

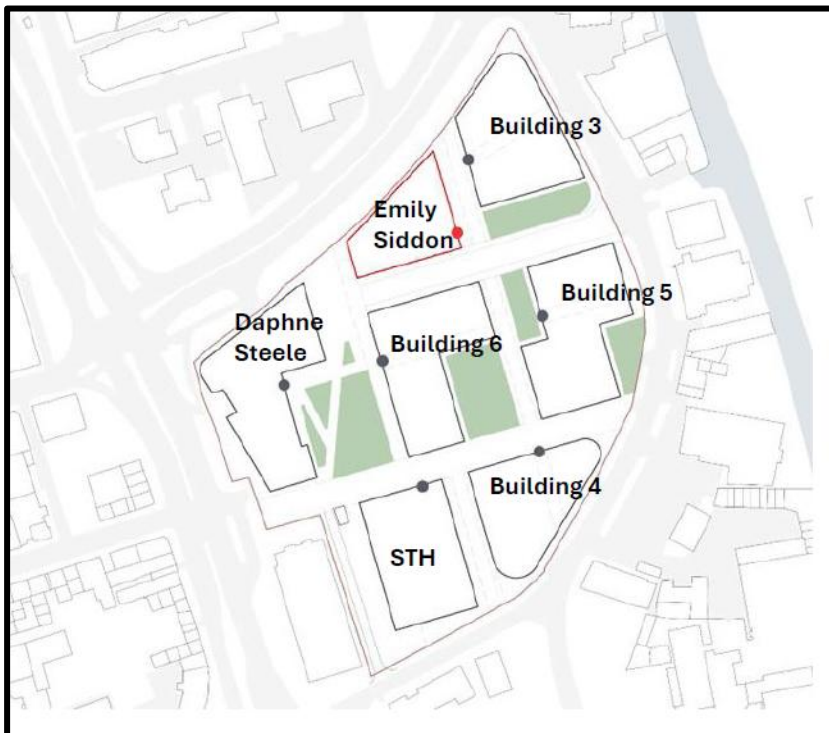
NHIC Parking Forecasts and Requirements

To: Kirklees Council Planning and
Highways Department
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From: Ian Goodwin
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Introduction

- 1.1 Construction of the Emily Siddon (ES) Building at the National Health Innovation Campus (NHIC) was completed in February 2026. It provides public facing services; a Community Diagnostic Centre (CDC) operated by Calderdale and Huddersfield NHS Trust (CHFT) occupying the ground floor, and Community Dental Services (CDS) delivered by Locala on the second floor. Demand for parking at the NHIC has increased significantly with the occupation of ES Building, with the CDC alone attracting over 20,000 patients per month.
- 1.2 The Transport Assessment (TA) for the NHIC identifies the construction of an Multi Storey Car Park (MSCP) in Phase 5 of the masterplan (now in planning and feasibility for phase 3) which will contain parking provision, electric vehicle (EV) charging and cycle storage.
- 1.3 Figure 1.1 below shows the current masterplan phasing.

Figure 1.1: NHIC Masterplan Phasing



- 1.4 The university will look to develop the MSCP with internal funding; Cushman and Wakefield (C&W) have explored cost and funding models, and Gardner and Theobald (G&T) are project managing the delivery of the MSCP along with the wider Design Team.
- 1.5 This paper supports the work undertaken by G&T and C&W on the MSCP by forecasting parking requirements for the various phases of development of the NHIC masterplan.
- 1.6 In August 2026, the Government published a revised National Planning Policy Framework (NPPF), replacing the December 2024 Framework. The NPPF is a material consideration in determining planning applications and introduces updated national decision-making policies relating to sustainable transport, accessibility, parking provision and the assessment of transport impacts.
- 1.7 This assessment has therefore been reviewed against the August 2026 NPPF. In particular, the demand modelling and proposed capacity of the MSCP have been considered against policies TR3 (Locating Development in Sustainable Locations), TR4 (Street Design, Access and Parking), TR6 (Assessing Transport Impacts) and CC2 (Mitigation of Climate Change). The assessment demonstrates that the proposed parking capacity has been derived from the specific operational requirements of the NHIC, whilst forming part of a wider strategy to increase sustainable travel and progressively reduce reliance on single occupancy vehicle journeys.

Background

- 1.8 TPC was commissioned in June 2025 to develop a parking strategy for the NHIC, considering the parking requirements of all building users and tenants.
- 1.9 Stakeholder engagement was undertaken at the early stages of the project, to develop user profiles, to understand staff and visitor/patient demographics and their parking requirements, in preparation for the opening of the ES building in January 2026.
- 1.10 CHFT, Locala, UoH's Disability Services, 3M BIC, UoH's Sustainability Manager and the UoH's Estates and Facilities senior management team were engaged.
- 1.11 Initially, parking requirements were estimated using a full building occupation profile including consideration of parking provision for the 'fallow' floor. In late August 2025 it became apparent that the clinical bays for Locala had reduced considerably from 18 to 6 and 3M BIC also confirmed that they estimated only a third of their offices and labs will be leased by March 2026.
- 1.12 This required a recalculation of parking requirements to understand the immediate capacity needs for the opening of the ES building and to consider off-site lease options to meet forecast shortfalls in parking capacity.

Parking Requirements

- 1.13 Appendix A and B provide an overview of parking requirements based on the scenarios of full occupation of the ES building (scenario 1) and parking demand for the opening of the ES building (scenario 2).
- 1.14 The full building occupation scenario 1 (**Appendix A**) also considered current 'fixed'¹ bay allocation, provision for the fallow floor and the 10 spaces currently licensed to CHFT.

¹ One parking space allocated to one defined user.

