is adjacent to the HMPPS Huddersfield Probation Centre. This facility plays a vital role in the rehabilitation of prisoners and facilitating their return to society after serving a prison sentence. Construction works (i.e., traffic movement) will affect the operation and access to the Probation Centre. A Construction Management Plan should be imposed and the objector's agent consulted on when details are provided. Also, the proposed building would overlook the Probation Centre, affecting the privacy and amenity of users. Finally, the proposal's master plan shows the vacant phases potentially being used for temporary pop-up events, including bars and/or festivals which include the consumption of alcohol. The Probation Service contends this temporary use may not be suitable for the location considering its proximity to the Huddersfield Probation Centre, claiming that it would be contrary to the NPPF which requires new development to not place

unreasonable restrictions on existing businesses and operations (paragraph 193).

The following is a summary of the second comments received:

- The concerns initially raised regarding access during construction have been somewhat allayed by the CEMP provided via Discharge of Conditions application ref 2023/93421. The objector is to stay in touch with the applicant during the construction process so they can plan accordingly.
- Concerns are maintained over the potential sale of alcohol at temporary pop-up sites and the impact it may have upon vulnerable people who use the site. It is requested that temporary uses selling alcohol be limited to after 1700, when the Probation Centre is closed.
- The objector acknowledges the separation distance between the Phase 2 building and their site and concur that the impact would be minimal. However, they reserved the right to comment on overlooking when later phases are submitted.

Consultation Responses

K.C. Conservation and Design: Expressed an initial objection to the use of brick (due to concerns it would be incongruous within the area), and were involved in discussions about a suitable replacement product. Following further details regarding the proposed material being discussed and a higher quality product being put forward, K.C. Conservation and Design confirmed no objection.

K.C. Ecology: No objection to the proposal, subject to a Section 106 agreement which secures £11,730 towards biodiversity net gain being completed.

K.C. Environmental Health: No concerns regarding the submitted Reserved Matters, with their principal focus being the discharge of the relevant conditions imposed on the outline.

K.C. Highways: Initially sought further details regarding the proposals' waste collection and access arrangements. Upon submission of these details by the applicant, K.C. Highways confirmed no objection to the proposal.

K.C. Lead Local Flood Authority: Matters of drainage are to be dealt with via a separate Discharge of Condition application, pursuant to conditions imposed on the outline application. Regarding the Reserved Matters under consideration, no concerns from the LLFA.

K.C. Waste Strategy: Sought clarification regarding how the building's waste would be stored and collected. On receipt of further details and amendments made to Phase 1 via 2024/90052, that confirmed the two phases would have a combined arrangement, K.C. Waste Strategy confirmed no concerns.

The Canal and Rivers Trust: Offer no comment to the proposal.

The Coal Authority: Offer no objection to the proposal.

Yorkshire Water: Expressed an initial objection to the proposal, due to their records showing a water main crossing the site and conflicting with the proposed building. Following correspondence with the applicant, Yorkshire Water have confirmed that "... *the on-site public combined sewer has been abandoned through Section 116 application with Yorkshire water*". Accordingly, their objection has been withdrawn, with no conditions requested.

Planning Policy

Kirklees Local Plan (KLP)

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications are determined in accordance with the Development Plan unless material considerations indicate otherwise. The statutory Development Plan for Kirklees is the Local Plan (adopted 27/02/2019).

The application site is allocated for mixed use development (MXS2) within the Kirklees Local Plan. It falls within the defined boundary of Huddersfield Town Centre. It is adjacent to the Huddersfield Town Centre Conservation Area.

Relevant Local Plan policies are:

- **LP1** – Presumption in favour of sustainable development
- **LP2** – Place shaping
- **LP3** – Location of new development
- **LP9** – Supporting skilled and flexible communities and workforce
- **LP17** – Huddersfield town centre
- **LP20** – Sustainable travel
- **LP21** – Highways and access
- **LP22** – Parking
- **LP23** – Core walking and cycle network
- **LP24** – Design
- **LP26** – Renewable and low carbon energy
- **LP27** – Flood risk
- **LP28** – Drainage
- **LP30** – Biodiversity and geodiversity
- **LP32** – Landscape
- **LP33** – Trees
- **LP35** – Historic environment
- **LP47** – Healthy, active and safe lifestyles
- **LP49** – Educational and health care needs
- **LP51** – Protection and improvement of local air quality

- **LP52** – Protection and improvement of environmental quality
- **LP53** – Contaminated and unstable land
- **LP67** – Mixed use allocations

The following are relevant Supplementary Planning Documents or other guidance documents published by, or with, Kirklees Council:

Supplementary Planning Documents

- Highway Design Guide SPD (2019)

Guidance documents

- Huddersfield Blueprint (2021)
- Biodiversity Net Gain Technical Advice Note (2021)
- Planning Applications Climate Change Guidance (2021)
- West Yorkshire Low Emissions Strategy and Air Quality and Emissions Technical Planning Guidance (2016)
- Waste Management Design Guide for New Developments (2020)

National Policies and Guidance

National planning policy and guidance is set out in National Policy Statements, primarily the National Planning Policy Framework (NPPF) 2023, published 19/12/2023 and the Planning Practice Guidance Suite (PPGS), first launched 06/03/2014, together with Circulars, Ministerial Statements and associated technical guidance. The NPPF constitutes guidance for local planning authorities and is a material consideration in determining applications.

- **Chapter 2** – Achieving sustainable development
- **Chapter 4** – Decision-making
- **Chapter 8** – Promoting healthy and safe communities
- **Chapter 9** – Promoting sustainable transport
- **Chapter 11** – Making effective use of land
- **Chapter 12** – Achieving well-designed places
- **Chapter 14** – Meeting the challenge of climate change, flooding and coastal change
- **Chapter 15** – Conserving and enhancing the natural environment
- **Chapter 16** – Conserving and enhancing the historic environment

Other relevant national guidance and documents:

- MHCLG: National Design Guide (2021)

Climate change

The council approved Climate Emergency measures at its meeting of full Council on 16/01/2019, and the West Yorkshire Combined Authority has pledged that the Leeds City Region would reach net zero carbon emissions by 2038. A draft Carbon Emission Reduction Pathways Technical Report (July 2020, Element Energy), setting out how carbon reductions might be achieved, has been published by the West Yorkshire Combined Authority.

On 12/11/2019 the council adopted a target for achieving 'net zero' carbon emissions by 2038, with an accompanying carbon budget set by the Tyndall Centre for Climate Change Research. National Planning Policy includes a requirement to promote carbon reduction and enhance resilience to climate change through the planning system, and these principles have been incorporated into the formulation of Local Plan policies. The Local Plan predates the declaration of a climate emergency and the net zero carbon target; however, it includes a series of policies which are used to assess the suitability of planning applications in the context of climate change. When determining planning applications, the council would use the relevant Local Plan policies and guidance documents to embed the climate change agenda.

