



For and on behalf of  
**The University of Huddersfield**

## **Planning Statement**

**Multi-Storey Car Park (Plot 5), National Health Innovation Campus (NHIC), Southgate/Leeds Road, Huddersfield, HD1 1TW**

**Prepared by  
DLP Planning Consulting Ltd  
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October 2026

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|--------------|------------------------------------------------------------------|
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## 1.0 INTRODUCTION

- 1.1 This Planning Statement has been prepared by DLP Planning on behalf of the University of Huddersfield to support a reserved matters application for the development of a Multi-Storey Car Park (MSCP), which represents Plot 5 of the wider National Health Innovation Campus (NHIC) at Southgate/Leeds Road, Huddersfield, HD1 1TW.
- 1.2 The proposed development includes a multi-storey car park providing 534 parking spaces including accessible, EV and motorcycle spaces. Cycle parking will also be provided, as well as a bin store for the wider campus and an external service yard.
- 1.3 Outline planning permission (ref: 2021/60/91544/W) was granted in October 2021 which established the principle for a multi-storey car park at the NHIC. This is discussed further at Section 3 of this Statement.
- 1.4 Discussions with the LPAs Regeneration Team were undertaken in March 2026 in which it was identified that the proposed car parking spaces have been factored into a town wide parking capacity study.
- 1.5 Following this, a pre-application enquiry was undertaken with the LPA in advance of submitting this application. The pre-application proposals received positive feedback, with discussions regarding design and highways for the submitted proposals. The pre-application response is discussed further at Section 3 of this Statement.
- 1.6 The following plans and technical information surveys have been submitted with this planning application as required for validation:
  - Include plan / document references
  - 1:1250 Site Location Plan
  - 1:500 Existing and Proposed Site Plan
  - Proposed Floor Plans including Roof Plan
  - Proposed Elevations (including existing and proposed site levels)
  - Street Scenes/Wireframe Images
  - Cross Sections
  - Design and Access Statement (including details of materials and crime prevention measures, heritage impacts, climatic (wind) impacts, lighting details and waste management arrangements)
  - Updated Masterplan Document
  - Landscape Scheme
  - Transport Assessment (including complete trip generation and junction / route modelling)

- Travel Plan
- Parking Forecasts and Requirements
- Biodiversity Enhancement Management Plan
- Noise Impact Assessment
- Air Quality Impact Assessment
- Lighting Scheme
- Climate Change Template
- Drainage Strategy
- Site Investigation

1.7 This Statement assesses the proposals against the necessary planning policy and guidance, and it has been concluded that the proposed development would be acceptable, and permission should therefore be granted.

## 2.0 SITE DESCRIPTION

### Site Location

- 2.1 The application site is located at Southgate/Leeds Road, Huddersfield and forms a critical component of the wider NHIC, occupying the area designated as Plot 5 within the updated Masterplan document submitted with this application.
- 2.2 Figure 1 demonstrates the site's location in the context of the surrounding buildings, including Crown House to the west, Daphne Steel (formerly Plot 3) to the northwest and Emily Siddon (formerly Plot 2) to the north which has recently reached completion.



**Figure 1: Aerial View of Application Site**

- 2.3 The proposed MSCP will provide car parking for the NHIC which has a high-capacity demand given the completed facilities, and the future buildings which will be developed over the next few years in accordance with the outline planning permission (ref: 2021/60/91544/W). It will also assist with the removal of surface level car parking and moving parking demand outside the Huddersfield ring road. A Parking Forecast and Requirement Report has been prepared and submitted, following consideration through the pre-application enquiry, which justifies the requirement.

### Site Context

- 2.4 As shown at Figure 1, the site is currently cleared, with the upcoming plots to the east also having been cleared, and Southgate Car Park located to the northeast. The Town Centre is

located to the west of the site, beyond Southgate which runs parallel to the NHIC. There are several commercial buildings to the south of the site.

- 2.5 Crown House is located to the west of the site and will neighbour the proposed MSCP and the associated service yard. Crown House has planning permission (ref: 2022/93932) for the change of use to provide student-only living accommodation (sui generis) in the form of studios (198 no.), with ancillary concierge and communal facilities. An application ref: 2026/44/91594/W to discharge Condition 3 (CEMP) of the original planning permission ref: 2022/93932 was granted on 12<sup>th</sup> June. The discharge of Condition 3 has effectively phased the construction period for the redevelopment, allowing the development to commence and the internal works to proceed. The other details that have not yet been approved relate to later stages of the development and are proposed to be varied under the Section 73 application (ref. 2026/70/90607/W), namely Conditions 2 (approved plans), 3 (CEMP) and 10 (BEMP), together with the removal of Conditions 7 (bin store materials) and 8 (bin store fire safety strategy). This application is awaiting determination.
- 2.6 The site is well located with access to public transport from several bus stops with frequent services along Leeds Road, Northumberland Street and Southgate. Huddersfield Train Station is located within a 10-minute walk of the site, and there are a range of cycle routes enabling access to the site, which will benefit from the provision of cycle parking within the MSCP.
- 2.7 The site is therefore sustainably located and easily accessible with a range of nearby services, amenities and facilities for those living, working or visiting the area.
- 2.8 The site is located in Flood Zone 1 and is therefore at a low risk of flooding.
- 2.9 The site is not located within a Conservation Area. The Huddersfield Town Centre Conservation Area is located to the west of the site, beyond Southgate, and there are no listed buildings or scheduled monuments on or in the immediate vicinity of the site.

### 3.0 PLANNING HISTORY

3.1 The site has a highly relevant planning history which firmly establishes the principle of the redevelopment of the site and wider campus. These are summarised as follows:

| Application Reference | Address                                               | Proposal                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Decision                                                        |
|-----------------------|-------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------|
| 2025/NMA/90381/W      | Southgate/<br>Leeds Road,<br>Huddersfield,<br>HD1 1TW | Non material amendment to previous permission 2023/93655 for 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). | 14 <sup>th</sup> May 2025<br>– Approved                         |
| 2024/64/92492/W       | Southgate/<br>Leeds Road,<br>Huddersfield,<br>HD1 1TW | Advertisement Consent for non-illuminated signs.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 25 <sup>th</sup> October 2024<br>– Approved                     |
| 2024/NMA/91982/W      | Southgate/<br>Leeds Road,<br>Huddersfield,<br>HD1 1TW | Non material amendment to 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).                                       | 25 <sup>th</sup> July 2024<br>– Approved                        |
| 2023/61/93655/W       | Southgate/<br>Leeds Road,<br>Huddersfield,<br>HD1 1TW | 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)-                                                                                                                                                                                                                                                                                                                                                                                                                                     | 3 <sup>rd</sup> December 2024<br>– Approval of reserved matters |

|                  |                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                          |
|------------------|-------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------|
|                  |                                                       | 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).                                                                                                                                                                                                                                 | subject to Section 106                                                                   |
| 2023/NMA/90533/W | Southgate/<br>Leeds Road,<br>Huddersfield,<br>HD1 1TW | Non material amendment to 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). | 3 <sup>rd</sup> April 2023 –<br>Approved                                                 |
| 2022/61/91456/W  | Southgate/<br>Leeds Road,<br>Huddersfield,<br>HD1 1TW | 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).                                                              | 20 <sup>th</sup> September 2022 –<br>Approval of reserved matters subject to Section 106 |
| 2021/60/91544/W  | Southgate/<br>Leeds Road,<br>Huddersfield,<br>HD1 1TW | 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                                                                                                                                                                                                                                                                      | Approved - 8 <sup>th</sup> October 2021                                                  |

|                  |                                           | E(d)-indoor sport/recreation/fitness.                                                                                                                           |                                                                                                                           |
|------------------|-------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------|
| 2015/N/93322/W   | Land at, Southgate, Huddersfield, HD1 1TW | Prior notification for demolition of buildings.                                                                                                                 | 10 <sup>th</sup> November 2015 – Demolition details approved                                                              |
| 2009/62/93675/W1 | Land at, Southgate, Huddersfield, HD1 1TW | Erection of replacement retail store (Class A1) with petrol filling station, car parking, landscaping and associated works (partly within a Conservation Area). | 7 <sup>th</sup> February 2012 – Application called in by Secretary of State – Appeal upheld (9 <sup>th</sup> August 2011) |

**Table 1: Planning History**

- 3.3 It is noted that there are also several discharge of conditions applications associated with the above.