- 1.15 Scenario 2 (**Appendix B**) proposes to use a ‘License to Hunt’² only permit allocation methodology with all staff, student and tenant permits issued on a 1.5 permit to space ratio, to maximise space utilisation and provide parking for the immediate needs of building users.

Parking Options

- 1.16 TPC explored a range of parking options originally based on the full occupation of the ES building and the feasibility and cost of developing overflow parking on one of the various development plots at the NHIC. Off-site lease options were also explored in detail. Secondly a strategy to meet current parking requirements for the opening of the ES building was identified.
- 1.17 A briefing paper was taken to the Emily Siddon Project Board on the 13th of October 2025 outlining the two scenarios and presenting options to meet the shortfall forecast. The preferred option (scenario 2) to meet short-term capacity shortfall, was to lease 30 spaces off site at Sainsbury’s Shorehead store, whilst the planning and feasibility of the development of an MSCP were progressed.

Local and National Policy Context

National Planning Policy Framework 2026

- 1.18 The August 2026 National Planning Policy Framework establishes a vision-led approach to transport planning which seeks to integrate transport considerations with the creation of sustainable, inclusive and accessible places.
- 1.19 For development proposals, Policy TR3 requires development generating significant movement to be located in sustainable locations, or locations that can be made sustainable, offering a genuine choice of transport modes unless the nature of the development makes this impractical. It also requires opportunities to utilise existing and proposed transport infrastructure and to mitigate significant transport impacts.
- 1.20 Of particular relevance to the MSCP, Policy TR4 requires development proposals to provide a suitable number of parking spaces for a range of transport modes where appropriate. The level of provision should reflect the location and nature of the development, its connectivity and locally-set standards, alongside adequate provision for electric vehicle charging. TR4 also requires priority to be given to walking, wheeling and cycling and, so far as possible, convenient access to high-quality public transport.
- 1.21 Policy TR6 requires development proposals generating significant movement to be supported by a proportionate Transport Assessment or Transport Statement and Travel Plan. Importantly, assessment of movement and transport impacts should consider reasonable future scenarios, relevant times of day, cumulative impacts, multimodal trip generation and measures which promote sustainable travel.
- 1.22 The approach adopted within this assessment is consistent with these principles. Parking provision has not been determined through the application of a generic standard or by simply extrapolating current car use. Instead, it has been derived from site-specific operational demand, accessibility, travel patterns, future development, modal shift assumptions and reasonable future operating scenarios.

² 1.5 permits to space issued under ‘License to Hunt’ model.

Kirklees Council Local Plan, UDP and Parking Standards

1.23 Section 10.4, Parking Policy LP22 states:

- *Car parking provision in new developments will be determined by the availability of public transport, the accessibility of the site, location of the development, local car ownership levels and the type, mix and use of the development,*
- *Provision will be made to meet the needs of cyclists for cycling parking in new developments,*
- *Provision will be made to accommodate the needs of disabled people for the parking of vehicles.*

1.24 *'All proposals shall provide full details of the design and levels of proposed parking provision. They should demonstrate how the design and amount of parking proposed is the most efficient use of land within the development as part of encouraging sustainable travel.'*

1.25 Section 10.94, Parking Policy LP22 states: *'The scale of parking provision permitted in new developments will contribute to the measures to promote sustainable transport choices and the efficient use of land. The council will use car parking standards to support government objectives to reduce carbon emissions and congestion, to encourage use of sustainable transport modes and to ensure efficient use of roads.'*

1.26 **Appendix 2 of Unitary Development Plan (UDP)** superseded by the Kirklees Local Plan, provided parking standards for Class D1- Non-Residential Institutions: A) Education: 1 space per 3 staff, and B) Medical – doctors, dentists, vets etc, visitors: 4 spaces per: consulting room and staff: 1 space per: doctor or equivalent plus 1 per 3 other staff.

1.27 Unfortunately, the Parking Standards provided within the UDP are out of date and due to the nature of the development and mixed land use, it does not provide a clear 'Class' of development to base the calculations on. The Kirklees Local Plan is not prescriptive on parking requirements but states they should be determined by:

- Availability of public transport,
- The accessibility of the site,
- Location of the development,
- Local car ownership levels and the type,
- Mix and use of the development,
- Contribute to the measures to promote sustainable transport choices and the efficient use of land.

Parking Demand Forecasts for the NHIC

Floor area verses existing forecast demand for building 1&2

1.28 The most accurate means to forecast demand for parking at the NHIC for the various phases of development and proposed buildings, is based on the operational requirements of existing users. Extensive engagement has been undertaken by TPC and the university with tenants and users of Buildings 1&2 to understand their forecast parking demand.

1.29 TPC have used the forecast demand for Buildings 1 and 2 to estimate a parking provision ratio (parking spaces per sqm of floorspace). This ratio has then been applied to the floor area of the buildings constructed in future phases of development to provide a demand for each building and a total demand for the NHIC masterplan.

Demand Forecast Assumptions

- The forecasts for parking requirements at the opening of the ES Building and at full occupation, are accurate (at the time of writing this paper) and are based on stakeholder engagement and feedback from tenants and other stakeholders received during Summer - Winter of 2025,
- Each new building within the masterplan has a similar function and user profile to Daphne Steele and Emily Siddon,
- Overall masterplan building occupancy is estimated at 70%,
- Demand forecasts are primarily based on peak occupancy during core Monday-to-Friday operating hours. Separate sensitivity and stress-test scenarios have been considered for periods where demand may differ materially from normal operation, including major events and changes in wider town-centre parking availability. Car use to the site will remain high in the shorter term due to its patient-facing service delivery and the range of different stakeholders (estimated at 70% car use up to the construction of the MSCP).
- It will take a considerable amount of time (5-10 years) before buildings 5&6 become operational which will allow the promotion and implementation of a new University of Huddersfield Travel Plan 2026-2031 and Integrated Transport Strategy 2026-2041, to reduce demand for single occupancy car travel to 60%.
- The forecasting adopts reasonable future transport scenarios and does not assume that existing car travel behaviour will remain unchanged over the lifetime of the development. The modelling incorporates progressively lower single occupancy vehicle assumptions for later phases, reflecting implementation of the University Travel Plan, Integrated Transport and Parking Strategy, improvements to public transport and active travel, and wider West Yorkshire transport investment. This approach reflects the future-scenario and multimodal assessment principles contained within NPPF Policy TR6.

