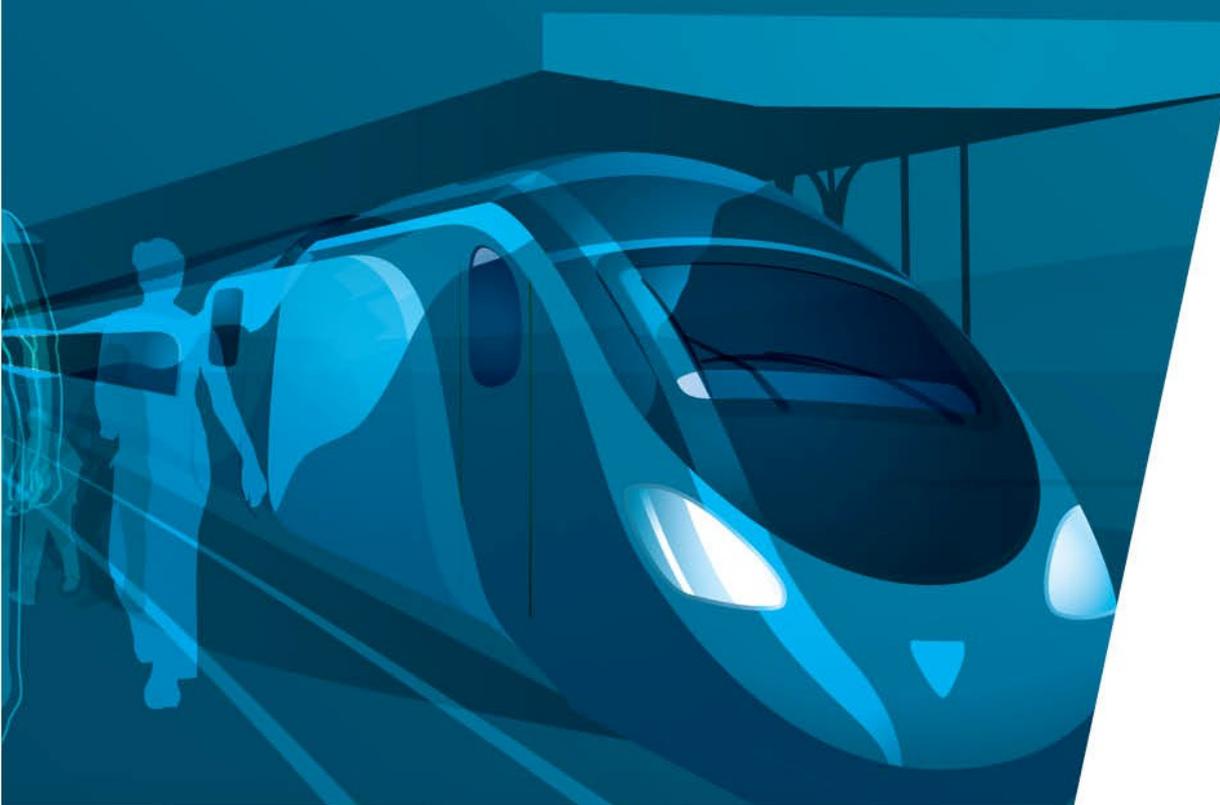


*Temporary use of land as TRU staff car park and associated works at land off Fitzwilliam Street, Huddersfield*

*Planning Statement (including Design & Access and Heritage considerations)*

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## 1.0 Introduction

1.1 This Statement supports a proposal for the temporary use of land off Fitzwilliam Street, Huddersfield for use as a staff car park. The car park will serve staff working on the Transpennine Route Upgrade in and around the Huddersfield area as well as Train Operating Company staff.