#### **Outline Permission: 2021/60/91544/W**

- 3.4 The outline planning permission (ref: 2021/60/91544/W) is a critical material consideration. A copy of the Outline Consent is contained at Appendix 1 for reference. The outline consent for the National Health Innovation Campus (NHIC) approved a number of uses within it, including a multi-storey car park. The fundamental principle of delivering a multi-storey parking facility on this site has therefore been assessed and deemed acceptable by Kirklees Council.
- 3.5 The outline application was supported by a Transport Statement which determined the parking level by trip generation as the exact quantum of development had not been determined. This established 240 spaces within a multi-storey car park. Since this permission, initial discussions have been undertaken with David Wildman, Service Director Skills and Regeneration at Kirklees Council, who expressed initial support for the development and the removal of surface level car parks within the City Centre. It is understood that the LPA are currently modelling a town wide car parking study which is factoring in this proposal.
- 3.6 During the statutory consultation period for the outline application, representations were received from the Kirklees Cycling Campaign, urging the campus development to prioritise active travel and improve cycle infrastructure. The proposed MSCP directly responds to this, incorporating a dedicated, secure hub for 176 bicycles on the ground floor.

- 3.7 The wider Masterplan for the NHIC was approved through the outline application, with Plot 5 located in the southern corner. The Masterplan has been updated as part of this reserved matters submission in accordance with Condition 5 of the outline consent which requires:

*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 will be addressed to demonstrate active frontages and over-looked/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 will 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.*

#### **Pre-Application: 2026/20350**

- 3.8 A pre-application enquiry was submitted on 10<sup>th</sup> April 2026 seeking advice from the LPA on the principle of development, the appropriate application route, design, highways safety and confirmation of the parking forecast.
- 3.9 A pre-application meeting with the Planning Officer and Highways Officer was undertaken on 7<sup>th</sup> May 2026. This took place at the LPA Offices, with attendance including the Planning

Officer, Victor Grayson; Highways Officer, Michelle Zenner; The University of Huddersfield; AHR Architects; Project Manager, Gardiner and Theobald; Transport Consultant, Dice, and DLP Planning.

3.10 Key topics of discussion included design and townscape, highways, air quality and the amenities of Crown House. Various actions were requested following this meeting including the provision of site sections and wireframes to demonstrate key views of the proposed building, as well as further justification of the parking forecast, information of the wider NHIC strategy, and highways scoping.

3.11 Further information was provided in advance of a second pre-application meeting held on 19<sup>th</sup> June 2026. Discussions concerned the scale, massing and appearance of the building including the review of wireframes and elevational treatment as well as further discussion covering parking requirement and highways matters in more detail.

3.12 The Planning Officer's written feedback was received on 5<sup>th</sup> August 2026, and a summary of the comments is provided below (available in full at Appendix 2):

- A reserved matters application would be appropriate including an updated Masterplan and Phasing Plan (to be submitted under a separate discharge of condition application).
- Principle of car parking remains acceptable, alongside the ancillary service yard.
- The increased scale must be considered in a submission against sustainability, townscape, visual impact and amenity to Crown House, and highways.
- The Officer noted that despite an increased height, a stepped sequence would still be achieved at the NHIC. On balance the increased height and massing would be acceptable subject to suitable elevational treatments.
- The pedestrian entrance should be positioned on the northwest corner to assist wayfinding.
- The vertical fins and stone cladding option is preferred by the LPA. There is scope for variation from Emily Siddon and Daphne Steele, should an appropriately muted palette be proposed.
- The impacts on the heritage assets should be included within the DAS, as well as external lighting, signage, waste storage and collection arrangements, and detail the design process to assist in understanding the proposals.
- The service yard should be screened from above, and the relocated sprinkler tank is positive.
- The submission should propose measures to address crime and anti-social behaviour as detailed through consultation.

- A Transport Assessment should include details of proposed traffic generation, access and its design, accident analysis, service arrangements, and the impact upon Old Leeds Road / Leeds Road Junction. Policy LP22 should be fully addressed within the submission.
- The CEMP should address highways impacts during construction and address the possibility for overlapping works with Crown House. It is noted that S278 works may be required.
- Shade tolerant species and nesting opportunities will need to be proposed given the height of the building. Soft landscaping should be resilient to ground and climatic conditions, and no invasive species should be proposed.
- Reasonable space for water and appropriate drainage arrangements are expected. The LLFA comments regarding a potential culverted watercourse, the need for a drainage plan, record of previous flooding, surface water disposal, attenuation and the need for an interceptor should be included in the submission.
- Clear illustrative information should be included, should the application go to committee.

## 4.0 PROPOSED DEVELOPMENT

4.1 The proposed development comprises the erection of an 8-storey multi-storey car park (MSCP), spanning from Level 00 to Level 08. This will be located at Plot 5 of the NHIC, and will provide car parking, cycle parking, bin storage and an external service yard, servicing the wider Campus which is being constructed in phases.

4.2 It is intended that the MSCP will provide 534 parking spaces split as follows:

|                      |     |
|----------------------|-----|
| Standard Spaces      | 459 |
| EV Spaces            | 47  |
| Accessible Spaces    | 16  |
| Accessible EV Spaces | 12  |
| Motorcycle bays      | 10  |

**Table 2: Parking Accommodation Schedule**

4.3 Levels 00 – 01 will consist of a mix of EV spaces, accessible EV spaces, accessible, motorcycle and standard spaces, with levels 02 – 07 providing standard spaces, accessible and EV accessible. Level 08 will consist of solely standard spaces.

4.4 Cycle parking will be provided at level 00 (ground floor) with 176 spaces provided via double stacked cycle stands.

4.5 A Parking Forecast and Requirements Report has been prepared to evaluate the level of parking required through the development. The forecast shows an estimated parking demand for buildings 1-6 will be approximately 438 spaces. Two scenarios were considered based on capacity and design principles. Whilst an option for 478 spaces would be sufficient to cater for planned development, it only provides limited spare capacity to cater for various strategic considerations. Taking these considerations into account, a 534-space MSCP offers greater flexibility and opportunity to future proof potential further consolidation of the University's Queensgate Campus.

4.6 Given the site's topography, which features a notable level difference of approximately 2 metres across the footprint of the proposed development, level access will be provided at

both levels 00 and 01, with the accessible spaces being located closest to the pedestrian entrances / exits and lifts on each level.