Assessment

The following matters are considered in the assessment below –

- Land use and principle of development
- Access
- Appearance, Scale, and Layout
- Landscape
- Drainage and flood risk
- Ecology
- Other matters
- Discharge of conditions
- Representations

Land use and principle of development

Paragraph 47 of the National Planning Policy Framework (the Framework), which is a material consideration in planning decisions, confirms that planning law requires applications for planning permission to be determined in accordance with the development plan, unless material considerations indicate otherwise. This approach is confirmed within Policy LP1 of the Kirklees Local Plan, which states that when considering development proposals, the council will take a positive approach that reflects the presumption in favour of sustainable development contained within the Framework. Policy LP1 also clarifies that proposals that accord with the policies in the Kirklees Local Plan would be approved without delay, unless material considerations indicate otherwise.

The site is allocated for mixed use development within the Local Plan (MXS2). The parent outline permission 2021/91544 established the principle of development upon the whole site for the following, with all matters reserved:

Erection of health and research innovation campus comprising: Class F1(a)-education; Class E(e)-medical/healthservices; Class E(g)(i)-offices; Class E(g)(ii)-research/development of products/processes; multi storey car park; Class E(a)-display/retail of goods; Class E(b)-sale of food/drink; Class E(d)-indoor sport/recreation/fitness

Having been considered and determined as part of the outline planning permission, no further assessment of the principle of development is appropriate or necessary as part of this application, as it is considered that this Reserved Matters is fully compliant with the outline permission. The development will be subject to the relevant outstanding conditions set out in the outline permission. Accordingly, an assessment of the Reserved Matters applied for is required, followed by assessment of any other material considerations.

Access

Access is defined as:

the accessibility to and within the site, for vehicles, cycles and pedestrians in terms of the positioning and treatment of access and circulation routes and how these fit into the surrounding access network.

No new roads or dedicated car parking facilities are to be provided as part of this phase.

Service vehicles (refuse, deliveries etc.) would access the site and the proposed building in the manner established via the Phase 1 permission (approved via application 2022/91456 and amended via Section 73 approval 2024/90052). This includes a turning head being provided at the end of Pine Street and a shared waste storage facility being erected to the north of the existing temporary car park. Given the provision of these facilities are secured via pre-occupation conditions imposed on Phase 1's decision notice, and given that phase is (at the time of writing) nearing completion and occupation, it is not considered reasonable or necessary to repeat any conditions regarding waste management on Phase 2. The waste storage facilities are noted to be temporary until a later phase (phase 5) brings forward the site's permanent Waste Management Centre, which was considered and found to be acceptable during the assessment of Phase 1's relevant details. K.C. Highways have confirmed the previously-approved temporary facilities are sufficient to serve both Phases 1 and 2 cumulatively.

Day-to-day vehicle access to the building for staff and visitor drivers would be via Pine Street, which is an existing road abutting running through the masterplan site and immediately adjacent to Phase 1's southern boundary.

Despite being an in-service road, the applicant has provided details of Pine Street's junction to Old Leeds Road, including sightlines, to demonstrate that it is of a suitable standard to serve this development (including having regard to the cumulative impacts of Phase 1 and Phase 2).

As the wider site's masterplan progresses Pine Street is intended to be redeveloped into a shared surface street and would become part-pedestrianised. A new access off Old Leeds Road is proposed within the masterplan (to form part of a later phase), and this would be utilised as the main vehicle access to the Sustainable Transport Hub and Waste Management Centre. The provision of local public transport and pedestrian and cycling facilities would create conditions which are well suited to promote sustainable travel, minimising the number of staff and students travelling by car. Nonetheless, the proposal would inevitably generate vehicle movements, partly due to the fact that the proposal forms part of a development that would not be a typical higher education campus, as it is to include a welcomed element of public access (notably, the health clinics).

In the interim period, the Pine Street Car Park would be used as Phase 2's car park, until a later phase of the masterplan delivers the campus's Sustainable Transport Hub as a permanent replacement. The Pine Street Car Park (originally owned by the council) has temporary planning permission (2023/91657) to be a car park until December 2027. Currently it is used by the public as a town centre car park. However, the whole Southgate site, including the Pine Street Car Park, has been acquired by the university, and its open public use is to end.

The Pine Street Car Park has 155 parking spaces (originally 159, four spaces were lost to facilitate service vehicle turning at the end of Pine Street under application 2024/90052). In accordance with the university's parking policy, it would be used by staff and visitors only, with students typically not permitted to park. Visitors would be required to pre-book. The applicant has undertaken a Trip Generation and Parking Demand assessment, considering the cumulative impacts of Phase 1 and Phase 2. Given that both the Phase 1 and Phase 2 buildings are to host medical clinics, visitor (non-staff (with no student parking)) numbers have been accepted to be higher than typical for an education building. Nonetheless, the assessment concludes staff and visitors for these buildings would, during the peak demand period (13:00 – 14:00), require a combined total of 131 spaces (95 for Phase 1, 36 for Phase 2). Even allowing for a buffer, it is considered that the buildings would be well-served by the existing car park. The car parking methodology applied has been reviewed and accepted by K.C. Highways. Nonetheless, a condition for a car parking management plan is recommended. This is to ensure details of restrictions, signing and markings (to ensure drivers are aware of the proposed parking provisions) are secured and implemented, along with details of a scheme ensuring the car park is used exclusively by those for which it is intended.

Until the phase of development including the Sustainable Transport Hub comes forward, each subsequent phase of development would be required to

repeat this assessment, to determine whether the existing Pine Street Car Park is sufficient to meet cumulative demand. If not, additional provision may be necessary. Given the level of demand identified for Phases 1 and 2, and the available spaces, this is envisioned to be required for Phase 3.

To address the matter of the Pine Street Car Park only having a temporary planning permission, a condition is intended which requires a detailed parking strategy to serve this phase of the development. This would be required to be submitted and implemented prior to the development being occupied. Given the scale of the undeveloped land on the site, and the principles established by the parent outline planning permission for this land (which include the delivery of on-site parking), the prospect of an unsuitable parking strategy coming forward is considered unlikely.

Regarding student vehicle movements, as noted above, student use of the car park would not be permitted. Using current university student movement data, circa 23% of students are expected to travel via private car, which equates to 55 movements to the town centre for this building. As per the existing arrangement for students, student drivers are expected to park elsewhere in the town centre at various on-street and off-street parking locations. Officers are satisfied that the town centre has sufficient capacity for this level of demand. This is having due regard to the cumulative impacts Phases 1 and 2. Phase 1 has a student movement expectancy of 308 (using the same methodology), and the two phases would have a combined total of 363. However, if this trend continues for the remaining phases of the site, it is expected that the applicant would need to consider managing and/or accommodating student drivers as the demand grows.

Turning to pedestrian and cycle access, the site is within Huddersfield Town Centre and is considered to be a highly sustainable location in terms of its access to people using sustainable modes of transport. It is a 3-minute walk from Huddersfield Railway Station and a 6-minute walk to the bus station. The main pedestrian routes to the proposed development from within the town centre are via Northumberland Street, Lord Street, St Peters Street and Beast Market, then across Southgate. Pedestrian access across the ring road is in the form of footways and controlled pedestrian crossings that are well established. Existing footway provisions on both sides of Southgate, Pine Street, Old Leeds Road, Leeds Road are of reasonable width, in good condition and well lit. Furthermore, dedicated cycle routes have recently been installed in and around the area, including along the site frontage to Southgate and Leeds Road. The nearby canal towpath provides a further pedestrian route for those moving between the Southgate campus and the student accommodation on/around Wakefield Road and Aspley.