1.30 **Table 1.1** overleaf shows the forecast parking demand based on Buildings 1 and 2 parking demand, the known building phasing, building floor areas and forecast future demand.

Methodology

- 1.31 The full building occupation demand forecast (249 spaces) was calculated through the significant stakeholder engagement undertaken with existing and proposed tenants of Building 1 DS and Building 2 (ES).
- 1.32 A 70% building occupancy³ is then applied to the demand forecast to provide a demand of 174 spaces for the two buildings. This 70% building occupancy as applied to the baseline forecast is then factored into subsequent phases of development.
- 1.33 The total floor area (minus atriums) of the DS and ES building is 16,933m². The total floor area of the two buildings was then divided by 174 to provide the floor area per parking space of 97.3m².
- 1.34 The total floor area per next phase of development was then divided by the 97.3 to give a forecast demand of each new building (3-6) with a 70% single occupancy modal split applied to buildings 3

³ Forecast average building occupancy as provided by AHR architects from their experience and knowledge of similar developments and research undertaken.

and 4 and 60% to buildings 5 and 6, as the Travel Plan and its supporting measures are implemented at the NHIC.

- 1.35 The methodology provides a site-specific evidence base rather than applying a generic parking ratio in isolation. It combines observed and forecast operational requirements, building occupation, floorspace, modal split, user characteristics and future transport assumptions. This is consistent with the NPPF's requirement for transport impacts to be assessed proportionately and through reasonable future scenarios, including multimodal trip generation and measures to promote sustainable travel.

Table 1.1 NHIC Baseline Parking Demand Forecasts

Building	m ² per storey	No. of storeys	GIA m ² per plot	Total inc. atriums	Spaces	Notes
Daphne Steele (Building 1)	-	7	10268m ²	10885m ²	Total 151 spaces onsite, + 30 off site (96 visitor, 72 staff, 13 disabled)	Assumed 70% building occupancy = 174 spaces or 97.3 sqm per space (buildings 1&2)
Emily Siddon (Building 2)	-	5	6665m ²	6885m ²	Full occupation forecast total 249 spaces (135 staff incl 4 disabled, 114 visitor (incl 9 Disabled)).	
MSCP	1796m ²	8	14368m ²	-		
Building 3	1600m ²	6	9600m ²	-	69	Assumed 70% building occupancy and 70% car use
Building 4	1658m ²	6	9948m ²	-	72	Assumed 70% building occupancy and 70% car use
Totals 1-4					315	
Building 5	1658m ²	6	13082m ²	-	81	Assumed 70% building occupancy and 60% car use
Building 6	1058m ² 840m ²	4 3	6752m ²	-	42	Assumed 70% building occupancy and 60% car use
Totals			70683m ²	71520m ²	438	6% disabled bays of total = 27 bays

- 1.36 Table 1.1 shows that the total estimated parking demand for buildings 1 to 6 of the masterplan, will be **approximately 438 spaces**.
- 1.37 The operational parking forecast of approximately 438 spaces represents expected demand under the occupation and modal split assumptions described above. It is therefore a forecast of operational demand rather than the predetermined design capacity of the MSCP.
- 1.38 NPPF Policy TR4 requires an appropriate number of parking spaces to be provided having regard to the location and nature of the development, its connectivity and applicable local standards. In the case of the NHIC, these considerations include the specialist healthcare and education functions of the campus, patient and visitor accessibility, accessible parking requirements, electric vehicle

infrastructure, phased development, changing tenant requirements and the need for operational flexibility.

The proposed design capacity should therefore provide an appropriate level of resilience above the forecast baseline demand whilst remaining actively managed through the University's Travel Plan and Integrated Transport and Parking Strategy.

Observations

- 1.39 Cushman and Wakefield (C&W) presented to the MSCP Design Team, an overview of their cost modelling at a MSCP Briefing Workshop on the 27th of November 2025.
- 1.40 C&W's cost scenarios were based on the capacity and design principles of the MSCP given the initial parking forecast demand baseline of 438 spaces, the building plot area available, space designation of each floor and therefore the amount of building storeys and resulting capacity.
- 1.41 **Option 1:** a 468 spaces MSCP with photovoltaic displays and cycle parking, did not present a positive cost and 'Return on Investment' scenario.
- 1.42 **Option 2:** a 534 spaces MSCP with photovoltaic displays, presented the strongest 'Return on Investment' position.
- 1.43 A 6-storey MSCP would not provide the 438 spaces of forecast baseline demand (with a total capacity of **404 spaces** due to the requirements to house accessible and EV charging bays on the lower floors which have a greater bay width). The proposed floors and space designation are shown in Table 1.2 below.

Table 1.2 Proposed Floor Plan (468: 7 storeys or 534 spaces: 8 storeys)

Parking	Standard	Acc	EV	AccEV	Cycle	Motorcycle	Total exc cycle and bike
GF	0	0	20	0	176	10	20
1	33		27	4	0	0	64
2	60	0	0	4	0	0	64
3	60	0	0	4	0	0	64
4	60	4	0	0	0	0	64
5	60	4	0	0	0	0	64
6	60	4	0	0	0	0	64
7	60	4	0	0	0	0	64
8	66	0	0	0	0	0	66
Roof	0	0	0	0	0	0	0
Totals	459	16	47	12	176	10	

Total parking 534⁴

⁴ Plus 10 motorcycle bays.