- 4.7 Three lane vehicular access will be provided including one dedicated entry, one dedicated exit and a tidal lane directional to meet peak hour movements from Old Leeds Road. Automatic Number Plate Recognition (ANPR) is also proposed to ensure a flow of vehicles through the ticketless parking system. This is considered significant for the car park capacity proposed.
- 4.8 Secure bin storage is proposed at level 00, which will replace the existing external bin store located within the public realm. This will serve the wider NHIC and will provide sufficient capacity for three private collections per week.
- 4.9 A generator room, LV rooms, sprinkler tank pump house and maintenance store area, will also be provided at Level 00, accessible from the external service yard by maintenance staff members only. A parking space for the University's Polaris Buggy will also be provided at ground floor.
- 4.10 An external service yard is proposed to the west of the MSCP, between the building and Crown House. This will contain the relocated sprinkler tank, and an additional sprinkler tank, a below ground attenuation tank, and generator. The enclosure will have a mesh panel with soft green landscaping to screen the service yard, as well as a lightweight roof to minimise views from Crown House.
- 4.11 The proposed materials palette is in accordance with the approved Design Code which was agreed during the outline planning permission (ref: 2021/60/91544/W). The facades will consist of stone-coloured fins with stone effect panels, and bronze / gold screening panels.
- 4.12 Highways works will be required on Old Leeds Road to create the MSCP entrance and service yard entrance with an internal service road. This will include temporary finishing surfaces until Plot 4 is built out, at which point, this will be upgraded.
- 4.13 The application seeks approval of details pursuant of the following conditions listed on the outline consent. See Outline Consent Decision Notice at Appendix 1 for full condition wording.

| No. | Condition                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Submission Detail/Document                                                                                                                                                                                    |
|-----|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 3   | <b>Reserved Matters Submission</b><br>Before any development in each phase to be agreed by Condition 4 is begun, plans showing the: <ul style="list-style-type: none"> <li>i. Access</li> <li>ii. Appearance;</li> <li>iii. Scale;</li> <li>iv. Layout and</li> <li>v. Landscaping;</li> </ul> for that phase (the Reserved Matters) must be submitted to and approved in writing by the Local Planning Authority. Development shall thereafter be implemented in accordance with the approved plans.                                                                                                                                                                                                                         | Reserved Matters Application                                                                                                                                                                                  |
| 5   | <b>Masterplan</b><br>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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Updated Masterplan (AHR)                                                                                                                                                                                      |
| 9   | <b>Access for Each Phase</b><br>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: <ul style="list-style-type: none"> <li>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;</li> <li>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.</li> </ul> | Details of Access Arrangements provided on the proposed layout ref: ITH-AHR-B5-ZZ-DR-A-08101_P4 - Site Plan Proposed and proposed floor plans ref: ITH-AHR-B5-00-DR-A-08200_P4 - Level 00 - Ground Floor Plan |
| 10  | <b>Retaining Walls</b><br>Before development commences on an individual phase, a scheme detailing the location and cross sectional information together with the proposed design and construction details for all new retaining walls/ building retaining walls adjacent to the existing highway for that phase shall be submitted to and approved by the Highway Authority in writing. The approved scheme shall be implemented prior to the commencement of the proposed development for that phase and thereafter retained during the life of the development                                                                                                                                                              |                                                                                                                                                                                                               |
| 11  | <b>Surface Water Attenuation</b><br>Before development commences on an individual phase, a scheme detailing the location and cross sectional information together with the proposed design and construction details for all new surface water attenuation pipes/manholes located within the proposed highway footprint for that phase shall be submitted to and approved by the Highway Authority in writing. The approved scheme shall be implemented prior to the commencement of the proposed development for that phase and thereafter retained during the life of the development                                                                                                                                        | Drainage Strategy (Curtins)                                                                                                                                                                                   |
| 12  | <b>Detailed Drainage</b><br>Development of any phase shall not commence until a detailed design scheme detailing foul, surface water and land drainage, (including agreed discharge rates with the LLFA indirectly or directly to                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Drainage Strategy (Curtins)                                                                                                                                                                                   |

|           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                  |
|-----------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------|
|           | watercourse, attenuation for the critical 1 in 100 + 30% climate change rainfall event, attenuation construction details /design, plans and longitudinal sections, hydraulic calculations, phasing of drainage provision) has been submitted to and approved in writing by the Local Planning Authority for that phase. The scheme shall include a risk assessment and method statement, in accordance with CDM Regulations 2015, for access to and into the attenuation structure, and an itinerary of maintenance tasks with schedules. No phase of the development shall be occupied until such approved drainage scheme for that phase has been provided on the site to serve the development and retained thereafter.                                                                                                                                                                                                                                                                                                        |                                                  |
| <b>17</b> | <b>Travel Plan</b><br>For each phase of development, a full travel plan shall be submitted to and approved in writing by the Local Planning Authority 3 months prior to any part of the development within that phase being brought into use. The travel plan shall include measures to improve and encourage the use of sustainable transport. The Travel Plan shall continue to be developed and implemented as long as any part of the development is occupied.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Travel Plan (Dice)                               |
| <b>19</b> | <b>BEMP</b><br>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 post development.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Biodiversity Enhancement & Management Plan (JCA) |
| <b>20</b> | <b>Air Quality Mitigation Measures</b><br>Before construction work on any phase commences, a scheme detailing fully costed air quality mitigation measures for that phase, based on the cost damage calculation as detailed in the Air Quality Assessment by Delta Simons (Ref: 21-0934.02 dated: June 2021 - Section 6.2 Operational Phase – Mitigation) shall be submitted to and approved in writing by the Local Planning Authority. This shall include a timescale for the implementation of the stated measures. Following completion of the agreed air quality mitigation measures for that phase, a verification report detailing a breakdown of costs shall be submitted to and approved in writing by the Local Planning Authority. The report shall detail the expenditure of each of the mitigation measures agreed, and this should reflect the total sum of cost damages that have been calculated for the development. The measures shall be implemented in accordance with the approved timescale for that phase. | Air Quality Management Assessment (Dice)         |
| <b>27</b> | <b>Noise Assessment</b><br>For each phase of development, before any works commence, a further noise assessment report for that phase shall be submitted to and approved in writing by the Local Planning Authority.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Noise Assessment (Dice)                          |
| <b>29</b> | <b>Lighting</b><br>For each phase of development, before the installation of external artificial lighting commences a lighting scheme for that phase shall be submitted to and approved in writing by the Local Planning Authority.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Lighting Scheme (CPW)                            |
| <b>31</b> | <b>Cycle Parking</b><br>For each phase of development, full details of suitable and sufficient secure cycle parking accommodation within the site, as well as measures to encourage cycle usage such as suitable changing and showering facilities, shall be submitted to and approved in writing by the Local Planning Authority.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Proposed Site Layout                             |

|    |                                                                                                                                                                                                                                                                                                |                         |
|----|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------|
| 32 | <b>Carbon Reduction</b><br>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. | Climate Change Template |
|----|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------|

**Table 3: Outline Consent Condition Review**

## 5.0 PLANNING POLICY CONTEXT

### National Planning Policy Framework (the 'Framework') (2026)

- 5.1 The National Planning Policy Framework was adopted in August 2026 and provides Government policy for plan making and decision making. This Framework replaces the previous December 2024 iteration with immediate effect, and its national decision-making policies are a material consideration in determining planning applications.
- 5.2 Policy S3 states that *'decisions on development proposals should apply a presumption in favour of sustainable development'*. As the application site falls within the settlement boundary, Policy S4 (principle of development within settlements) is applicable in which *'development proposals within settlements should be approved unless the benefits of doing so would be substantially outweighed by any adverse effects, when assessed against the national decision-making policies in this Framework'*. This could include an adverse impact in relation to site allocations or safeguarded land, or the application Framework policies. It is not considered that the proposed development will create any applicable adverse effects.
- 5.3 Policy E2 requires business growth to be supported, and substantial weight should be given to the *'economic benefits of proposals for commercial development which allow businesses to invest, expand and/or adapt; especially where this would support the economic vision and strategy for the area...'*. The proposed development and the wider NHIC represent a large investment by the University which will boost student numbers and offer high-quality research and teaching facilities within the health sector. The development will also regenerate a vacant brownfield site, providing attractive buildings which will be a focal point from Leeds Road, generate activity in the area, and assist with the Station to Stadium Enterprise Corridor. The proposed multi-storey car park will provide much needed infrastructure not only for university staff and students, but for visitors to the NHIC for medical treatments, and the general public. Given the site's proximity to the town centre, this will assist with footfall in the area for those working or visiting Huddersfield.
- 5.4 Further to this, Policy TC2 states that *'substantial weight should be given to the benefits of: a) supporting the overall vitality and viability of the centre, including where this can be achieved through the diversification of uses, intensification and provision of residential accommodation, and b) improving or retaining access to local shops and other facilities which provide day-to-day services for the local community'*.