1.2 The statement is arranged as follows:

- Section 2 describes the site and surroundings
- Section 3 describes the proposed development.
- Section 4 outlines the planning history
- Section 5 provides an overview of planning policy relevant to the proposals
- Section 6 reviews the policy context of the scheme and appraisal
- Section 7 concludes the report

1.3 The application is also supported by the following documentation:

- Transport Statement
- Ecological Impact Assessment & Biodiversity Net Gain Assessment
- Noise Assessment
- Air Quality Assessment

## 2.0 Site and surroundings

2.1 The application site is located to the west of Huddersfield Town Centre, approximately 200m from Huddersfield Station and HD1, the TRU compound. The site has been vacant for some time, following demolition of several former Kirklees College buildings. It is understood that following demolition works, the site operated as an informal car park (operated privately) for a period of time. Retained buildings within the site are Grade II listed, being buildings used as the former Huddersfield Infirmary and later Kirklees Collage. The site occupies part of a larger parcel of land that is subject to a planning application (2018/92647) for a mixed-used development. Construction of a Lidl foodstore is underway to the south of the site and associated highway works have been completed.

## 3.0 Proposals

3.1 The details of the proposal are shown on the following drawings:-

- Existing Layout Plan & Location Plan
- Proposed Site Layout Plan
- Swept Path Analysis

3.2 The car park is needed to provide parking for staff working on the TRU project and is required to operate until April 2028. Following this period, the car park use will cease and the land will revert to a vacant lot, enabling the approved planning permission for this part of the site to progress.

3.3 The proposal comprises the provision of a temporary 300 space surface level car park located on vacant land previously occupied by Kirklees College. It will also include three accessible bays and seven designated lorry bays. Of these, 35 spaces will be reserved for use by Train Operating Company (TOC) staff. TOC parking is required as the staff car park at Huddersfield Railway Station is to be used as a TRU compound. Limited material storage will also be provided for the temporary storage of items of heritage value and other materials, equipment and tools.

3.4 The car park will be operated privately by the TRU Alliance. At the time of submission, the site has been partially brought into use with a combination of tarmac and compacted aggregate surfacing.

3.5 Access arrangements will remain unchanged, operating a one-way traffic system, with entry via the existing access point on Fitzwilliam Street and exit via the existing egress onto the A629 New North Road. During periods of intensified activity, such as railway blockades, the car park will require 24-hour access.

3.6 The car park will be secured by a combination of new 2.4m weld mesh fencing and existing hoarding, as shown on the proposed site plan. Electric tower lighting will also be installed along with access-controlled gates on the entrance and exit, along with CCTV.

## 4.0 Planning History

4.1 The most relevant planning history associated with the site is as follows:

**2018/92647:** Hybrid Planning Application for mixed use development - retail/office and 229 residential units (Use Classes C3/ E(a) /B1a). Full Planning permission for the partial demolition of the former Kirklees College, erection of a food retail store and alterations in connection with conversion of grade ii\* listed building to offices/apartments and creation of vehicular access from Portland Street, New North Road and Trinity Street. Outline application for erection of (two) buildings (residential apartments - C3 Use ) (Listed Building within a Conservation Area). Approved 3 August 2022.

**2018/65/92687/W:** Listed Building Consent for alterations, demolition of part of the grade ii\* listed building and other curtilage listed buildings (within a Conservation Area). Approved 3<sup>rd</sup> August 2022

**2024/92395:** (Relating to the southern part of the site) Variation of condition 2 (plans and specifications) and 3 (phasing) of previous permission 2023/93058 for variation of conditions 2 (plans), 3 (phasing plan) of previous hybrid permission 2018/92647 for mixed use development - retail/office and 229 residential units (Use Classes C3/ E(a) /B1a); full planning permission for partial demolition of former Kirklees College; erection of food retail store and alterations in connection with conversion of grade ii\* listed building to offices/apartments; creation of vehicular access from Portland Street, New North Road and Trinity Street; outline application for erection of (two) buildings (residential apartments - C3 Use ) (Listed Building within a Conservation Area). Approved 7<sup>th</sup> April 2025

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## 5.0 Planning Policy

### The Act

5.1 Determination of this application is to be made under section 38(6) of the Planning and Compulsory Purchase Act 2004, which requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.

5.2 National planning guidance contained in the National Planning Policy Framework (NPPF) confirms in Paragraph 2 that the NPPF must be taken into account in preparing the development plan and is a material consideration in planning decisions.

### National Policy

5.3 The NPPF (December 2024) sets out the Government's planning policies for England and is a material consideration in determining planning applications.

5.4 At the heart of the NPPF is a presumption in favour of sustainable development. For decision-taking this means approving development proposals that accord with an up-to-date development plan without delay.