- 1.44 Table 1.3 below summaries the C&W revenue and demand modelling findings for assumed occupancy and spare capacity within the MSCP on a weekday, Saturday and Sunday using a day 1, year 3 and year 5 timeline.

Table 1.3: Summary of Demand Modelling

Scenario	Key differentials	Weekday spare capacity	Saturday spare capacity	Sunday spare capacity
1. Day 1 low occupancy assumptions	- 60 leased spaces (20 for 7 days/week and 40 for 5 days/week) - Low occupancy assumptions for patients and visitors at 60% - 18 football matches and 1 concert per year	196	262	367
2. Year 3 / mid-point	- 100 leased spaces (35 for 7 days/week and 65 for 5 days/week) - Mid occupancy assumptions for patients and visitors at 70% - 18 football matches and 3 concerts per year	137	94	305
3. Year 5	- 120 leased spaces (40 for 7 days/week and 80 for 5 days/week) - High occupancy assumptions for patients and visitors at 80% - 18 football matches and 5 concerts per year	89	67	305

Methodology Note

- 1.45 This demand forecasting has been developed using a scenario-based approach to reflect varying levels of utilisation over time (Day 1, Year 3 and Year 5). Demand is segmented by user type (tenants, staff/students, and public users) and by temporal profile (weekday, Saturday and Sunday).
- 1.46 Occupancy assumptions have been applied to defined space groupings to derive total occupied demand. Spare capacity is calculated as the difference between total available spaces and occupied demand.
- 1.47 For Saturdays, a distinction is made between typical days and event days (e.g. football matches and concerts). Event demand is modelled as an uplift to baseline Saturday usage, applied to short-stay parking demand. This represents a robust 'stress-test' scenario rather than an average condition. Event-day forecasts represent peak (stress-test) conditions rather than average Saturday demand and should be interpreted accordingly.
- 1.48 This approach is considered proportionate and appropriate for strategic planning purposes and aligns with standard parking demand modelling practices. The scenario-based approach also reflects NPPF Policy TR6, which requires consideration of reasonable future scenarios, relevant times of day, cumulative effects, multimodal trip generation and promotion of sustainable transport when assessing transport impacts. The Day 1, Year 3 and Year 5 scenarios therefore provide a proportionate means of testing both the operational resilience of the MSCP and the effect of changing travel behaviour over time.

Strategic Considerations

- 1.49 The strategic considerations below should be read alongside the NPPF's vision-led approach to transport planning. The additional capacity above the 438-space baseline is not predicated upon maintaining current levels of private car use indefinitely. It provides operational resilience whilst the

University's Travel Plan and Integrated Transport and Parking Strategy seek progressively to increase travel by walking, cycling and public transport. The MSCP design simultaneously provides infrastructure to support that transition, including secure cycle provision, electric vehicle charging and accessible parking.

- 1.50 The proposed capacity (534 spaces) represents approximately 22% operational resilience above baseline demand (438 spaces), which is consistent with large healthcare and mixed-use developments where parking demand varies daily, tenants evolve over time and estate redevelopment occurs over several decades. The proposed capacity also provides capacity to allow consideration of the following strategic considerations:
- No student parking provision is currently offered at the NHIC or Queensgate Campus other than those with a Disability Service referral or are a Blue Badge holder. Currently out of the 13526 students (34% or 4611 students) study in Health and Human Sciences and (17% or 2303) in Applied Science which includes Pharmacy and Optometry). These courses require students to attend placement visits off campus. The success of the NHIC and the university's strategic objective to grow these types of course over the next 5 years and therefore student numbers will be reliant, in part, on the accessibility of the new campus by car and sustainable travel modes.
 - Student numbers are forecast to grow modestly by 8.7% across all courses by 2031 to 14703 mostly attributed with courses with placement visit requirements. There is a 15% forecast growth in Health and Human Sciences (+676 students) and Applied Science (+339 students).
 - Analysis of the university's 2025/26 staff travel survey (1,780 staff) and postcode analysis indicates that commuting patterns are diverse, with an average journey distance of approximately 15.5km. Although approximately 955 staff (c.54%) are within an 8km cycling distance, a substantial proportion of staff travel longer distances, including: 420 staff travelling 10–30km, 87 staff travelling over 70km.
 - Student travel patterns differ, with a larger proportion of students living locally and an average journey distance of approximately 5.7km. Key characteristics include:
 - 43.1% of students located within 10km of the campus however 31.8% of students travel over 20km,
 - A high concentration within Kirklees and West Yorkshire (approximately 77%),
 - A notable proportion travelling from Greater Manchester, likely reflecting rail connectivity.
 - 15.5% of students (1928) have a public transport journey time of 60-90 minutes and 27.6% of students (3432) a public transport journey time over 90 minutes.
 - Students are therefore more likely to use walking, cycling and public transport, and are less reliant on car parking provision compared to staff, although proportionately due to the size of the student population, this still represents a significant volume of students whose only viable means of accessing the university is via a car. Based on the 2025/26 Student Travel Survey, Single Occupancy Vehicle (SOV) travel was recorded at 27.6% (3737 students driving to campus⁵). Considering this total body of students are not on campus at any one time and a 3 permit to space ratio⁶ is applied, a daily demand for parking of over **900 spaces** is forecast at present.

⁵ Postgraduate students (approximately 25% of the student population) undertaking research degrees are likely to be on campus on a much less frequent basis. Therefore, this body of students has been detracted from the figures before the permit to space ratio is applied.

⁶ Permit to space ratio used commonly in the Higher Education sector for student permit allocation.