Specific to cycling, recent Leeds Road / Queensgate improvement works (undertaken by the council) include the provision of dedicated cycle lanes around the site, which is welcomed and would promote cycling to and from this site. In terms of cycle storage, Phase 1 is to include a bike shed for 96 bikes (medium / long-term storage) and 26 Sheffield stands (short / medium-term storage). Phase 2 proposes to share the 96-space bike shed and provide

11 Sheffield stands spread around the outside of the building. This combined level of cycle provision is deemed adequate for the two buildings. Phases 1 and 2 are immediately adjacent to one another and therefore sharing facilities is considered acceptable. However, condition 31 of the outline permission requires details of cycle facilities to be submitted and approved, negating the need for a condition at Reserved Matters stage.

Condition 4 of the Reserved Matters approval for Phase 1 (2022/91456) requires the submission of a connectivity strategy, to detail methods of promoting safe and effective walking between the university's original and new campuses. As the matter will be considered and, if needed, managed / mitigated via the condition of the Reserved Matters approval, it is not currently considered necessary to repeat this condition under the Reserved Matters approvals for later phases (subject to review on a case-by-case basis as later Reserved Matters applications are submitted).

Condition 17 of the parent outline permission requires a full Travel Plan to be provided for each phase three months prior to occupation (of note, it does not require it as part of Reserved Matter submissions). At outline stage a framework travel plan was submitted which identified four key objectives:

- Promoting walking, cycling and public transport as the primary modes of travel;
- To deliver mode shift from car journeys to alternative modes including multi-occupancy vehicle trips;
- To reduce vehicle emissions through the take up of alternative transport modes; and
- To deliver education and promotion of walking and cycling as options for a healthier lifestyle.

As considered at the outline stage, officers are satisfied that Travel Plans would contribute and assist to support a modal shift towards sustainable transport measures, and away from travel by private car (particularly single occupancy car).

Concluding the above, officers are satisfied that the proposed access details are acceptable, subject to the submission of final technical details and the recommended conditions. The proposal is deemed to be in accordance with the principles established at outline stage, and the expectations of Policies LP20, LP21, LP22, and LP24 of the Kirklees Local Plan.

Appearance, Scale and Layout

Appearance is defined as:

the aspects of a building or place within the development which determine the visual impression the building or place makes, including the external built form of the development, its architecture, materials, decoration, lighting, colour and texture.

Scale is defined as:

the height, width and length of each building proposed within the development in relation to its surroundings.

Layout is defined as:

the way in which buildings, routes and open spaces within the development are provided, situated and orientated in relation to each other and to buildings and spaces outside the development.

Urban design

At outline stage it was accepted that to facilitate 75,000sqm of development on this site, sizable buildings would be required. Nonetheless it was noted that detailed and throughout assessment would be needed under each phase's Reserved Matters application to evaluate the impacts. Phase 1 was intended to be the 'flagship building' for the campus. This, and the site-wide design code required via outline condition 6 (approved as part of application 2022/91456), have established a high standard of design for the site.

The character of Huddersfield Town Centre is largely defined by its mill town origins and Victorian architecture, having many high-quality historic buildings built of locally-sourced Yorkshire stone.

The town centre and its surroundings also include a number of later buildings of various scales, including visually diverse civic and commercial buildings. While not itself within the defined town centre, the university's Queensgate Campus hosts numerous examples of large, more contemporary buildings alongside converted historic buildings, which help define the setting of that area. Some of the university's newer buildings have used natural stone to match the stone used on earlier buildings.

In terms of scale, the main building proposed in Phase 2 adheres to the expectations of the masterplan and design code in both footprint and height. In terms of height, the proposed building would comfortably fit within its context without appearing overly large or small. The proposed building would be smaller than the Phase 1 building it would be closely sited to (this is considered appropriate, given the Phase 1 building was designed at least partly with the intention of marking the corner), but not so small as to appear visually at odds or out of keeping. The roofscape and height of the building, comparable to those nearby (including Phase 1), would suitably follow the topography of the site. Overall, the proposed scale is deemed acceptable.

The building would be positioned close to the site's north boundary, adjacent to Leeds Road. Large buildings close to the footway are typical within the town centre and along parts of the ringroad, as evidenced by the Phase 1 building's relationship with Southgate. This relationship does not continue along Leeds Road, where buildings have a more notable set back from the

highway, however, Leeds Road has a sizable verge which separates the road from the site, which in turn would help prevent the building appearing unduly close, cramped or overbearing upon the streetscene. The width of Leeds Road itself helps to justify the proposed height and its relationship with the public realm. Furthermore, the Phase 2 site is at the very start of Leeds Road, leading away from the town centre and ringroad. By virtue of the highway verge resulting in a softer appearance and increase in spacing, the proposal would help create a transition in the urban grain on the way out of / into the denser urban centre of Huddersfield.

Regarding appearance, the proposed main building in Phase 2 is considered to be of a high quality. Although the proposed north (Leeds Road) elevation lacks an entrance (and, therefore, engagement with the most important public realm the building would face), there would at least be some animation and engagement along that street frontage via the windows proposed along it (although, for privacy reasons, the consultation/examination rooms along that elevation are likely to have drawn blinds/curtains). The strong vertical and horizontal elements to the north elevation, and the depths of the reveals suggested by shading on the submitted drawings, would give this important frontage sufficient relief and interest. The elevations of the main Phase 2 building would be simpler and less eye-catching than those of the recently-constructed building next door, however this is considered appropriate – the Phase 1 building was intended to be the campus's flagship statement building, with its large and grand design announcing its presence at an important town centre junction. The Phase 2 building is intended to be smaller and more humble, and its more simple (yet attractive) elevations would help to achieve this.

The applicant proposes the use of buff brick as the primary facing material. Officers expressed an initial preference for natural stone to be used, as this is the predominant material in the area and is characteristic of the area. Using brick as the primary material would also be contrary to the previously-approved design code. However, the applicant team contended that stone would not work with their architectural vision – they argued that the use of stone would result in the building appearing monolithic and visually “heavy”, contrary to the proposed contemporary design approach (whereas historic stone buildings in the area such as Huddersfield Railway Station avoid having such an appearance through the inclusion of intricate detailing – these details are largely viewed as “traditional”, whereas the proposed Phase 2 design is instead intended to be modern in appearance). It was also noted that, while large contemporary buildings in the area include elements of stone (for example, the Phase 1 building or the Oastler building), these materials are secondary and complementary, and are not the predominant material.

Officers are not wholly convinced that a carefully-designed contemporary building could not be constructed using stone as the predominant material. There are examples of simple, contemporary designs that make good use of natural stone, and which complement older buildings nearby. Furthermore, the applicant's decision to opt for a design that may make the use of stone

less appropriate is not in itself accepted as a justification for not using such a material. Instead, a different design could have been pursued.