### NPPF and Economy

5.5 The approach to building a strong, competitive economy is set out in paragraphs 85 – 87 which indicate that significant weight should be placed on the need to support economic growth. Paragraph 86(a) states that Local Planning Authorities should set a clear economic vision and strategy for which positively and proactively encourages sustainable economic growth.

### NPPF and Transport

5.6 Section 9 outlines how when assessing applications for development it should be ensured that appropriate opportunities to promote sustainable transport modes can be- or have been- taken up, given the type of development and its location. In addition, paragraph 116 states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

### NPPF and Design

5.7 Section 12 outlines that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

### NPPF and Flood Risk & Drainage

5.8 Section 14 of the NPPF deals with climate change and flooding. The overarching principle in terms of flood risk is that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future). However where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere

### NPPF and Natural Environment

5.9 Section 15 '*conserving and enhancing the natural environment*' states at paragraph 187 that planning policies and decisions should contribute to and enhance the natural and local environment by (amongst other criteria) protecting and enhancing sites of biodiversity or geological value, providing net gains for biodiversity and preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability

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## **NPPF and Historic Environment**

5.10 Section 16 of the NPPF deals with the conservation of the historic environment. In determining proposals which affect heritage assets, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance (Paragraph 207). Paragraph 212 states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation.

## **Local Plan**

5.11 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning application determinations be made in accordance with the development plan unless material considerations indicate otherwise.

5.12 The local plan for Kirklees comprises the **Kirklees Local Plan Allocations and Designations** document (adopted 27 February 2019) and **Kirklees Local Plan Strategy & Policies** document (adopted February 2019)

5.13 The application site is allocated on land identified for mixed use development (Mixed Use Allocation MXS4 (Land North of Trinity Street)) and within Huddersfield Town Centre boundary.

5.14 Additionally, the site is located within Greenhead Park/ New North Road Conservation Area. There are two listed structures within the vicinity of the application site (i) the former Huddersfield Infirmary building (Grade II\*) and the statue of King Edward VII (Grade II) located within the red line boundary.

## **6.0 Appraisal**

### **Principle of Development**

6.1 The site forms part of wider mixed-use allocation under the Kirklees Local Plan. Planning permission has been granted for mixed use development across the whole site allocation (2018/92647) which has, in part, been implemented to the southern portion beyond the red line boundary of this planning application.

6.2 The application site is located on land allocated for mixed use development (Mixed Use Allocation MXS4 (Land North of Trinity Street)) and within Huddersfield Town Centre boundary.

6.3 Policy LP67 (Mixed Use Allocations) states that for sites allocated for mixed uses, planning permission will be expected to be granted if proposals accord with the development principles set out in the relevant site boxes, relevant development plan policies and as shown on the Policies Map.

6.4 In this case the supporting policy text relating to MXS4 states that appropriate uses on the site could comprise housing, employment and retail (additional retail and/or leisure beyond that already permitted) and the erection of food retail store.

6.5 Although the provision of independent car parking is not referred to within the allocation text, the proposed use is temporary in nature, maximum of 32 months (up to April 2028) and is essential in supporting the TRU railway programme in the area. The works are fully reversible and would cause no permanent change to site.

6.6 Given the temporary nature of the proposal, it is considered not to conflict with the longer-term aspirations for the wider site, in accordance with site allocation MXS4 and policy LP67 of the Kirklees Local Plan.

### **Transport & Access**

6.7 Policy LP21 (Highways and Access) of the Kirklees Local Plan states that when considering proposals, developers should consider the needs and safety of everyone in the community. In addition, developments which generate a significant amount of traffic may require the submission of a Transport Statement or a Transport Assessment and Travel Plan depending on the scale of development and its location in relation to the highway network.

6.8 Policy LP21 also reflects Paragraph 112 of the NPPF in respect of parking, and advises that local parking standards should take into account accessibility as well as the type, mix and use of development.

6.9 Paragraph 116 of the NPPF states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

6.10 A Transport Statement (151667-TSA-00-TRU-REP-W-EN-001958) has been provided in support of this application. It considers the baseline traffic conditions and analyses several scenarios, considering the various times the site would be in use in combination with growth levels, committed development to the south of the site and varying shift patterns.