- 5.5 Policy L3 states that *'development proposals should make efficient use of land, taking into account the identified need for different types of housing and other development, local market conditions, the availability of infrastructure (including that supporting sustainable transport modes) and its scope for improvement, a sites connectivity and the importance of securing well-designed, attractive and healthy places'*.
- 5.6 Policy DP3 states that *'development proposals should respond to their context (the history, character and features of their site and its setting), so that they integrate with and enhance their surroundings; such as through the arrangement of development plots and buildings, the use of materials and architectural features, and the restoration, reuse and integration of heritage assets'*. As evident through the outline planning permission and the amended Masterplan submitted with this reserved matters application, the wider proposals for the NHIC respond well to the site's context and the plot arrangements look to enhance this whilst creating a high quality, active community. The MSCP will aid this having been designed to enhance the existing Daphne Steele and Emily Siddon buildings.
- 5.7 Policy DP3 continues to state that development proposals should reflect liveability, climate, nature, movement, built form, public space and identity, to create well designed places. As has been discussed through the pre-application enquiry, the proposals will be developed in accordance with the approved Design Code. The materials and façade treatments have been designed to reflect local character and that of the completed NHIC buildings. The submitted wireframes have assisted in understanding the impact of the proposed scale and massing. Movement throughout the campus has been prioritised, as seen through the relocated sprinkler tank, to open the Leeds Road NHIC pedestrian entrance. The sustainability measures such as the EV chargers, the PV panels and the landscaping features will assist climate change mitigation and adaption to renewable energy sources.
- 5.8 Policy TR3 requires development to be located *'where it can support sustainable patterns of movement, enable good accessibility for different users and make the most of existing and proposed transport infrastructure'*, and development should be in sustainable locations if they are likely to generate significant amounts of movement to limit the needs to travel by private car, utilise existing and proposed transport infrastructure, mitigate impacts on highways safety and identify environmental impacts of traffic and transport infrastructure.
- 5.9 *Policy TR4: Street design, access and parking*, requires transport to be considered alongside

the design of development. Proposals should give priority to walking and cycling, and facilitate easy access to public transport, and incorporate features to support this, as well as arranging streets and routes to help create safe, attractive and inclusive places by meeting the needs of disabled people, older people and children, and avoiding conflict between pedestrians, cyclists and vehicles. Deliveries and emergency vehicles should also be accounted for, and a suitable number of parking spaces should be provided.

- 5.10 Further to this, Policy TR6 requires proposals that are likely to generate significant amounts of movement to be supported by a Transport Assessment and Travel Plan. These have been submitted alongside this application and assessed at Section 6 of this Statement.

#### **Kirklees Local Plan (2019)**

- 5.11 The site is within a mixed-use allocation (MXS2) under the Kirklees Local Plan, which encompasses the wider NHIC. The site is also within the Town Centre Boundary and is within a Biodiversity Opportunities Area as shown at Figure 2.



**Figure 2: Extract of Kirklees Local Plan Policy Designations**

- 5.12 Policy LP1 reiterates the Framework in which *'the council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework...Proposals that accord with the policies in the Kirklees Local Plan will be approved without delay, unless material considerations indicate otherwise'*.
- 5.13 Policy LP4 states that *'the council will work with partners to bring forward the necessary and proportionate essential and desirable infrastructure that is required in order to deliver the*

*spatial strategy as set out in the Local Plan...where new infrastructure is needed to support new development, the essential infrastructure must be operational no later than the appropriate phase of development for which it is needed'.*

5.14 Policy LP17 states that *'proposals for new development within the town centre will be supported where they:*

- (a) Create opportunities for the economic development and expansion of the town and the district.*
- (j) Facilitate development and continued evolution of the University of Huddersfield and its Queensgate campus, enhancing its connections with the town centre core.*

5.15 Policy LP21 states that *'proposals shall demonstrate adequate information and mitigation measures to avoid a detrimental impact on highway safety and the local highway network. Proposals shall also consider any impacts on the Strategic Road Network. All proposals shall:*

- (a) Ensure the safe and efficient flow of traffic within the development and on the surrounding highway network;*
- (b) Where needed, provide new infrastructure or improvements on or off site to ensure safe access from the highway network for pedestrians, cyclists, public transport users and private vehicles;*
- (c) Be accompanied by a supporting Transport Assessment or Transport Statement where the development would generate significant trip generation, providing detail as to the impact on highway safety, air quality, noise and light restrictions;*
- (d) Take into account changes in site levels and topography to ensure the development can be accessed easily and safely by all sections of the community and by different modes of transport;*
- (e) Take into account the features of surrounding roads and footpaths and provide adequate layout and visibility to allow the development to be accessed safely;*
- (f) Take into account access for emergency, service and refuse collection vehicles;*
- (g) Provide on-site safe, secure and convenient cycle parking / storage facilities to encourage sustainable travel modes.*

5.16 Policy LP22 refers to parking and states that *'the provision of parking will be based on the following principles:*

- (a) In town, district and local centres, car parks close to the main shopping area will be for short-stay use and peripheral car parks for long stay use;*
- (b) Long stay parking in town centres will be reduced progressively in conjunction with improvements to sustainable transport opportunities, where appropriate;*
- (c) Provision of private non-residential parking in town centres will not be permitted unless it can be demonstrated that it is require for operational reasons. Where such provision is permitted appropriate arrangements will need to be put in place to provide management arrangements consistent with public parking in the centre;*
- (d) Provision of residential parking schemes within town centres for private vehicles / motorcycles / and cycles will be permitted; where appropriate and where schemes*

*can be shown to enhance residential developments in the town centre;*

- (e) 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 types, mix and use of the development;*
- (f) New developments will incorporate flexibly designed minimum parking spaces for private cars, considering a range of solutions, to provide the most efficient arrangement of safe, secure, convenient and visually unobstructive car parking within the site including a mix of on and off street parking in accordance with current guidance;*
- (g) Provision will be made to meet the needs of cyclists for cycling parking in new developments;*
- (h) Provision will be made to accommodate the needs of disabled people for the parking of vehicles.*

5.17 The Transport Assessment and Parking Forecast and Requirements Report demonstrate the requirement for an MSCP of this scale at the NHIC in accordance with point (c). The MSCP is justified by several strategic considerations, and it is essential to stress that this development is not intended to encourage increased reliance on the private car. As has been evidenced within these Reports, the NHIC will provide health services for the public, specifically those for which walking is not always an option. Student numbers are forecast to grow by 8.7% across all courses by 2031, and analysis over staff and student travel patterns has indicated that 31.8% of students travel over 20km for university largely due to living at home, with staff members having an average distance of 15.5km. It is also noted that health related courses often have more mature students and students who also have childcare responsibilities. The University have also lost or are losing a significant amount of parking at their Queensgate campus, as well as other locations due to lease changes, and there is therefore an existing deficit of parking within the University at present.

5.18 In accordance with point (g), significant levels of cycle parking are included to serve the NHIC, and point (h), the proposed MSCP will provide for the needs of disabled people with disabled parking located close to the pedestrian accesses, lifts and stairs, including EV disabled spaces.