There are, however, other materials that can work well within a context characterised by natural local stone. Certain bricks have recently been used successfully in large developments within the immediate context of historic buildings and where natural local stone predominates.

The applicant has proposed a specific brick: the “Corum” brick, manufactured by Vandersanden. This is the same brick that has been used successfully at other sites, including a relatively new building at Greenhead College (where the material was approved under Discharge of Conditions application 2022/91284). It works well with the local natural stone widely used in the town centre, and it is considered acceptable for this prominent Phase 2 site.

No details regarding coursing or mortar (colour and design) have been provided. Therefore, a condition stipulating the specific use of the “Corum” brick by Vandersanden, with details of coursing and mortar to be provided, is recommended.

Brick is not the only material proposed. Large glazing panels alongside aluminium cladding would feature prominently on the main Phase 2 building. These materials are common on contemporary buildings in the area, including the Phase 1 building. Their complementary use is welcomed and (subject to details of colours and finishes) would help the proposed building reflect the surrounding environment.

Weighing these considerations, including the generally high quality of the proposed design, it is considered that the elevational appearance (including fenestration, relief and detailing) and materials proposed for the main Phase 2 building are acceptable.

The proposal also includes a secondary service building. While it would be a utility structure that would be visible from public vistas on Leeds Road, it would be set back with landscape screening, and would be faced in materials matching the main building, while also being visually subservient. The applicant has demonstrated that it is necessary to accommodate plant and other necessary infrastructure associated with the main building, given the specialist equipment it is to host. Its inclusion is therefore not considered to be of concern.

Summarising the urban design implications of the proposal, the proposal is concluded to represent an attractive and well considered design. It continues the high-quality standards established by the Phase 1 building and invites further interest in the developing campus, while also helping to define the attractiveness and innovation of Huddersfield Town Centre. Subject to the above condition, officers are supportive of the proposed design, and consider that the development complies with Policy LP24 of the Kirklees Local Plan.

Impact on Local Heritage Assets

There are various listed buildings located within Huddersfield Town Centre to the west of the site. The applicant's heritage statement identifies 37 such buildings which sit within proximity to the application site. This includes a mixture of Grade II and II* properties, and the Grade I Listed Huddersfield Railway Station. In addition to listed buildings, the site is adjacent to the Huddersfield Town Centre Conservation Area.

Sections 16, 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 introduce general duties in respect of conservation areas and listed buildings. In considering whether to grant planning permission for development which affects a heritage asset or its setting, the Local Planning Authority should have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

The proposed development would not affect the fabric of any of the identified heritage assets. This means, there will be no physical works upon, or in the case of the conservation area, within, the heritage assets. Nonetheless, due regard must be given to the setting of the heritage assets.

The Phase 1 building is located between Phase 2 and the majority of the nearby heritage assets. It effectively screens and limits interactions between the new development and the historic environment, bar limited lines of sight from the northwest. Therefore, the proposal would not be prominently visible alongside the heritage assets, with impacts limited to views out from certain heritage assets, sited to the northwest, towards the application site. This includes the Huddersfield Town Centre Conservation Area and 9 Northumberland Street.

Views from these assets would be long distance, with the ringroad intervening and with various other contemporary buildings evident (including Phase 1), limiting any specific visual connectivity or association between the heritage assets and the current application site. However, the proposed development (cumulative with Phase 1) would impact on the site lines from the conservation area and listed buildings in the town centre towards the Grade II listed Brierley's Mill. The development may also further limit westward views from the historic Huddersfield Broad Canal (the view of Huddersfield Railway Station from the canal towpath has already been blocked by Phase 1). This restriction and/or severing of views between historic features, caused by recent and proposed interventions, has caused or would cause a degree of harm to the respective heritage assets' settings. However, while the relationships between these heritage assets is of value, they are not a fundamental aspect of their respective heritage value (i.e., not a core reason as to why they are individually identified as heritage assets). Furthermore, various other interventions over several decades have already contributed to severing these relationships and shared settings.

The NPPF requires the impact caused by a proposal to heritage assets to be quantified. Weighing the above, the harm caused is deemed less than

substantial. This has been concluded having due regard to the proposal's use of buff brick, which as is set out previously, is acknowledged to not be the predominant material of the area or historic environment. Where less substantial harm would be caused, the public benefits of a proposal must be weighed against the public benefits, as set out in paragraph 208 of the NPPF. The public benefits of the proposal include re-using a vacant brownfield site, economic activity, and the extensive benefits of expanding and developing education provision. These public benefits are concluded to outweigh the identified less than substantial harm to the historic environment. It is therefore concluded that the proposed development complies with Sections 16, 66 and 72 of the 1990 Act, Policy LP35 of the Kirklees Local Plan, and Chapter 16 of the NPPF.

Residential amenity

New development has the potential to harm the amenity and living standards of neighbouring residents. Local Plan Policy LP24 seeks to protect established amenity.

The apartment building Harold Wilson Court (previously Richmond Flats) is located to the northwest of the site. It is located circa 55m away, with Leeds Road dividing them. Crown House is located to the south-southwest at circa 95m away. While currently a vacant office building, it has an extant permission for conversion to residential (student) use.

While the large scale of the proposed main Phase 2 building is acknowledged, officers are satisfied that the identified separation distances to residential properties and intervening features are sufficient to prevent issues of overbearing, overshadowing, or overlooking.

Local Plan Policy LP52 requires consideration of pollutants that affect environmental quality and how they may affect amenity. The proposed development is not expected to be a substantial source of noise pollution. While it is accepted it would introduce many people to the site, typical use of the site with students, staff, and visitors, moving around or enjoying the open space would not result in loud noise. Condition 28 of the outline permission limits the noise level of the external plant. In terms of odour pollution, condition 30 of the outline permission requires the submission of an odour strategy prior to any kitchen being brought into use, via the discharge of condition process.

Concluding on the above, officers are satisfied that the matters of layout, scale, and the appearance of the proposed development would not result in material harm to the amenity of neighbouring residents. Furthermore, the proposed development would not generate pollutants that harm amenity, with security offered by the conditions imposed at outline stage. The proposal is therefore deemed to comply with Policies LP24 and LP52 of the Kirklees Local Plan

Landscape

Landscape is defined as:

the treatment of land (other than buildings) for the purpose of enhancing or protecting the amenities of the site and the area in which it is situated and includes: (a) screening by fences, walls or other means; (b) the planting of trees, hedges, shrubs or grass; (c) the formation of banks, terraces or other earthworks; (d) the laying out or provision of gardens, courts, squares, water features, sculpture or public art; and (e) the provision of other amenity features;

There is limited vegetation on the site at present. The vegetation to be removed is young and self-seeded, with limited amenity value. A planted verge owned by the council separates the site from Leeds Road. It historically hosted mature trees, many of which were felled and replaced by new planting in early 2023. For the avoidance of doubt, the verge area is outside of the application site and outside the control of the applicant.

Opportunities for landscaping are limited within the phase under consideration, given that most of the phase's land would be occupied by the proposed buildings. Nonetheless, an attractive landscaping strategy for the limited open outdoor spaces that are proposed around the buildings has been provided. This includes the spaces between Phases 1 and 2, and future Phase 3, having tree planting, with six trees in total, that would double as screening to soften the appearance of the secondary service building. Opportunities for additional tree planting have been explored but discounted due to underground services. In addition to trees, the proposal includes low level decorative planting, including shrubs and a planting mix, along the site's sides and frontage (into the site).