6.11 It concludes that-

- The overall impact on the local road network is expected to be minimal during periods of normal working activity as the expected trips are significantly less than the committed mixed-use development trips
- Whilst the impact on the local road network during periods of increased working activity is expected to be greater, the frequency of these periods is expected to be low, and the proposed site will be operational for approximately three years. Therefore, it can be expected that the trips generated by the car park can be managed with on-site controls, for example temporary traffic signals or staggered arrival and departure times to mitigate any potential negative impacts on the local network.

6.12 In this instance, the requirement to provide vehicular parking for TRU (and TOC staff) is essential in supporting the Transpennine Route Upgrade works in and around the Huddersfield area. Whilst the site is located within walking distance to the railway station, access by rail is not always possible, in particular during rail blockades or for staff working out of hours shifts. Notwithstanding this, the Transport Statement has demonstrated that the impacts from day-to-day use of the temporary car park would be no greater than the levels of traffic associated with the permanent, approved development being brought forward under application 2018/92647.

6.13 On balance it is considered that the temporary use of the site as a staff car park would not pose a risk to the local highway network or highway safety and would not conflict with policies LP21 and LP22 along with the NPPF.

### **Air Quality**

6.14 Policy LP51 (Protection and Improvement of Local Air Quality) of the Kirklees Local Plan requires, amongst other criteria, that development demonstrates that it is not likely to result, directly or indirectly, in an increase in air pollution which would have an unacceptable impact on the natural and built environment or to people.

6.15 An Air Quality Assessment has been provided in support of this application (151667-TSA-00-TRU-REP-W-EN-001954). It presents a review of the local existing air quality conditions and considers the potential air quality impacts during operation of the proposed car park. It concludes that –

- There is one Air Quality Management Area (AQMA) adjacent and partially within the application site, which incorporates roads bordering and within the Huddersfield ring road (Kirklees AQMA 9). This AQMA incorporates roads bordering and within the Huddersfield ring road including a boundary along New North Road.
- No construction activities are expected as part of the Proposed Development
- The additional traffic generated during the operational phase of the car park will be temporary and remain below the additional traffic permitted for the approved planning permission at the former Kirklees College (2018/62/92647) . As such, no significant adverse impacts are anticipated, and specific mitigation measures for operational traffic are not required.
- However, low emission practices will be implemented, including the avoidance of diesel generators on-site to eliminate emissions from combustion sources. In addition, cycle storage and access via public transport have been provided at the main TRU compound hubs e.g. HD1.

6.16 On balance it is considered that the proposal would not conflict with policy LP51 or the NPPF.

### **Flood Risk and Drainage**

6.17 Policies LP27 and LP28 of the Kirklees Local Plan deal with Flood Risk and Drainage, with a presumption towards providing Sustainable Drainage Systems (SUDs).

6.18 Environment Agency flood maps show that the site is located in flood zone 1, which is an area at least risk of flooding. The risk of surface water flooding is therefore considered to be very low.

6.19 Drainage for the site will mimic the former, involving a combination of natural soakaway through the sub-strata and disposal of surface water from tarmac areas via existing gullies and drainage channel, following the natural fall towards this part of the site.

6.20 It is considered that the proposal would not have an adverse impact on flood risk and local drainage infrastructure or conflict with policies LP27 and LP28, along with the NPPF.

## Noise

6.21 Policy LP52 of the Kirklees Local Plan states that proposals which have the potential to increase pollution from noise (and other criteria) must be accompanied by evidence to show that the impacts have been evaluated and measures have been incorporated to prevent or reduce the pollution, so as to ensure it does not reduce the quality of life and well-being of people to an unacceptable level or have unacceptable impacts on the environment.

6.22 A Noise Impact Assessment is provided in support of this application (151667-TSA-00-TRU-REP-W-EN-001953). It concludes that:

- Given that the proposal site has already been surfaced, no significant amount of construction activity is anticipated to be associated with proposal and any construction activities are anticipated to be limited to small amounts of surface repairs and white lining – all of which would be undertaken during daytime hours.
- No significant impacts are anticipated at nearby Noise Sensitive Receptors due to noise from the use of the proposed car park
- All changes in road traffic noise on the local road network are anticipated to be negligible.
- Traffic data shows that the temporary car park will not cause a noticeable increase in road traffic noise compared to what was already approved for the site or otherwise.
- After the temporary car park use ends, the mixed-use development that already has planning permission is expected to go ahead. No lasting residual effects on nearby homes or businesses are expected

6.23 It can therefore be concluded that the operation of the proposed temporary car park would not conflict with the aims of policy LP52.