- National evidence demonstrates a sustained increase in students living at home and commuting to university rather than relocating to halls or private accommodation. UCAS data shows the proportion of UK 18-year-old entrants intending to live at home has risen from approximately 14% in 2007 to 31% in 2025. The Education Policy Institute and Blackbullion identify rising accommodation costs, declining real-terms maintenance support and wider financial pressures as the principal drivers. This shift is increasing the proportion of commuter students and, where public transport is limited or placements require travel, is likely to increase demand for parking.⁷
- 5, 10 and 15 years realistic but ambitious modal split targets have been set for staff and students within the University of Huddersfield Transport and Parking Strategy (ITPS) 2026-2041 and align in part, to the Local Transport Plan modal split targets. A target of 32.9% Single Occupancy Vehicle targets for staff is set by 2041, a 10.91% reduction over 15 years. This equates to circa 678 staff driving to work or a **daily demand for parking of 452 spaces**⁸.
- A target of 18.8% Single Occupancy Vehicle targets for students is set by 2041, an 8.8% reduction over 15 years. This equates to circa 2764 students driving to campus. This presents an estimated demand for daily **student parking of approximately 690 spaces**⁹.
- The planned strategic growth in Human Health Science related courses at the university with placement visit requirements and the large body of commuter students (circa 70%) will result in higher car use within this cohort of students.
- With a total current capacity of 202 staff spaces at Queensgate and 233 spaces reserved at the MSCP for staff and students (total 436 spaces), it is forecast there will still be a latent demand for off campus daily parking of **over 700 spaces**, after the 15-year modal split targets are reached.
- 10% of parking capacity will be reserved for EV charging, with a further 10% of bays provided with electrical infrastructure to provide additional EV charging as transition to electric vehicles increases over time. Circa 109 spaces reserved for EV charging if 20% bays are converted to EV charging over time. This is consistent with NPPF Policies TR4 and CC2, which require appropriate electric vehicle infrastructure and support the transition towards zero-emission transport.
- Providing additional capacity in the MSCP would 'future proof' potential further consolidation of the Queensgate Campus and associated losses in parking capacity (circa 125 spaces to be lost to periphery building leases or disposal i.e Percy Shaw House, Atkinson Holt and Sir John Ramsden buildings in the next 6 months).
- In the June 2023 total car parking capacity at the Queensgate campus was **over 600 spaces (Appendix D)**. This had reduced to **472 spaces in April 2025 (Appendix E)** and with pending

⁷ UCAS (2025) – More school leavers living at home for university and college study
<https://www.ucas.com/corporate/news-and-key-documents/news/more-school-leavers-living-at-home-for-university-and-college-study>

Education Policy Institute (2025) – No Place Like Home: Trends in Student Accommodation
<https://epi.org.uk/publications-and-research/no-place-like-home-trends-in-student-accommodation/>

HEPI & Unipol (2024) – Student Accommodation Costs Survey
<https://www.hepi.ac.uk/2024/12/05/student-accommodation-costs-survey-2024/>

Blackbullion (2024) – Student Money & Wellbeing Report
<https://blackbullion.com/student-money-and-wellbeing-report-2024/> (its findings are also reported in [The Guardian](#))

⁸ Total demand divided by 1.5 (permit to space ratio used for staff) to factor agile working practice, sickness, absence and leave.

⁹ Postgraduates students (25%) detracted from total number of students 2764 and a 3:1 permit to space ratio applied.

further disposals will provide **383 parking spaces (202 staff spaces Appendix F)**. This represents a net reduction at this campus of circa **280 staff spaces**. A summary of losses is shown in **Table 1.4** below. Initial enquiries 'pre application notice' has been submitted to Kirklees Planning department concerning the temporary provision of 60 additional spaces on the 'Western Campus' at Queensgate to offset this shortfall in staff parking provision.

Table 1.4: Summary of staff parking capacity losses at Queensgate Campus 2023-2026

Car Park	Losses in Capacity	Notes
St Andrew Road / Printworks	-147	Leased from Kirklees Council from April 2016 to Aug 2024 and used for entirely for staff parking
St Paul Street	-4	Reconfiguration of standard to accessible bays
Atkinson Holt	-10	Building disposal
Percy Shaw House	-59	Third Lease pending from Sept 2026 (100 spaces required)
Queen Street South	-36	Shortfall in lease requirements for Percy Shaw House
Wakefield Road	-24	15 spaces to accommodate third party lease of Sir John Ramsden House and 9 space lost 2017-2026.
Total	280	

- The need to provide additional disabled parking provision above 5% to cater for the specific needs of NHIC users. If installed in later phases of development, it would decrease the total amount of general spaces due to accessible bay design standards i.e 1.2m cross hatching to the rear and side of bays. To provide 6% accessible bays of total capacity (national best practice), would require 33 accessible bays a net reduction of approximately 8 standard bays to 445 standard spaces.
- The proposed MSCP will also provide resilience within the wider Huddersfield parking network at a time of significant change in town-centre parking supply. TPC has estimated that more than 400 parking spaces have been lost within Huddersfield town centre over the last five years through redevelopment and placemaking. This evidence is not relied upon as justification for direct replacement of town-centre parking within the MSCP, but provides relevant context when considering cumulative demand, displacement and the future resilience of the local parking network.