The landscaping proposed would appropriately tie into and continue the landscaping strategy approved for Phase 1 (2022/91456) and would be further enhanced by the above-mentioned council-led landscaping works along the Leeds Road verge.

Overall, the proposed on-site open space and landscaping is welcomed. This would be a strong continuation of Phase 1's verdant and attractive campus and would continue to set a high standard for the development. A condition is recommended requiring the implementation of the landscaping as proposed, and requiring a detailed management and maintenance strategy for the open space and planting (for a minimum of five years). This is to ensure plants have adequate establishment opportunity. Subject to these conditions, the proposal is deemed to accord with Policy LP32 of the Kirklees Local Plan and Chapter 15 of the National Planning Policy Framework.

Flood risk and drainage

The principles of the site's flood risk and drainage arrangements were assessed and established as part of the parent outline permission. Regarding flood risk, it was concluded that there are no flooding issues within the site

and, because it lies within Flood Zone 1, a sequential test was not required. Regarding drainage, as a historic brownfield site, it was identified that it had an established high discharge rate into public sewer. It was determined that:

The development scheme would manage the surface water runoff rate and incorporate the 1:100 + 30% climate change scenario. It acknowledges that the whole scheme would require management and storage and a preliminary estimate based on 100% of the development being positively drained is that the development would require 830m³ of storage.

A site-wide maximum discharge rate of 138l/s was secured via condition 16 of the outline permission, while condition 12 requires each phase to have a dedicated drainage strategy. The condition does not require the drainage strategy to be submitted with each phase's Reserved Matters submission(s) (therefore, no such submission is required as part of this current application). In so far as it relates to this application, officers are satisfied that the proposal as submitted would not prohibit a feasible and appropriate strategy being submitted as part of a subsequent discharge of condition application. Therefore, the matter may be addressed via a separate discharge of condition application pursuant to condition 12.

Conditions relating to flood routing and temporary drainage arrangements during construction (per phase) are secured via conditions on the parent outline permission.

There are numerous freshwater / foul-water pipes crossing the site, which are the responsibility of Yorkshire Water. Condition 15 of the parent outline permission sought to protect the foul water pipes by imposing standoff distances, unless a diversion was secured. During this application the pipe has been confirmed to be abandoned by Yorkshire Water, who now raise no concern regarding the position and layout of the proposed Phase 2 buildings.

Ecology

At the outline stage a Preliminary Ecological Appraisal (PEA) was undertaken to determine the site's original ecological state and value. It was deemed to accurately identify the ecological context of the site and enabled ecological principles to be established. This included calculating the site's ecological value at 5.68 habitat units, using the DEFRA Metric 2.0. This meant that 6.25 habitat units would need to be provided, when accounting for 10% biodiversity net gain. Given that application was an outline proposal with all matters reserved it was considered that planning conditions would be most appropriate to secure ongoing ecological monitoring and net gain.

Condition 18 of the outline permission required that a comprehensive Ecological Impact Assessment (EclA) be undertaken prior to the first phase of development commencing. This document has been submitted and approved as part of the Discharge of Conditions application 2022/91412. K.C. Ecology commented that '*the EclA provides a robust assessment of the site and*

determines that the site is of minimal ecological value. The EclA clearly lays out the impacts on biodiversity in the absence of mitigation and details the requirements to ensure that there are no adverse impacts on ecological receptors associated with the proposed development.' The implementation of the mitigation measures identified within the approved EclA (for each phase) is secured by condition 18.

Condition 19 requires that a Biodiversity Enhancement Management Plan (BEMP) be provided for each phase of the development. Its fundamental goal is to ensure the original required 6.25 habitat units are delivered cumulatively throughout the different phases. The condition requires that the information be provided as part of each phase's Reserved Matters application.

It has been agreed between officers and the applicant that each phase would provide a pro-rata value of habitat units, based on each phase's proportional amount of the outline's total site area. The outline's total site area is 2.67 hectares, with Phase 2 covering circa 9% of the outline site (0.23 hectares). Therefore Phase 2 is expected to deliver 9% of the net gain, or 0.56 habitat units. The applicant has assessed this and determined they are unable to deliver all 0.56 habitat units on this site but can provide a reduced amount. The next option is to explore provision elsewhere in the area, but they have currently been unable to identify suitable nearby land. Information submitted in support of condition 19 (Biodiversity Management Plan, Brooks Ecological, 26/10/2023) states that the proposals for Phase 2 would deliver 0.05 habitat units at the site and as such, result in a deficit of 0.51 units over the required amount. Given the above, in order to achieve the required level of habitat units for this phase of the development, a commuted sum of £11,730 is required. This has been secured within a completed Section 106, dated 29/11/2024.

With the shortfall of net gain agreed to be secured via Section 106 contribution, and condition 19 on the outline securing the on-site delivery, officers are satisfied that the proposal complies with the expectations set out at outline stage (in so far as it relates to ecology and ecological net gain), and adheres to the conditions. Furthermore, the proposal is deemed to comply with the aims and objectives of Policy LP30 of the Kirklees Local Plan.

Other matters

The Huddersfield Blueprint and Station to Stadium

Huddersfield Town Centre benefits from the Huddersfield Blueprint document, which is a ten-year vision to create a thriving, modern-day, town centre. The plan aims to deliver five key objectives for Huddersfield Town Centre: A vibrant culture, art, leisure and nightlife offer, thriving businesses, a great place to live, improved access and enhanced public spaces. It focuses on regenerating six key areas: the Station Gateway, St Peter's (and Northumberland Street), Kingsgate and King Street, New Street, the Civic Quarter and a new Cultural Heart in the Queensgate and Piazza area.

The application site does not form one of the six key areas. Despite this, it is well-suited to influence and contribute towards the delivery of the above objectives. Consideration should also be given whether the proposal would negatively affect the aims of the blueprint.

Officers consider the proposal would notably assist in the delivery of the five objectives of the blueprint, through offering a high-quality facility and enhanced (and diversified) land use offer within the town. As has been previously considered, while separated from the town centre by the ringroad, the development of the Southgate campus would encourage movements in and around the site. Through increasing the university and town centre's attractiveness and footfall, the proposal could indirectly support a greater cultural offer and business attractiveness, and could help create a more desirable place to live. Furthermore, through contributing to the Health and Innovation Campus as a high-quality development that is adjacent to St Peter's Garden and Northumberland Street, and by encouraging pedestrian movements through Kingsgate, King Street, and the station gateway, the proposal could act as a catalyst and support the future delivery of enhancement works.

There are deemed to be no detrimental impacts of the proposal upon the aims and ambitions of the blueprint.

An ongoing ambition of the council is to promote the Station to Stadium walking route. This strategy looks to promote walking as an attractive and viable transport option between the John Smith's Stadium and Huddersfield town centre. For the reasons outlined above, the proposal would not prejudice this ambition and is expected to enhance it.