## Ecology and Biodiversity

6.24 Policy LP30 of the Kirklees Local Plan states that the Council will seek to protect and enhance the biodiversity and geodiversity of Kirklees, including the range of international, national and locally designated wildlife and geological sites, Habitats and Species of Principal Importance and the Kirklees Wildlife Habitat Network. Development proposals will be required to protect Habitats and Species of Principal Importance.

6.25 The application is supported by an Ecological Impact Assessment (which includes a BNG Assessment) which concludes that-

- There is no vegetation clearance requirement as part of the proposed development (all works associated in formalising the car park related to existing surfaced areas). All boundary and on-site vegetation will be protected and retained throughout the works and compound use. There will be some maintenance (e.g. pruning/strimming) of boundary vegetation.
- Trees on and adjacent to the site will be protected through implementing standard good practice avoidance measures in line with BS 5837:2012
- Should any vegetation management be required, Network Rail's guidance on vegetation works and conducting bird nesting checks will be complied with
- Should vegetation management be required trees T3 and T4 will be identified as sensitive trees and protected from vegetation management (given their potential for bat roosting)
- The works are unlikely to impact on any protected species (full summary contained within section 4 of the Ecological Impact Assessment)
- The baseline BNG Assessment (found at Section 6) reports that the baseline BNG value for the site is 0.76 habitat units and 0.07 hedgerow units. However there will/ has been no habitat removal as a result of the proposal.

6.26 In summary it is considered that the proposal would not conflict with the aims of policy LP30 and the NPPF.

### Heritage

6.27 Policy LP35 of the Kirklees Local Plan states that development proposals affecting a designated heritage asset (or an archaeological site of national importance) should preserve or enhance the significance of the asset.

6.28 Paragraph 212 of the NPPF states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. Paragraph 213 states that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.

6.29 Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use (NPPF paragraph 215).

6.30 The application site is located within Greenhead Park/ New North Road Conservation Area. There are two listed structures within the vicinity of the application site (i) the former Huddersfield Infirmary building (Grade II\*) and the statue of King Edward VII (Grade II) located within the red line boundary.

#### *Greenhead Park Conservation Area*

6.31 The Greenhead Park Conservation Area boundary covers the application site, although an adopted CA Appraisal is not in place. The Conservation Area is defined by Victorian terraces, for example along Fitzwilliam Street; Greenhead Park (to the west of the application site. Historic Park & Garden) which comprises a formally laid out recreation space, mature trees and open views along with the former Infirmary Buildings (and statue) which contribute to its setting. Significance of the Conservation area derives from its communal, historic and architectural value.

6.32 Whilst it is recognised that the formation of a surface level car park in the longer term is unlikely to enhance the setting of the Conservation Area in the long term, in the evolution and development of this site, it is considered that the limited visual impacts until April 2028 would be temporary and would not prejudice the future development of this site in line with the site allocation and approved planning consent. No permanent structures are required and all surfacing carried out would be reversible. On this basis it is concluded that the proposal would cause less than substantial harm to the setting of Greenhead Park Conservation Area.

#### *Former Huddersfield Infirmary (Grade II\* listed)*

List entry:

*1831. Architect John Oates or Joseph Kaye. Former Huddersfield Infirmary. Ashlar. Hipped slate roof. Two storeys. Moulded eaves cornice. Blocking course. Continuous sill band. Nine ranges of sashes with glazing bars. Giant tetrastyle Greek Doric temple frontispiece up flight of nine steps with flanking dies. Central three window ranges have moulded frames: door has Egyptian surround. Lamp on ornamental cast iron bracket.*

*Interior: stone cantilevered staircase with cast iron balustrade.*

6.33 It is clear that the original and remaining former Infirmary Building (completed 1831, later occupied by Kirklees College circa 1967 onwards) holds high architectural and historic significance. The building features a striking Greek Doric temple frontispiece offering a high-quality classical design. The building holds a prominent presence when viewed from New North Road. The building offers a high degree of historic significance as a rare surviving example of early hospital architecture as well as its adaptation for educational purposes in later life, showing the evolution of the site.