Planning Justification

- 1.51 The proposed Multi Storey Car Park (MSCP) is a critical component of the National Health Innovation Campus (NHIC) masterplan and is required to support both the current operational requirements of the campus and its planned future expansion. The development should not be viewed simply as additional parking provision but as a strategically located **mobility hub** that will integrate managed parking, electric vehicle charging, secure cycle parking, pedestrian connectivity and future sustainable transport initiatives within a single transport facility. This reflects the vision-led approach promoted by the NPPF, whereby parking provision forms one element of an integrated transport solution rather than being considered independently from walking, cycling, public transport and future travel behaviour.
- 1.52 The requirement for parking has been established through a detailed operational assessment of the existing and proposed uses of Buildings 1 and 2, extensive stakeholder engagement with the

University, Calderdale and Huddersfield NHS Foundation Trust, Locala and other tenants, together with analysis of future development phases across the NHIC Masterplan. The methodology reflects the particular operational characteristics of a mixed-use healthcare, education and research campus rather than relying solely on generic parking standards. This provides a site-specific and proportionate evidence base for determining a suitable level of parking provision consistent with the considerations identified in NPPF Policy TR4. The assessment demonstrates that the completed NHIC Masterplan is forecast to generate an operational parking demand of approximately **438 spaces**. This forecast is based on realistic assumptions regarding building occupancy, phased development, travel demand and the implementation of the University's Integrated Transport and Parking Strategy and Travel Plan, including ambitious modal shift targets over the next fifteen years. The assessment also incorporates planned modal shift and sustainable transport improvements rather than assuming continuation of present-day travel behaviour.

1.53 Whilst the 438-space forecast establishes anticipated baseline operational demand, it should not be interpreted as the required design capacity of the parking structure. NPPF Policy TR4 requires a suitable level of parking provision having regard to the nature and location of the development, its connectivity and operational requirements. A mixed-use transport hub serving healthcare, education and research use; requires sufficient resilience to accommodate normal daily variation, accessible parking, changing tenant requirements, estate rationalisation, phased development and reasonable future demand scenarios. It is therefore appropriate for the design capacity to exceed the baseline forecast where that additional capacity is evidenced and actively managed. The proposed **534-space** MSCP provides this operational resilience whilst remaining proportionate to the scale of the wider development. The additional capacity is justified by a number of strategic considerations that extend beyond the baseline parking forecast.

1.54 These include:

- The planned expansion of the National Health Innovation Campus over successive phases of the Masterplan;
- Continued growth in Health and Human Sciences and Applied Sciences, including courses requiring clinical placements and essential travel;
- Increasing demand associated with NHS partners, commercial tenants and future occupiers whose operational requirements cannot yet be fully quantified;
- Replacement of significant parking capacity that has already been lost, or is programmed to be lost, through estate rationalisation and redevelopment across the Queensgate Campus;
- Provision of additional accessible parking above minimum standards to reflect the specialist healthcare functions of the campus;
- Future expansion of electric vehicle charging infrastructure as the transition to zero-emission vehicles accelerates;
- Operational flexibility during phased occupation of future buildings; and
- Resilience to accommodate future changes in travel behaviour and campus operational requirements over the lifetime of the development.

1.55 Importantly, the proposed additional capacity is **not intended to encourage increased reliance on private car travel**. Parking provision will remain actively managed through permit allocation, eligibility criteria, pricing, demand management and monitoring in accordance with the University's Integrated Transport and Parking Strategy and Travel Plan.

Compliance with National and Local Planning Policy

- 1.56 The proposed MSCP has been assessed against both the **August 2026 National Planning Policy Framework and Kirklees Local Plan Policy LP22 (Parking)**.
- 1.57 The principal national decision-making policies relevant to the transport and parking aspects of the proposal are:
- **NPPF Policy TR3** – Locating Development in Sustainable Locations: requiring significant movement-generating development to support sustainable patterns of movement, offer genuine transport choice where practicable and mitigate significant impacts on the transport network;
 - **NPPF Policy TR4** – Street Design, Access and Parking: requiring priority for walking, wheeling and cycling, access to high-quality public transport, inclusive transport design and a suitable number of parking spaces reflecting the location, nature and connectivity of the development, together with appropriate electric vehicle charging infrastructure;
 - **NPPF Policy TR6** – Assessing Transport Impacts: requiring proportionate transport assessment and travel planning and consideration of reasonable future scenarios, cumulative impacts and multimodal travel; and
 - **NPPF Policy CC2** – Mitigation of Climate Change: requiring sustainable patterns of movement to be prioritised, opportunities for walking, cycling and public transport to be taken and infrastructure to support zero-emission vehicles.
- 1.58 **Kirklees Local Plan Policy LP22** similarly requires parking provision to take account of the accessibility of the site, availability of public transport, local travel characteristics, the mix and operational requirements of development, efficient use of land and promotion of sustainable transport choices.
- 1.59 The proposed MSCP responds positively to these national and local policy considerations. Parking demand has been derived from detailed operational evidence and tested against changing occupancy, modal split and future transport scenarios. The proposed 534-space capacity is therefore an evidence-based design response rather than the application of a generic parking standard.
- Rather than dispersing parking across multiple surface locations, the MSCP consolidates parking within a multi-storey mobility hub, representing a substantially more efficient use of land and releasing the wider NHIC Masterplan to accommodate healthcare, education, research, public realm and other productive uses.

Supporting Sustainable Transport

- 1.60 The MSCP forms the principal transport intervention identified within the **University of Huddersfield Integrated Transport and Parking Strategy 2026–2041**.
- 1.61 The facility has been designed as the University's primary **Mobility Hub**, bringing together parking, active travel infrastructure and sustainable transport services in a single location.
- 1.62 The mobility hub approach is consistent with the wider transport strategy of the West Yorkshire Combined Authority and the vision-led approach introduced through the August 2026 NPPF. NPPF Policies TR3 and TR4 seek to ensure that development supports sustainable movement, provides genuine transport choice and prioritises walking, wheeling, cycling and convenient access to public transport. The MSCP provides the physical infrastructure through which these objectives can be supported as the NHIC develops. The MSCP will therefore become not simply a parking facility but an integrated transport gateway serving the National Health Innovation Campus, Queensgate Campus and wider town centre, providing the infrastructure necessary to support future investment, estate consolidation and sustainable growth.
- 1.63 Implementation of the University's Travel Plan will progressively reduce reliance on single occupancy vehicle travel through investment in walking, cycling, public transport and behavioural-change initiatives. The parking provision proposed should therefore be viewed as complementary to, rather than in conflict with, the University's long-term sustainable transport objectives.