5.19 Policy LP24 states that *'proposals should promote good design by ensuring:*

- (a) The form, scale, layout and details of all development respects and enhances the character of the townscape, heritage assets and landscape;*
- (b) They provide a high standard of amenity for future and neighbouring occupiers; including maintaining appropriate distances between buildings and the creation of development-free buffer zones between housing and employment uses incorporating means of screening where necessary;*
- (c) Extensions are subservient to the original building, are in keeping with the existing*

*buildings in terms of scale, materials and details and minimise impact on residential amenity of future and neighbouring occupiers;*

- (d) High levels of sustainability, to a degree proportionate to the proposal (criteria listed within policy);*
- (e) The risk of crime is minimised by enhanced security, and the promotion of well-defined routes, overlooked streets and places, high levels of activity, and well-designed security features;*
- (f) The needs of a range of different users are met, including disabled people, older people and families with small children to create accessible and inclusive places;*
- (g) Any new open space is accessible, safe, overlooked and strategically located within the site and well-integrated into wider green infrastructure networks'*
- (h) Development contributes towards enhancement of the natural environment, supports biodiversity and connects to and enhances ecological networks and green infrastructure;*
- (i) The retention of valuable or important trees and where appropriate the planting of new trees and other landscaping to maximise visual amenity and environmental benefits, and;*
- (j) The provision of public art where appropriate.*

5.20 Policy LP26 states that *'renewable and low carbon energy proposals will be supported and planning permission granted where the following criteria are met:*

- (a) The proposal would not have an unacceptable impact on landscape character and visual appearance of the local area, including the urban environment;*
- (b) The proposal would not have either individually or cumulatively and unacceptable impact on protected species, designated sites of importance for biodiversity or heritage assets;*
- (c) The statutory protection of any area would not be compromised by the development;*
- (d) Any noise, odour, traffic or other impact of development is mitigated so as not to cause unacceptable detriment to local amenity;*
- (e) Any significant adverse effects of the proposal are mitigated by wider environmental, social and economic benefits.*

5.21 Policy LP32 states that *'proposals should be designed to take into account and seek to enhance the landscape character of the area...'*

5.22 Policy LP49 states that *'proposals for new or enhanced education facilities will be permitted where:*

- (a) They will meet an identified deficiency in provision;*
- (b) The scale, range, quality and accessibility of education facilities are improved;*
- (c) They are well related to the catchment they are intended to serve to minimise the need to travel or they can be made accessible by walking, cycling and public transport.*

5.23 Policy LP51 states that *'development will be expected to demonstrate 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'. Further to this Policy LP51 states that 'where the development introduces new receptors into Air Quality Management Areas or Areas of Concern or near other areas of relatively poor air quality, for example near roads or junctions, the development must incorporate sustainable mitigation measures that protect the new receptors from unacceptable levels of air pollution. Where sustainable mitigation measures cannot be introduced which prevent receptors from being exposed to unsafe levels of air pollution, development will not be permitted'.*

### **Emerging Kirklees Local Plan**

- 5.24 Kirklees Council are currently in the process of preparing a new Local Plan. This commenced in November 2023 following a review of the Kirklees Local Plan (2019). Following the publication of the new plan-making regulations in March 2026, it was decided that a new local plan will be formally commenced under the new plan-making system. A Local Plan Timetable has therefore been published which notes adoption in April 2029. The LPA currently remain within the 'get ready' stage until October 2026.

## 6.0 PLANNING ASSESSMENT

### Principle of Development

- 6.1 Outline planning permission ref: 2021/60/91544W has established the principle of development for a multi storey car park at the NHIC site.
- 6.2 In accordance with Framework Policies S3 and S4 decisions should apply a presumption in favour of sustainable development and proposals within settlements should be approved unless the benefits are substantially outweighed by any adverse effects. As has been discussed above and demonstrated through the technical information submitted, there are no adverse effects that would outweigh the benefits of approving this application.
- 6.3 In accordance with Policy LP7, the increased height from the outline permission will result in the site being used more efficiently which could reduce pressure for car parking in other less appropriate locations within the Town Centre and other locations within the University's ownership.
- 6.4 The proposed development will meet the main town centre uses required of Principle Town Centres as required at LP13. As a multi-storey car park at the NHIC, this will assist in serving higher education and health services, as well as increase tourism, particularly at the weekends i.e. provide parking for those walking to the football stadium. This would also assist with Policy LP16, as the car park would be open to the public, providing the opportunity to support the evening economy of the Town Centre during the evening and weekends when students and staff members are not using the car park. This is emphasised by the Planning Officer within the pre-application written response.
- 6.5 As detailed within Policy LP17, proposals for new development within the town centre will be supported should they meet the necessary criteria. This scheme meets this, ensuring enhanced connections to the towns cultural and architectural heritage and open space, providing a safe, welcoming and inclusive destination for those of all ages throughout the day and evening, encourage the use of cycling and pedestrian routes, as well as provide for electric vehicles. This development will assist with the economic development of the town encouraging investment and visitors and facilitate the development and continued evolution of the University.
- 6.6 The proposed development also accords with the Kirklees Local Plan including Policy LP22

as discussed within this Section.

- 6.7 A positive response has been received through the pre-application enquiry and, it is therefore considered that the principle of development has been fully established.

### **Design**

- 6.8 The proposed development has been considerably designed as has been demonstrated throughout the Design and Access Statement and proposed plans.
- 6.9 As a MSCP, the proposed design reflects the scale and massing required of such a development, however, the proposed façade treatments will create intrigue and reflect the design code of the wider outline permission for the NHIC, whilst screening the internals of the MSCP, reducing light spill, and creating a more attractive environment for Crown House.
- 6.10 The proposed landscaping will create an attractive, usable and biodiverse public realm for students, staff and visitors. The existing sprinkler tank is to be relocated, which will positively benefit views from the town centre.
- 6.11 Whilst the height of the MSCP has been increased from that demonstrated at the outline stage, the stepped sequence of the NHIC will still be achieved through the remaining plots as has been demonstrated within the submitted updated Masterplan document. The submitted wireframes have assessed the views from the surrounding area, demonstrating that the proposals will be visually limited from most views, with more prominence from the southern views.
- 6.12 The comments made by the Designing Out Crime Officer and the design details have been fully assessed within the Design and Access Statement as required through Policies DP3 and DP4.

### **Amenity**

- 6.13 The amenity of future and neighbouring occupiers has been a key consideration throughout the design evolution of this scheme as required through Policy LP24. This includes consideration of the impact on Crown House which has planning permission for conversion to student accommodation.
- 6.14 The proposed development will ensure that any impact is minimised through appropriate lighting, screening and a lightweight roof to the service yard to improve visual appearance.

This has been detailed within the Design and Access Statement, and a Lighting Strategy and Noise Impact Assessment have been submitted.

- 6.15 The Lighting Strategy includes consideration of Crown House to ensure sensitivity to this use. This includes providing lighting within the lux and candela within the range permitted for an E4 environmental zone. The proposed lighting control system will allow for detailed commissioning of all luminaires to allow for lights to be dimmed and switched off when not in use.
- 6.16 The Noise Impact Assessment concluded that the change in noise levels due to the increase in vehicle movements will result in none / not significant impact at the nearest noise sensitive properties.

### **Heritage**

- 6.17 As required, consideration of heritage impact has been included within the Design and Access Statement, given the site's location near to the Huddersfield Town Centre Conservation Area. The proposed MSCP will be largely screened from the Conservation Area by Crown House and Daphne Steele.
- 6.18 It is also recognised that the site is visible in the context of listed buildings to the west, on the other side of the ring road, and listed buildings and a Scheduled Ancient Monument to the southeast which has consent for redevelopment including demolition. This has been explored through the provision of wireframes, and it was established through the pre-application enquiry that the height and massing of the proposed development would be acceptable.
- 6.19 The Turnbridge Lift Bridge has been considered given it is a Grade II Listed heritage asset, which allows single directional traffic at any one time with no priority movement. The Transport Assessment has confirmed that the proposed development will not result in sustained congestion to this bridge with a modestly average demand on the bridge during peak hours.
- 6.20 With consideration to Policy LP35, the proposed development is not considered to impact the historic environment, ensuring local distinctiveness is maintained and reinforced.

### **Highways**

- 6.21 The MSCP is required to support the delivery of the NHIC and future development phases.

The development will allow for the consolidation and management of the University's Queensgate Campus and NHIC, as well as town centre parking, and to assist with the delivery of the University's Integrated Transport Strategy, rather than just providing for the private car.

- 6.22 A Travel Plan has been provided specific to this development; however, the University's wider Travel Plan has also been provided for reference. This ensures the delivery of a coordinated approach to managing parking demand, whilst promoting walking, cycling and public transport.
  