6.34 Under approved application 2018/92647, the building is identified for retention and conversion to offices. Works to implement this permission to the south of the site have commenced and the building remains in situ protected by temporary hoarding.

6.35 The current proposal would have no impact on the historic fabric of the building and a limited impact on its setting in the longer term. Given the site was vacant following demolition of other buildings associated with the former Infirmary and college, it is considered that the proposed temporary use would have no greater impact than its former use. It is therefore considered that the proposal would cause less than substantial harm to the significance of this designated heritage asset.

#### *Statue of King Edward VII (Grade II listed)*

List entry:

*Early C20. Sculptor: P Bryant Baker. Granite plinth with bronze plaques of Peace, Sympathy and Industry on four sides. Inscribed "Edward VII King and Emperor 1901-10" on fourth side. Life size bronze statue of King in Garter Regalia.*

6.36 The bronze statue offers historic and aesthetic value, being erected in 1912 to commemorate King Edward VII after his death in 1910. It was created by sculptor Percy Bryant Baker, unveiled at the front of the hospital by King George V and Queen Mary during a visit to Huddersfield in 1912. The statue is crafted in bronze, mounted on a granite plinth, with inscriptions and decorative detailing.

6.37 As works to implement approval 2018/92647 have already commenced, the statue remains in situ protected by temporary hoarding. The current proposal would have no impact on the position or presence of the statue and is therefore considered to cause less than substantial harm to the significance of this designated heritage asset.

6.38 The temporary car park is essential to support the Transpennine Route Upgrade works in the locality and this location is crucial in providing the level of staff parking required to facilitate those works. The public benefits of the TRU programme are extensive in providing a greener, more reliable, faster and safe railway between Manchester and York, with this part of the route (W3) crucial in realising the overall benefits. It is therefore considered that there are tangible public benefits linked to the proposal in line with paragraph 215 of the NPPF.

6.39 In summary it is considered that the proposal would cause less than substantial harm to the significance of the wider Conservation Area and adjacent listed buildings, for which public benefits exist to outweigh this very limited harm, in accordance with policy LP35 of the Kirklees Local Plan and section 16 of the NPPF.

## **Design & Visual Amenity**

6.40 Policy LP24 (Design) of the Kirklees Local Plan states, amongst other criteria, that proposals should promote good design by ensuring the form, scale, layout and details of all development respects and enhances the character of the townscape, heritage assets and landscape.

6.41 Given the former, vacant appearance and use of the site following demolition of the former College buildings, it is considered that the proposal would not appear dissimilar but would mark an improvement by bringing the site into an active short-term use.

6.42 Other than surfacing and demarcation, there would be very little change to the appearance of the site. The site perimeter will be secured by way 2.4m weld mesh fencing and gates and use of existing site hoarding.

6.43 It is therefore considered that the development can be accommodated on this site without proving detrimental to the visual amenity of the area in accordance with policy LP24.

## **7.0 Summary and Conclusions**

7.1 This statement is provided to support a proposal for the formation of a temporary surface level staff car park to support essential railway work aligned to the Transpennine Route Upgrade programme.

7.2 It is considered that the proposal would not conflict with current local and national planning policy, in particular the use would not prejudice the long-term aspirations for the site to provide mixed use development, as approved under application 2018/62/92647). In addition there would be no significant harm caused to the setting of the Conservation Area, nor the adjacent listed buildings.

7.3 There is a clear, functional need for the car park with unique circumstances to justify this requirement, with the proposal essential in supporting the multi-million £ strategic TRU rail improvement programme. The consequences of failing to accommodate staff in the vicinity of HD1 (TRU compound) and Huddersfield station would be significant to the timely delivery of the rail improvement works.

7.4 We are hopeful this submission will be looked upon favourably and in accordance with advice in the National Planning Practice Guide Network Rail, we would welcome the opportunity to discuss any proposed conditions.

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