Climate change

Condition 32 on the parent outline permission requires that:

32. For each phase of development, prior to the commencement of any development, details of measures to promote carbon reduction and enhance resilience to climate change for that phase shall be submitted to and approved in writing by the Local Planning Authority. The development of that phase shall be constructed in accordance with the approved details and all approved measures thereafter retained

The condition does not require that details are provided with each phase's Reserved Matters (therefore, they do not need to be provided as part of this application) and they will therefore be considered as part of a separate discharge of condition application.

Crime prevention

Advice has been provided by the West Yorkshire Police's Designing Out Crime Officer, and this has been shared with the applicant. The feedback relates to technical details that would not affect the Reserved Matters

submission (i.e., glazing standards, CCTV location, and internal locking). In accordance with paragraphs 96 and 135 of the NPPF, it is recommended that a condition be imposed requiring the submission of security mitigation and prevention measures, for review in consultation with the Designing Out Crime Officer and Counter Terrorism Security Adviser.

Fire Safety

The application is supported by a Fire Strategy Report, however, the building falls below the requirements for a consultation with Planning Gateway One. This is because the top occupied floor's level (excluding roof top plant and the top-most floor which consists exclusively of plant rooms) would be below 18.0m. Fire safety would be considered in full at the relevant Building Regulations stage.

Discharge of Conditions

Outline application 2021/91544 was approved with 32 planning conditions. Of those, five conditions required the submission of specific information at the Reserved Matters application stage. These conditions, and an assessment of the details provided, are outlined below:

Condition 5 (masterplan)

5. As part of any reserved matters application for each phase, a Masterplan for the application site shall be submitted to and approved in writing by the Local Planning Authority. The Masterplan shall at least include the following details:

- i. Define a clear structural layout of the new development, establishing the permeability of the public realm and establishing a clear pattern of gateways and streets/pedestrian route lined with trees;*
- ii. Positively address the ring-road network, detailing the strategy for boundary treatments along and the enclosure of the site, particularly to address the level-change across the site, vehicular access points and the hierarchy of site roads and gateways.*
- iii. Illustrate the physical and visual connections to the site based on pedestrian desire routes into the site and across the town centre and to the existing University campus;*
- iv. This would also need to include a consideration of pedestrian routes through the site to improve the area's permeability to other destinations such as the stadium;*
- v. Focus external views from the town centre along Northumberland Street, ensuring that the specifications for the 'landmark building' (at indicative site 01) addresses the need to express the connections with the historic core;*
- vi. Consider key views / focal points from the surrounding area, including from the canal (a key pedestrian/cycle route) looking towards the Railway Station;*

- vii. Indicate how the proposed campus development would architecturally address the integration of Crown Buildings;*
- viii. Illustrate how vistas of key site gateways and internal nodes would be addressed to demonstrate active frontages and overlooked/passively controlled pedestrian/access areas;*
- ix. Outline the service/operational requirements for the building blocks to be considered when determining whether façades of buildings are of sufficiently high-quality and function well, defining the public and private/service areas to maximise the permeability and vitality of the public realm.*
- x. Establish how the structural landscaping would define the public realm, while compensating for the loss of tree groups*
- xi. Consider the opportunity to create tree-lined boundaries to Southgate, Leeds Road, and Old Leeds Road to define the edges of the campus site, with similarly expressed key gateways and access points.*

The details comprised in the reserved matters for each phase shall comply in all respects with the approved Masterplan.

Reason: *To ensure that the development achieves high quality design across the whole site.*

This condition has previously been discharged under application 2022/91456. The condition does not require subsequent approvals. However, the applicant has chosen to update the masterplan to reflect the evolution of the site (i.e., providing accurate details regarding Phase 2, whereas before they were indicative). This is welcomed, and the details provided are considered acceptable.

The details as updated are deemed to comply with each of the requirements set out within condition 5, in addition to the requirements of Local Plan Policy LP5.

Condition 6 (design code)

6. As part of any reserved matters application for the first phase, a Design Code for the whole of the site shall be submitted to and approved in writing by the Local Planning Authority.

Reason: *To ensure that the development achieves high quality design across the whole site*

This condition has previously been discharged under application 2022/91456. The condition does not require subsequent approvals. However, the applicant has sought to amend one element of the design code. Specifically, as originally approved, the design code stipulated that natural stone would be the primary building material on the site. They now propose to expand upon this, to include brick. This is because the Phase 2 building is proposed in brick and therefore would be contrary to the previously-approved design code.

Consideration of the use of brick as part of this development has been set out previously in this report. In conclusion, on balance, its inclusion was considered acceptable. Therefore, updating the design code to reflect this is appropriate. Notwithstanding the acceptance of the design code, any subsequent proposal to use brick elsewhere on the site would need to be considered carefully as part of subsequent phases' Reserved Matters applications.

Beyond the matter of materials, there are no other material changes proposed to the design code. Officers therefore recommend that condition 6 may be re-discharged based on the new details.

Condition 8 (access) and Condition 9 (internal access)

8. As part of, or prior to the submission of the application for reserved matters for the first phase of development, a plan detailing the highway access into that phase shall be provided. This shall include the following: a) Provision of a visibility tangent of $x=2.4m$ by $y=43m$. b) A corner radii of 10 metres minimum. The access into the relevant phase shall be implemented in accordance with the approved details prior to the first occupation of that phase.

Reason: *To provide a satisfactory means of access into the site in the interests of highway safety.*

9. As part of, or prior to the submission of any application for reserved matters pursuant to access for each phase of development, details of access arrangements within the site for that phase shall be provided. These details shall include the following: a) Full details and sections of any carriageway access, which should have a minimum width of 7.3m with a 2m footway and segregated cycleway and a minimum 35m centreline radius; b) Details of parking arrangement for each phase, to include details of parking bays, which shall be a minimum of 2.4m x 4.8m and disabled bays at a minimum of 6.6m long x 2m wide. No building pursuant to an individual phase shall be brought into use until the above access works for that phase have been completed in accordance with the approved details.

Reason: *To ensure that suitable access is available for the development*

These matters, and other highways considerations, have been addressed previously within this report.

It should be noted that Phase 2 is to use the existing Pine Street entrance as the main vehicle route. This does not include a segregated cycle way. Given the proposed use of the existing infrastructure, which is to be significantly changed in future phases (part pedestrianised, part shared surface), it is not considered reasonable or necessary to add a cycle route at this time. Accordingly, notwithstanding the expectation of the condition, it is considered reasonable for this phase to not meet that particular expectation. The applicant proposes the use of the temporary Pine Street Car Park, which is

reasonable, with a condition intended requiring a permanent solution to be put forward. This may include the Pine Street Car Park becoming permanent (without prejudice to any subsequent proposal), until the later phase (Phase 5), which would add the Sustainable Transport Hub, is brought forward.