This approach is also consistent with NPPF Policy CC2, which requires development to prioritise sustainable patterns of movement and provide infrastructure supporting the transition to zero-emission vehicles. The combination of managed parking, EV charging, secure cycle provision, improved pedestrian connectivity and Travel Plan measures enables the MSCP to support both the operational accessibility requirements of the NHIC and longer-term decarbonisation of transport.

Conclusion

- 1.64 The proposed **534-space MSCP** represents an appropriate, proportionate and evidence-led level of parking provision to support the National Health Innovation Campus and wider University estate. The capacity has been derived from detailed operational demand analysis and reasonable future scenarios rather than the application of a generic parking standard and has been assessed in the context of the August 2026 National Planning Policy Framework and Kirklees Local Plan Policy LP22. The proposal:
- Is founded upon detailed operational parking demand forecasting rather than outdated parking standards;
 - Supports delivery of the approved NHIC Masterplan and future phases of development;
 - Provides resilience for future healthcare, education and commercial growth;
 - Compensates for the progressive loss of parking associated with estate rationalisation across the Queensgate campus;
 - Enables implementation of the University's Integrated Transport and Parking Strategy and Travel Plan;
 - Responds positively to NPPF Policies TR3, TR4 and TR6 by integrating sustainable transport, providing an evidenced level of parking appropriate to the nature and location of the NHIC, and testing reasonable future transport scenarios;

- Supports NPPF Policy CC2 through electric vehicle infrastructure and measures which progressively increase the attractiveness of walking, cycling and public transport;;
- Aligns with the emerging Mobility Hub vision promoted by the West Yorkshire Combined Authority; and
- Accords with the objectives of Kirklees Local Plan Policy LP22 and NPPF by balancing operational parking requirements with long-term sustainable transport objectives.

1.65 The proposed MSCP should therefore not be considered solely as a parking structure or as a conventional “predict and provide” response to car demand. It is enabling transport infrastructure which underpins delivery of the NHIC Masterplan, supports NHS service delivery, enables estate rationalisation across the wider University estate and provides the infrastructure necessary to support sustainable travel and transport decarbonisation.

1.66 The proposed capacity of 534 spaces reflects both evidenced operational requirements and the level of resilience necessary for a mixed-use healthcare, education and research campus expected to evolve over the next two decades. At the same time, parking will remain actively managed through eligibility criteria, permit allocation, pricing, monitoring and the University's Travel Plan. The proposal therefore provides a balanced response to accessibility, operational need and sustainable transport objectives and is consistent with the relevant transport principles of the August 2026 NPPF and Kirklees Local Plan Policy LP22.

Appendix A: A Summary of Parking Requirements (Full Occupation of the ES building – Scenario 1)

Stakeholder	Staff/Student Parking	Visitors/ Patients	Total	Notes
UoH staff (ES)	6	1	7	Dr Sara Eastburn confirmed (23/06/25) that the School of Human and Health Science expect another 8 FTE (some may be fractional appointments so more actual staff) “teaching” staff to deliver both new courses over the next 2 years. Proposed issued at 1:1.5 permits ‘license to hunt’
UoH staff/other	35	1	36	15 fixed and 15 license to hunt bays., 1 Estates, 1 contractor, 1 HWM van and 2 drop off bays.
Ambulant Students	30		10	A total of 112 Ambulant student permits has been issued across the university this academic year. 30 of these permits are students based at the Southgate Campus. Proposed permit issued on a 3:1 ratio
Volunteers	2		2	Calculation based on current usage at the NHIC and does not factor in increased activity associated with the ES building. 50% of all volunteers across both campuses (28 in total) are Blue Badge holders.
Podiatry		3	3	Considers a forecast 10% uplift in patient numbers.
CHFT	28 ¹⁰	66 ¹¹	94	10 spaces have already been licensed to CHFT as part of the occupation of DS building, associated with the CD centre.
Locala	26 ¹²	27 ¹³	53	There will be 18 dental bays staffed by mixture of staff/students Each clinical bay will see approximately 6 patients per day (3 in the morning and 3 in the afternoon). The service operates currently 9.00-16.30 for patients with staff generally working 8.30-16.45pm Monday to Friday.
3M BIC	14	2	16	3M BIC have 8 offices and 7 labs to rent and require a minimum of 14 parking bays with an ideal allocation of 28.
4 th Floor	10	5	15	Fallow at present. The future use and demographics of the tenant and their users is current unknown. A parking allocation for both staff and visitors has been provided to allow the university to lease this space.
Disabled	4	9	13	8 within Southgate Car Park and 5 on Pine Street.
Total	155¹⁴	114	249	Includes 14 blue badge bays and 2 drop off.
Existing Capacity			149	Two bays lost to provide access into the overflow (Options 3a, 3b1&3b2)
Existing shortfall			100	95 spaces required if fixed staff bays converted to ‘license to hunt’ and 80 spaces if the fallow floor is discounted.

¹⁰ 3 x MRI, 3 x CT, 3 x Xray, 2 x Ultrasound, 4 x Phlebotomy, 1 x ECO, 1 x ECG, 1 x Ambulatory ECG, 1 x blood pressure, 1 x Spirometry plus administrative and reception staff.

¹¹ 3 x patients per hour MRI, 3 x patients per hour CT scan, 6 x patients per hour Xray, 3 x patients per hour ultrasound, 4 x cardio clinic with 5 patients per hour (20 patients per hour), 3 x ECO patients per hour and 28 phlebotomy patients per hour.