- 6.23 As demonstrated within the submitted Parking Forecast there is an evidenced demand for additional car parking in Huddersfield Town Centre and within the University Campuses, the provision of a 534-space car park therefore representing an appropriate and proportionate level of parking. This will support the delivery of the NHIC Masterplan and future phases of development.
  
- 6.24 The proposed development has also been supported by a Transport Assessment which has confirmed that the surrounding transport network can accommodate the proposals without a severe adverse impact on network capacity and congestion.
  
- 6.25 Priority junctions will continue to operate within substantial reserve capacity. As has been noted, the requirement for a yellow box junction at the junction of Leeds Road and Old Leeds Road or an alternative highway measure should be considered with the Highways Authority.
  
- 6.26 A Section 278 application will be submitted subject to receiving planning permission, to allow the works within the public highway to be undertaken. This will include works to Old Leeds Road, site accesses, and the proposed box junction. This will be covered by a S278 application, but a condition could also be utilised to secure these works.
  
- 6.27 The proposed development has been considered in accordance with Policy LP22, and it has been demonstrated within this submission that this MSCP is required for operational strategic reasons. Walking and cycling have been encouraged through this development, particularly through the adaptation of the public realm and the provision of a 176-space cycle store as required through Policy LP23. The Transport Assessment, Travel Plan and University Travel Plan consider these policies as well as Policies LP20 and LP21.

### **Air Quality**

- 6.28 An Air Quality Assessment has been prepared and submitted with this application. This determined the baseline conditions and considered the effects of the proposals in terms of construction and vehicle emissions. It has been confirmed that subject to good-practice dust control measures, the potential impacts from dust generated by earthworks, construction and track-out activities will not be significant. Dispersion modelling to predict pollutant concentrations was undertaken which confirmed that this would be negligible at all receptors as a result of traffic generation. Air quality factors are not considered a constraint to obtaining planning consent. This therefore accords with Policy LP51 of the Local Plan.

### **Noise**

- 6.29 A Noise Impact Assessment has been submitted alongside this application which has concluded that the change in noise levels due to the increase in vehicle movements will result in none / not significant impact at the nearest noise sensitive properties, and noise limits will apply to all externally located plant units in accordance with BS4142.
- 6.30 This accords with the requirements of Policy LP52, in which proposals with the potential to increase noise pollution must be accompanied by evidence that the impacts have been evaluated, to ensure quality of life and well-being is not impacted to an unacceptable level.

### **Ecology**

- 6.31 In accordance with the outline permission and Condition 19 of this, a revised Biodiversity Environmental Management Plan (BEMP) has been submitted with this application as a statutory requirement. This details the compensatory requirement to provide 0.25 ha of vacant or derelict land habitat. This will be provided solely through the purchase of habitat credits which will be confirmed through the discharge of the standard pre-commencement Biodiversity Plan condition.
- 6.32 However, this BEMP also details the provision of urban trees, a rain garden, and shrubbery which will aid the biodiversity of the site, creating an attractive landscaped area. This will comply with the advice received through the pre-application enquiry, allowing for the provision of high-quality, resilient native species (and those attractive to pollinators), to provide year-round interest.
- 6.33 This will accord with Policies LP24, LP30, and LP33.

## **Sustainability**

- 6.34 The Climate Change Template required by Kirklees Council has been submitted with this application. This details the measures incorporated within the proposed development to aid sustainability and address climate change. The proposed development incorporates passive design features to minimise energy consumption such as promoting natural ventilation through the façade treatments and incorporating efficient MEP solutions such as high efficiency LED lighting and smart controls to reduce energy consumption. Materials will be sourced locally where possible, with weight given to local contractors for precast manufacturing specifically. The building will benefit from PV arrays to the roof, which will assist in utilising low carbon energy sources, lower running costs and 'all-electric' building design. Further to this, and as has been discussed above, the MSCP will provide a significant number of EV spaces, with the ducting in place to adapt to further EV provision as the presence of electric and hybrid cars increases. Landscaping has been incorporated to enhance the biodiversity of the site.
- 6.35 As has been detailed within the pre-application written response, the proposals do represent a sustainable development which should be considered within the planning balance. The proposal will redevelop previously developed brownfield land, and the consolidation of parking provision, noting the existing shortfalls in provision, could allow alternative surface level car parks to be freed up for redevelopment.
- 6.36 The proposed development will assist in delivering the NHIC but will also support the use of other businesses and services within the town centre. This will be of benefit specifically on weekends and for the evening economy.
- 6.37 The proposals will deliver a high proportion of electric vehicle spaces, future proofed to deliver further EV spaces as the demand and proportion of such vehicles increases. The high provision of cycle spaces will encourage this mode of transport, providing safe and secure parking facilities. The proposals also encourage movement between the NHIC and the town centre, with improvements to the public realm, as well as being located along the station to stadium walking route.
- 6.38 This MSCP is also essential for the University in achieving their wider Integrated Transport and Parking Strategy, and Travel Plan which put great weight on the encouragement and provision for sustainable modes of transport such as walking, cycling and the use of public

transport.

- 6.39 This accords with the sustainability Local Plan policies including LP20, LP21, LP24, LP26, LP27 and LP28, as well as Framework Policy DP3, with the provision of EV charging, active travel measures, carbon reduction, and the above listed sustainable measures.

### **Drainage**

- 6.40 A Drainage Strategy has been submitted with this reserved matters application demonstrating both the surface water and foul water design. This includes attenuation and climate change allowances. This accords with the requirements of the decision-making policies of the Framework and Policies LP27 and LP28.

### **Contamination**

- 6.41 A Combined Phase I and Phase II Ground Investigation including a Coal Mining Risk Assessment Report has been submitted with this application.
- 6.42 The geotechnical aspect of this Report has recommended a piled foundation solution for the proposed structure with a suspended ground floor slab. In respect of the ground and groundwater contamination, no potentially unacceptable risks to human health or controlled water receptors have been identified from soil or groundwater sources. No remedial interventions are required, and no gas protection measures will be required.
- 6.43 The Report confirms that the site is at a low risk from coal mining legacy issues, and no mitigation measures are required.
- 6.44 A Remediation Strategy will be required which can be conditioned.
- 6.45 This accords with Policy LP53 in which development on land suspected of being unstable or contaminated due to historic uses should be accompanied by a Contamination Assessment, and where evidence is found, remediation should be incorporated.

### **Consultation**

- 6.46 Prior to the submission of the application, pre-application discussions were carried out with Officers at Kirklees Council as detailed within Section 3 of this Statement. As part of that process consultation with internal consultees in Urban Design, Highways, Ecology, Public Health and the LLFA were carried out as well as consultation with Local Ward Councillors and West Yorkshire Police. Overall, the pre-application process was positive and has

enabled the applicant to develop the scheme and ensure the necessary technical reports are provided.

- 6.47 Consultation with Abode, the developers of Crown House, has been ongoing throughout the pre-application, preparation of this planning application, and the design evolution of the scheme to ensure the proposed MSCP does not adversely impact the residential amenity of future students at Crown House.
- 6.48 During the course of the application process, third parties will have an opportunity to comment on the detailed proposals as submitted, and the Council will contact local neighbours as part of this process for their feedback.