Condition 19 (BEMP)

19. For each phase of development, plans and particulars of the Reserved Matters pursuant to landscaping and layout shall include a Biodiversity Enhancement & Management Plan (BEMP) to ensure that a biodiversity net gain is achieved postdevelopment. The BEMP would be in accordance with the Biodiversity Metric 2.0 calculations as already submitted within the planning application and agreed in principle by the Local Planning Authority comprising an existing value of 5.68 habitat units and 0.29 hedgerow units. The development as a whole shall provide a minimum of 6.25 habitat units and 0.32 hedgerow units habitat units post-development. The BEMP shall therefore include the following:

- a) An updated assessment of the existing on-site and off-site habitats to be retained, lost and created utilising the Biodiversity Metric 2.0;*
- b) Description and evaluation of features to be managed and enhanced*
- c) Extent and location/area of proposed enhancement works on appropriate scale maps and plans*
- d) Ecological trends and constraints on site that might influence management*
- e) Aim s and Objectives of management*
- f) Appropriate management Actions for achieving Aims and Objectives*
- g) An annual work programme (to cover an initial 5-year period to be reviewed and updated for a minimum period of 30 years)*
- h) Details of the management body or organisation responsible for implementation of the Plan*
- i) Ongoing monitoring programme and remedial measures*

The Plan shall include details of the legal and funding mechanisms by which the longterm implementation of the Plan would be secured by the developer with the management body responsible for its delivery. The Plan shall also set out (where the results from the monitoring show that the Aims and Objectives of the BEMP are not being met) how contingencies and/or remedial action would be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved Plan. The approved Plan would be implemented in accordance with the approved details.

Reason: *To ensure that the development hereby permitted provides ecological enhancement and creation measures sufficient to provide a biodiversity net gain in accordance with Policy LP30 and guidance within the NPPF.*

This matter, and other ecological considerations, have been addressed previously in this report.

Section 106 agreement

An appropriate agreement, securing the obligations referred to in this report, was completed on 29/11/2024.

Representations

The comments received are set out earlier in this report.

In response, officers note that a condition requiring the submission of a construction management plan, per phase, was imposed at outline stage and does not fall to be considered at this time. Officers are not of the view that the proposal would cause materially harmful overlooking or loss of privacy affecting users of the non-residential property referred to in the representations received. While the masterplan does indicate potential uses for the vacant future phase land, including pop-up events, such a matter does not form a part of this Reserved Matters application.

Conclusion

The NPPF has introduced a presumption in favour of sustainable development. The policies set out in the NPPF taken as a whole constitute the Government's view of what sustainable development means in practice.

This application has been assessed against relevant policies in the development plan and other material considerations. It is considered that the development would constitute sustainable development and is therefore recommended for approval.

Recommendation: Approve

Application Number: 2023/93655

Decision Authorisation: Delegated Powers

Officer Recommendation: Approve Reserved Matters subject to conditions and a Section 106 agreement

Conditions and Reasons

1. 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.

2. The hereby approved buildings shall be faced in Corum (by Vandersanden) brick, as detailed on plan ref SG2-AHR-B2-XX-DR-A-08300 rev P6. Prior to the use of the brick, details of the proposed coursing/bonding pattern and the proposed mortar colour and pointing, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be implemented in accordance with the approved details.

Reason: In the interests of the visual amenity and to accord with Policy LP24 of the Kirklees Local Plan.

3. Excluding the brick pursuant to condition 2, prior to their use, details of all other external facing materials, as detailed on plan ref SG2-AHR-B2-XX-DR-A-08300 rev P6, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be completed using the approved materials, prior to the hereby approved building being brought into use.

Reason: In the interests of the visual amenity and to accord with Policy LP24 of the Kirklees Local Plan.

4. Prior to the installation of external glazing, a report containing the proposed anti-terrorism mitigation measures for the development shall be submitted to and approved in writing by the Local Planning Authority. The identified measures shall be implemented before the building is brought into use and shall thereafter be retained.

Reason: In the interest of crime prevention and anti-terrorism mitigation, so as to comply with Policy LP24 of the Kirklees Local Plan.

5. Prior to the hereby approved development being brought into use, details of a minimum of 36 dedicated car parking spaces, to be provided in or around the blue-line site as shown on plan ref SG2-AHR-B2-00-DR-A-08500 rev P4, shall be submitted to, and approved in writing by, the Local Planning Authority. The thereafter approved parking spaces shall be implemented prior to the development being brought into use, and thereafter retained.

Reason: To secure parking to serve the development on site, in the interest of Highway safety and efficiency so as to accord with Policy LP21 of the Kirklees Local Plan.

6. Pursuant to the requirements of condition 5, prior to the hereby approved development being brought into use, a car park management plan shall be submitted to, and approved in writing by, the Local Planning Authority. The plan shall include details of restrictions, signing and markings to ensure drivers are aware of the proposed parking provision. Details of a scheme ensuring the car park is used exclusively by those for which it is intended should also be supplied. The plan so approved shall be implemented before the development is brought into use and retained thereafter.

Reason: In the interests of highway safety and to achieve a satisfactory layout, in accordance with Policy LP21 of the Kirklees Local Plan.

7. Prior to the hereby approved development being first brought into use, the 11 Sheffield style cycle hoops, as shown on plan ref SG2-GIL-XX-00-DR-L-10014 rev P05, shall be installed, and made ready for use. The cycle storage facilities shall thereafter be retained.

Reason: To promote alternative methods of travel through the provision of appropriate and secure facilities, in accordance with Policies LP21 and LP24 of the Kirklees Local Plan.

8. The landscape scheme shall be implemented in accordance with landscape plans referenced SG2-GIL-XX-00-DR-L-10011 rev P15 and SG2-GIL-XX-XX-DR-L-40011 rev P03 prior to first occupation of the development, or within the first planting season following first occupation. If within a period of five years from the date of the planting of any tree/hedge/shrub that tree/hedge/shrub, or any replacement, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the Local Planning Authority, seriously damaged or defective, another tree/hedge/shrub of the same species and size as that originally planted shall be planted in the same location as soon as reasonably possible and no later than the first available planting season, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure an appropriate and healthy landscape scheme in the interests of visual amenity and biodiversity, in accordance with Policies LP24 and LP30 of the Kirklees Local Plan.

9. A landscape management plan, including long-term design objectives, management responsibilities and maintenance schedules for a minimum period of five years shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of the development. The landscape management plan shall be implemented in accordance with these approved details.

Reason: To ensure the successful aftercare of the landscaping, in accordance with Policy LP24 of the Kirklees Local Plan.

10. Other than where indicated on the drawings hereby approved, no railings, edge protection installations, flues, vents, wind turbines, plant, plant enclosures, lift overruns, aerials, dishes and/or CCTV cameras or related equipment and installations shall be located on or fixed to any roof of the development hereby approved. Should any such equipment or installations be considered necessary, details of these shall be submitted to and approved in

writing by the Local Planning Authority. Thereafter the development shall be completed in accordance with the details so approved.

Reason: In the interests of visual amenity, to accord with Policy LP24 of the Kirklees Local Plan.

Note: Highway works

The granting of planning permission does not authorise the carrying out of works within the highway, for which the written permission of the Council as Highway Authority is required. You are required to consult the Design Engineer (Kirklees Street Scene: 01484 221000) with regard to obtaining this permission and approval of the construction specification. Please also note that the construction of vehicle crossings within the highway is deemed to be major works for the purposes of the New Roads and Street Works Act 1991 (Section 84 and 85). Interference with the highway without such permission is an offence which could lead to prosecution.