¹² Approximately 12 months for the clinics to be running at full capacity.

¹³ Patients: 1.5 parking spaces per clinical bay.

¹⁴ 135 spaces as 30 ambulant student permits proposed to be issued at a ratio of 3:1

Appendix B: A Summary of Parking Requirements (Scenario 2 – Opening of the ES Building Jan 2026)

Stakeholder	Staff/Student Parking	Visitors/Patients	Total	Notes
UoH staff (ES)	4	1	5	Dr Sara Eastburn confirmed (23/06/25) that the School of Human and Health Science expect another 8 FTE (some may be fractional appointments so more actual staff) “teaching” staff to deliver both new courses over the next 2 years.
UoH staff/other	30	1	31	15 existing ‘license to hunt’, 15 fixed bays converted to license to hunt., 1 Estates, 1 contractor, 1 HWM van and 2 drop off bays.
Ambulant Students	15		15	A total of 112 Ambulant student permits has been issued across the university this academic year. 30 of these permits are students based at the Southgate Campus.
Volunteers	2		2	Calculation based on current usage at the NHIC and does not factor in increased activity associated with the ES building. 50% of all volunteers across both campuses (28 in total) are Blue Badge holders.
Podiatry		3	3	Considers a forecast 10% uplift in patient numbers.
CHFT	19 ¹⁵	66 ¹⁶	85	10 spaces have already been licensed to CHFT as part of the occupation of DS building, associated with the CD centre.
Locala	6 ¹⁷	9 ¹⁸	18	There will be a reduced capacity of 6 dental bays staffed by mixture of staff/students. Initially it is thought to be 3 chairs, with 3 being expansion. Each clinical bay will see approximately 6 patients per day (3 in the morning and 3 in the afternoon). The service operates currently 9.00-16.30 for patients with staff generally working 8.30-16.45pm Monday to Friday.
3M BIC	7 ¹⁹	2	12	3M BIC have 8 offices (meeting room converted to 8 th office) and 7 labs to rent and require a minimum of 14 parking bays with an ideal allocation of 28. Occupation will not commence until March 2026. The ambition is for 1/3 of the offices/labs to be occupied on opening day, 5 offices/ labs.
Disabled	4	9	13	8 within Southgate Car Park and 5 on Pine Street.
Total	87	91	178	Includes 14 blue badge bays and 2 drop off.
Existing Capacity			149	Two bays lost to provide access into the overflow (Options 3a, 3b1&3b2)
Existing shortfall			29	No provision provided for the fallow floor or expansion of tenanted floors (3M BIC/Locala) beyond March 2026.

¹⁵ 3 x MRI, 3 x CT, 3 x Xray, 2 x Ultrasound, 4 x Phlebotomy, 1 x ECO, 1 x ECG, 1 x Ambulatory ECG, 1 x blood pressure, 1 x Spirometry plus administrative and reception staff. Issued on a 1.5:1 permit to space ratio

¹⁶ 3 x patients per hour MRI, 3 x patients per hour CT scan, 6 x patients per hour Xray, 3 x patients per hour ultrasound, 4 x cardio clinic with 5 patients per hour (20 patients per hour), 3 x ECO patients per hour and 28 phlebotomy patients per hour.

¹⁷ 26 bays originally proposed based on 18 clinical bays, 1.44 staff bays per clinical bay. Issued on a 1.5:1 permit to space ratio

¹⁸ Patients: 1.5 parking spaces per clinical bay.

¹⁹ Issued on a 1.5:1 permit to space ratio

Appendix C: Modal Split Targets Staff and Student

Staff Future Year Modal Targets

Mode	2025 Staff Travel Survey		2031 Interim Travel Plan Target		2036 Modal Split Target		2041 Modal Split Target	
	No. Staff	Modal Split %	No. Staff	Modal Split %	No. Staff	Modal Split %	No. Staff	Modal Split %
Bike/electric bike (e-bike)	59	3.3%	71	3.8%	86	4.4%	103	5.0%
Walking/running	365	20.5%	390	20.9%	418	21.3%	448	21.7%
Bus	169	9.5%	211	11.3%	233	11.9%	257	12.5%
Train	178	10.0%	224	12.0%	275	14.0%	303	14.7%
Single occupancy vehicle	780	43.8%	730	39.1%	695	35.4%	678	32.9%
Taxi/lift	17	1.0%	18	1.0%	19	1.0%	20	1.0%
Car share	187	10.5%	198	10.6%	210	10.7%	222	10.8%
Other private transport	25	1.4%	27	1.4%	28	1.4%	29	1.4%
Total Staff	1780	100.00%	1869	100.00%	1962	100.00%	2061	100.00%

Student Future Year Modal Targets

Mode	2025 Student Travel Survey		2031 Interim Travel Plan Target		2036 Modal Split Target		2041 Modal Split Target	
	No. Student	Modal Split %	No. Students	Modal Split %	No. Students	Modal Split %	No. Students	Modal Split %
Bike/electric bike (e-bike)	27	0.2%	74	0.5%	184	1.3%	228	1.6%
Walking/running	4170	30.8%	4624	31.4%	4716	32.1%	4811	32.7%
Bus	2478	18.3%	2828	19.2%	2969	20.2%	3118	21.2%
Train	2220	16.4%	2534	17.2%	2661	18.1%	2794	19.0%
Single occupancy vehicle	3737	27.6%	3666	24.9%	3190	21.7%	2764	18.8%
Car Share	515	3.8%	565	3.8%	571	3.9%	576	3.9%
Taxi	176	1.3%	191	1.3%	191	1.3%	191	1.3%
Other	203	1.5%	221	1.5%	221	1.5%	221	1.5%
Total Students	13526	100.0%	14703	100.00%	14703	100.00%	14703	100.00%