## **7.0 CONCLUSION**

- 7.1 This Planning Statement has been prepared by DLP Planning on behalf of The University of Huddersfield, in support of a reserved matters application for a 534-space multi-storey car park at Plot 5 of the National Health Innovation Campus (NHIC) at Southgate/Leeds Road, Huddersfield, HD1 1TW.
- 7.2 The proposals have been well-designed to provide an attractive, in keeping building which will positively aid the wider Masterplan. A Transport Assessment and Travel Plan have been prepared for the application site, which demonstrates that the proposals will be suitable within the wider highways network.
- 7.3 The proposals represent a sustainable development, meeting the requirements of the economic, social and environmental objectives as has been detailed within this Statement. The sustainable measures have been detailed within the submitted Climate Change Template, and in accordance with Framework Policies S3 and S4, a presumption in favour of sustainable development should be applied.
- 7.4 Having assessed the proposed development against the relevant local and national planning policies and guidance, it is considered that the proposals are in compliance and should therefore be granted planning permission.



part of the gbpartnerships group

YK7427P Old Leeds Road  
The University of Huddersfield  
Planning Statement  
October 2026

## **Appendix 1 Outline Decision Notice: 2021/60/91544/W**



**Town and Country Planning Act 1990**

**Town and Country Planning (Development Management Procedure) (England)  
Order 2015**

**OUTLINE PLANNING PERMISSION**

**NOTE: This approval should be read in conjunction with an Agreement made under  
Section 106 of the Town and Country Planning Act 1990**

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**Application Number: 2021/60/91544/W**

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**To:** Iain Bath,  
IB Planning Ltd  
8, Wells Promenade  
Ilkley  
LS29 9LF

**For:** Tim Hosker, University of Huddersfield

**In pursuance of its powers under the above-mentioned Act and Order the  
KIRKLEES COUNCIL (hereinafter called "The Council") as Local Planning Authority  
hereby permits:-**

Outline application for 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

**At:** Southgate/Leeds Road, Huddersfield, HD1 1TW

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**In accordance with the plan(s) and applications submitted to the Council on 24-  
Jun-2021, subject to the condition(s) specified hereunder:-**

1. Application for approval of the Reserved Matters for the first phase of the development shall be made to the Local Planning Authority not later than 3 years from the date of this permission. Application for the approval of Reserved Matters for each subsequent phase of development shall be made within 3 years of the date of approval of the final Reserved Matters of the previous phase. For the purposes of this permission, all references to a 'phase' or 'phase of development' shall be interpreted as being a reference to a phase as defined on a phasing plan to be submitted pursuant to Condition 4.

**Reason:** To accord with the requirements of Section 92 of the Town and Country Planning Act 1990 (as amended).

2. The first phase of the development hereby permitted shall be implemented either before the expiration of 5 years from the date of this permission or before the expiration of 2 years from the date of approval of the last of the Reserved Matters to be agreed for that phase whichever is the later. Subsequent phases of development shall be implemented before the expiration of 2 years from the date of approval of the last of the Reserved Matters to be agreed for that phase whichever is the later.

**Reason:** To accord with the requirements of Section 92 of the Town and Country Planning Act 1990 (as amended).

3. Before any development in each phase to be agreed by Condition 4 is begun, plans showing the:

- i. Access
- ii. Appearance;
- iii. Scale;
- iv. Layout and
- v. Landscaping;

for that phase (the Reserved Matters) must be submitted to and approved in writing by the Local Planning Authority. Development shall thereafter be implemented in accordance with the approved plans.

**Reason:** To accord with Article 5 of the Town and Country Planning (Development Management Procedure) (England) Order 2015.

4. A plan showing the phases of development shall be submitted to and approved in writing by the Local Planning Authority prior to the submission of any application for the approval of Reserved Matters. The phases of the development thereafter shall be carried out in accordance with the submitted phasing plan and any reference to phase or phases in the following conditions shall refer to the phases detailed in the plan thereby approved.

**Reason:** To define the scope of this permission and to provide clarity in relation to the progression of development across the site.

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 will be addressed to demonstrate active frontages and over-looked/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 will 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.

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.

7. No development of any phase shall commence until a Construction Environmental Management Plan (CEMP) for that phase has been submitted to and agreed in writing with the Local Planning Authority. The plan shall describe in detail the actions that will be taken to minimise adverse impacts on occupiers of nearby properties. It shall include full details of

- a) The methods to be employed to prevent mud, grit and dirt being carried onto the public highway from the development hereby approved;
- b) Measures to control the emissions of dust and dirt during construction;
- c) Measures to control noise and vibration arising from all construction related activities. This should include suitable restrictions on the hours of working on the site including times of deliveries, the details of which should be provided;
- d) Details of routing and signage for construction traffic;
- e) Details of any artificial lighting to be used in connection with all construction related activities and security of the construction site;
- f) The location of any site compound and plant equipment/storage (including materials);
- g) The location for contractor parking;
- h) The erection and maintenance of security hoarding including decorative displays and facilities for public viewing;
- i) A Site Waste Management Plan, detailing recycling/disposing of waste resulting from demolition and construction works;
- j) Details of a site manager and point of contact in the event of any issues arising through the construction process;
- k) Details of how this CEMP will be made publicly available by the developer.

The approved details for each phase shall be implemented at the commencement of work on site for that phase and shall thereafter be retained and employed until completion of works on site for that phase. The CEMP shall be made publicly available for the lifetime of the construction phases of the development in accordance with the approved method of publicity.

**Reason:** To safeguard the living conditions of the occupiers of nearby properties during the construction period. This is a pre-commencement condition as the measures need to be agreed before any works start on site.

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  $x=2.4\text{m}$  by  $y=43\text{m}$ .
- 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.

10. Before development commences on an individual phase, a scheme detailing the location and cross sectional information together with the proposed design and construction details for all new retaining walls/ building retaining walls adjacent to the existing highway for that phase shall be submitted to and approved by the Highway Authority in writing. The approved scheme shall be implemented prior to the commencement of the proposed development for that phase and thereafter retained during the life of the development.

**Reason:** To ensure that suitable and safe means of access is available for the development.

11. Before development commences on an individual phase, a scheme detailing the location and cross sectional information together with the proposed design and construction details for all new surface water attenuation pipes/manholes located within the proposed highway footprint for that phase shall be submitted to and approved by the Highway Authority in writing. The approved scheme shall be implemented prior to the commencement of the proposed development for that phase and thereafter retained during the life of the development

**Reason:** To ensure that suitable and safe means of access is available for the development.

12. Development of any phase shall not commence until a detailed design scheme detailing foul, surface water and land drainage, (including agreed discharge rates with the LLFA indirectly or directly to watercourse, attenuation for the critical 1 in 100 + 30% climate change rainfall event, attenuation construction details /design, plans and longitudinal sections, hydraulic calculations, phasing of drainage provision) has been submitted to and approved in writing by the Local Planning Authority for that phase. The scheme shall include a risk assessment and method statement, in accordance with CDM Regulations 2015, for access to and into the attenuation structure, and an itinerary of maintenance tasks with schedules. No phase of the development shall be occupied until such approved drainage scheme for that phase has been provided on the site to serve the development and retained thereafter.

**Reason:** To ensure sustainable drainage and flood prevention.

13. The development of any phase shall not commence until an assessment of the effects of 1 in 100 year storm events, with an additional allowance for climate change, blockage scenarios and exceedance events on drainage infrastructure and surface water run-off

pre and post development between the development and the surrounding area (both upstream and downstream of the development), has been submitted to and approved in writing by the Local Planning Authority. No phase of the development shall be brought into use (i.e. development plots shall not be occupied) until the works comprising the approved scheme for that phase have been completed and such approved scheme shall be retained thereafter.

**Reason:** To ensure sustainable drainage and flood prevention.

14. Development of any phase shall not commence until a scheme detailing temporary surface water drainage for the construction period of that phase (after soil and vegetation/site strip) has been submitted to and approved in writing by the Local Planning Authority. The scheme shall detail:

- a) Phasing of the development and phasing of temporary drainage provision;
- b) Methods of preventing silt, debris and contaminants entering existing drainage systems and watercourses and how flooding of adjacent land is prevented.
- c) A plan showing the location of the attenuation storage and supporting calculations, which shall be based on the critical 1 in 5-year storm. It should be assumed that once the site has been stripped that the percentage run-off will be 100 %. The maximum allowable offsite discharge rate shall not exceed 2.5 litres per second, unless otherwise agreed with the LLFA.