Note: Recommended hours of construction

To minimise noise disturbance at nearby premises it is generally recommended that activities relating to the erection, construction, alteration, repair or maintenance of buildings, structures or roads shall not take place outside the hours of:

- Monday to Friday: 0730 – 1830
- Saturday: 0800 – 1300
- With no working Sundays or Public Holidays In some cases, different site-specific hours of operation may be appropriate.

Under the Control of Pollution Act 1974, Section 60 Kirklees Environment and Transportation Services can control noise from construction sites by serving a notice. This notice can specify the hours during which work may be carried out.

Discharge of Condition

This application seeks to discharge conditions 5, 6, 9 and 19, imposed on the parent outline application ref. 2021/91544. Please note the following:

Condition 5 (masterplan)

Condition 5 requires each Reserved Matters application to be submitted with a Masterplan.

You have submitted the document titled National Health Innovation Campus Masterplan Southgate, Huddersfield; Master Planning, Phasing, Design Code Context: Volume 1 – Master Planning’ revision February 2024 Phase 2 Update Document, pursuant to condition 5.

I can confirm that the submitted details are acceptable in so far as they relate to Phase 2 and the details approved as part of this Reserved Matters application, ref 2023/93655.

However, the condition has the following ongoing requirement, which must be adhered to, to ensure ongoing compliance with condition 5:

The details comprised in the reserved matters for each phase shall comply in all respects with the approved Masterplan

Notwithstanding the above, condition 5 requires a Masterplan to be submitted with each subsequent Reserved Matters application (i.e., each phase). It is expected that the Masterplan document submitted as part of this application will evolve and be updated as each phase is progressed.

Condition 6 (design code)

You have submitted the document titled National Health Innovation Campus Masterplan Southgate, Huddersfield; Master Planning, Phasing, Design Code Context: Volume 3 – Design Code, revision July 2024, pursuant to condition 6.

Condition 6 has previously been discharged as part of application ref 2022/91456. Unlike condition 5, condition 6 only needs to be discharged once. However, the new version of the Design Code document now submitted makes minor modifications to the previously-approved document.

I can confirm that the newly submitted details are acceptable and are hereby approved pursuant to condition 6.

The principles of the amended design code shall be considered and applied when progressing the future phases of the development, as outlined in the masterplan and phasing strategy. Please note that revisions to the design code should not be made for every phase.

Condition 9 (internal access)

Condition 9a) requires technical details of the phase's "carriageway access". It also requires the access to be a minimum of 7.3m wide, with a 2m footway and segregated cycleway and a minimum 35m centreline radius. This phase of the development is not considered to have a main "carriageway access". Visitors are to use Pine Street, to access the Pine Street Car Park, until that area's re-development under a later phase. This is detailed within the submitted Phasing Plan.

Condition 9b) requires the submission of parking arrangements, and sets out necessary parking bay standards. The intention is to use the existing Pine Street Car Park (159) spaces, which is to be converted from a public to private car park. This is considered reasonable for the purposes of condition 9b. It is acknowledged that this car park is temporary in nature, however this

is to be addressed via conditions 5 and 6 attached to this Reserved Matters approval.

In light of the above assessment, the details submitted pursuant to condition 9 are hereby approved, in so far as they relate to Phase 2. Condition 9 requires each phase to include details of access, and therefore must be discharged as part of each subsequent Reserved Matters submission

Condition 19 (BEMP)

You have submitted a Biodiversity Management Plan referenced ER-7085-01 by Brooks Ecological pursuant to condition 19. This sits alongside the Section 106 agreement dated 29/11/2024.

I can confirm that the submitted details are acceptable for the purpose of condition 19, and are hereby approved. However, it is brought to your attention that the condition has ongoing requirements which must be adhered to secure continued compliance:

The approved Plan will be implemented in accordance with the approved details

Notwithstanding the above, you are reminded that condition 19 requires a Biodiversity Enhancement and Management Plan (BEMP) to be submitted with each subsequent Reserved Matter (i.e., each phase).

Plans and specifications schedule:

Plan Type	Reference	Version	Date Received
Proposed Landscaping Layout	SG2-GIL-XX-00-DR-L-10011	Rev. P15	30/07/2024
Block Plan	SG2-GIL-XX-00-DR-L-10014	Rev. P05	30/07/2024
Proposed Site Sections	SG2-GIL-XX-XX-DR-L-20011	Rev. P04	30/07/2024
Proposed Site Sections	SG2-GIL-XX-XX-DR-L-20012	Rev. P04	30/07/2024
Proposed Site Sections	SG2-GIL-XX-XX-DR-L-20013	Rev. P03	30/07/2024
Proposed Site Sections	SG2-GIL-XX-XX-DR-L-20014	Rev. P05	30/07/2024
Block Plan	SG2-GIL-XX-XX-DR-L-40011	Rev. P03	30/07/2024
Proposed Floor Plan	SG2-AHR-B2-00-DR-A-08200	Rev. P4	08/08/2024
Proposed Floor Plan	SG2-AHR-B2-01-DR-A-08200	Rev. P3	08/08/2024
Proposed Floor Plan	SG2-AHR-B2-02-DR-A-08200	Rev. P4	08/08/2024

Plan Type	Reference	Version	Date Received
Proposed Floor Plan	SG2-AHR-B2-03-DR-A-08200	Rev. P4	08/08/2024
Proposed Floor Plan	SG2-AHR-B2-04-DR-A-08200	Rev. P4	08/08/2024
Proposed Floor Plan	SG2-AHR-B2-R1-DR-A-08200	Rev. P6	08/08/2024
Proposed Floor Plan	SG2-AHR-B2-R2-DR-A-08200	Rev. P2	08/08/2024
Proposed Elevations	SG2-AHR-B2-XX-DR-A-08300	Rev. P6	30/07/2024
Proposed Site Section	SG2-AHR-B2-XX-DR-A-08400	Rev. P5	08/08/2024
Proposed Elevations	SG2-AHR-B2-XX-DR-A-08401	Rev. P2	02/08/2024
Location Plan	SG2-AHR-B2-00-DR-A-08500	Rev. P4	30/07/2024
Design and Access Statement		Rev. P08	29/08/2024
Transport Assessment	Connectivity Report	Rev. P02	08/01/2024
Transport Assessment	Project No: 11004	Rev. 1	05/01/2024
Ecological / Biodiversity Statement	Biodiversity Management Plan (Phase 2)		05/01/2024
Supporting Information	Design Code	Rev. July 2024	30/07/2024
Supporting Information	Masterplan	Rev. Phase 2 Update	05/02/2024
Supporting Information	Fire Safety Strategy	Issue 01	13/12/2023

Pursuant to article 35 (2) of the Town and Country Planning (Development Management Procedure) Order 2015 and guidance in the National Planning Policy Framework, the Local Planning Authority have, where possible, made a pre-application advice service available, complied with the Kirklees Development Management Charter 2015 and otherwise actively engaged with the applicant in dealing with the application.

Report Dated: 02/12/2024.