The temporary works for that phase shall be implemented in accordance with the approved scheme and phasing. No phase of the development shall be commenced until the temporary works approved for that phase have been completed. The approved temporary drainage scheme shall be retained until the approved permanent surface water drainage system is in place and functioning in accordance with written notification to the Local Planning Authority.

**Reason:** To ensure sustainable drainage and flood prevention during the construction phase.

15. No building or other obstruction including landscape features shall be located over or within:

- a) 3 metres either side of the centre line of the public 300 mm diameter sewers i.e. a protected strip width of 6 metres;
- b) 3 metres either side of the centre line of the public 375 mm diameter sewer i.e. a protected strip width of 6 metres;
- c) 3.5 metres either side of the centre line of the public 450 mm diameter sewer i.e. a protected strip width of 7 metres;
- d) 3.5 metres either side of the centre line of the public 600 x 450 mm diameter sewer i.e. a protected strip width of 7 metres;
- e) 5 metres either side of the centre line of the public 750 mm diameter sewer i.e. a protected strip width of 10 metres; and
- f) 5 metres either side of the centre line of the public 825 x 600 mm diameter sewer i.e. a protected strip width of 10 metres.
- g) No new trees shall be planted within 5 metres of any public sewer unless details of the proposed tree planting, including species, size and a scheme for a support cell system has first been submitted to and approved in writing by the Local Planning Authority to demonstrate how a tree could be planting without impacting upon any public sewer.

If the required stand-off distances are to be achieved via diversion or closure of the sewer(s), details of the relevant diversion or closure that has been agreed with the statutory undertaker shall be submitted to and approved in writing by the Local Planning Authority prior to any construction in the affected area(s). The development shall then be implemented in accordance with the approved details. ,

**Reason:** In the interests of access for maintenance and repair work of drainage infrastructure to ensure sustainable drainage and flood prevention.

16. The site shall be developed with separate systems of drainage for foul and surface water on and off site. The separate systems should extend to the points of discharge to be agreed. Surface water from the site shall be restricted to a maximum rate of 138 (one hundred and thirty eight) litres per second, to the public sewer network.

**Reason:** In the interest of satisfactory and sustainable drainage.

17. For each phase of development, a full travel plan shall be submitted to and approved in writing by the Local Planning Authority 3 months prior to any part of the development within that phase being brought into use. The travel plan shall include measures to improve and encourage the use of sustainable transport. The Travel Plan shall continue to be developed and implemented as long as any part of the development is occupied.

**Reason:** To comply with the Council's sustainability objectives.

18. Prior to the first phase of development commencing, an Ecological Impact Assessment (EclA) (undertaken in line with CIEEM guidance) shall be submitted to and approved in writing by the Local Planning Authority. Each phase of development shall then be implemented in accordance with the recommendations of the EclA and the measures thereafter retained.

**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.

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 post-development. The BEMP will 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) Aims 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 long-term implementation of the Plan will 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 will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved Plan. The approved Plan will 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.

20. Before construction work on any phase commences, a scheme detailing fully costed air quality mitigation measures for that phase, based on the cost damage calculation as detailed in the Air Quality Assessment by Delta Simons (Ref: 21-0934.02 dated: June 2021 - Section 6.2 Operational Phase – Mitigation) shall be submitted to and approved in writing by the Local Planning Authority. This shall include a timescale for the implementation of the stated measures. Following completion of the agreed air quality mitigation measures for that phase, a verification report detailing a breakdown of costs shall be submitted to and approved in writing by the Local Planning Authority. The report shall detail the expenditure of each of the mitigation measures agreed, and this should reflect the total sum of cost damages that have been calculated for the development. The measures shall be implemented in accordance with the approved timescale for that phase.

**Reason:** For promoting sustainable development and transport and conserving the natural environment.

21. Before construction work commences on any phase, a mechanical ventilation scheme for that phase shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall consider the recommendations made within the Air Quality Assessment by Delta Simons (Ref: 21-0934.02 dated: June 2021) and identify the following:

- a) Which rooms of the development will require an alternative mechanical ventilation scheme where windows cannot be opened due to poor air quality as identified in the report
- b) Proposals for NO<sub>x</sub> filters at the air intakes;
- c) Details of how rooms shall be provided with sufficient ventilation to help control thermal comfort and avoid over heating during hot weather without the need to open windows and compromise internal air quality;
- d) Details of the air intake location and any summer bypass for any heat recovery system, including a calculation for air changes/hour. This could include a Standard Assessment Procedure (SAP) to demonstrate that a risk of overheating is minimised.

Each relevant phase of the development shall then be implemented in accordance with the approved mechanical ventilation scheme for that phase and the measures shall thereafter be retained.

**Reason:** In the interests of the health of future users of the site in order to ensure an appropriate air quality within the buildings.

22. For each phase of development, before the electrical system is installed, a scheme detailing the dedicated facilities that will be provided for charging electric vehicles and other ultra-low emission vehicles for that phase shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall meet at least the following minimum standard for numbers and power output:

- A Standard Electric Vehicle Charging point providing a continuous supply of at least 16A (3.5kW) for each residential unit that has a dedicated parking space
- One Standard Electric Vehicle Charging Point providing a continuous supply of at least 16A (3.5kW) for at least 10% of residential parking spaces that are not allocated to specific dwellings
- One Standard Electric Vehicle Charging Point providing a continuous supply of at least 16A (3.5kW) for at least 10% of non-residential parking spaces

The buildings within the relevant phase and parking spaces that are to be provided with charging points shall not be brought into use until the charging points are installed and operational. Charging points installed shall be retained thereafter.

**Reason:** In the interest of supporting and encouraging low emission vehicles, in the interest of air quality enhancement.

23. Groundworks (other than those required for a site investigation report) shall not commence until a Phase II Intrusive Site Investigation Report by a suitably competent person has been submitted to and approved in writing by the Local Planning Authority.

**Reason:** To ensure the safe occupation of the site in accordance with Policy LP53 of the Kirklees Local Plan and paragraph nos. 178 and 179 of the National Planning Policy Framework

24. Where site remediation is recommended in the Phase II Intrusive Site Investigation Report approved pursuant to condition (CLC2) further groundworks shall not commence until a Remediation Strategy by a suitably competent person has been submitted to and approved in writing by the Local Planning Authority. The Remediation Strategy shall include a timetable for the implementation and completion of the approved remediation measures.

**Reason:** To ensure the safe occupation of the site in accordance with Policy LP53 of the Kirklees Local Plan and paragraph nos. 178 and 179 of the National Planning Policy Framework

25. Remediation of the site shall be carried out and completed in accordance with the Remediation Strategy approved pursuant to condition (CLC3). In the event that remediation is unable to proceed in accordance with the approved Remediation Strategy or contamination not previously considered in either the Preliminary Risk Assessment or the Phase II Intrusive Site Investigation Report is identified or encountered on site, all groundworks in the affected area (except for site investigation works) shall cease immediately and the Local Planning Authority shall be notified in writing within 2 working days. Works shall not recommence until proposed revisions to the Remediation Strategy have been submitted to and approved in writing by the Local Planning Authority. Remediation of the site shall thereafter be carried out in accordance with the approved revised Remediation Strategy.

**Reason:** To ensure the safe occupation of the site in accordance with Policy LP53 of the Kirklees Local Plan.

26. Following completion of any measures identified in the approved Remediation Strategy or any approved revised Remediation Strategy a Validation Report by a suitably

competent person shall be submitted to the Local Planning Authority. No part of the site shall be brought into use until such time as the remediation measures have been completed for the site in accordance with the approved Remediation Strategy or the approved revised Remediation Strategy and a Validation Report in respect of those remediation measures has been approved in writing by the Local Planning Authority.

**Reason:** To ensure the safe occupation of the site in accordance with Policy LP53 of the Kirklees Local Plan.

27. For each phase of development, before any works commence, a further noise assessment report for that phase shall be submitted to and approved in writing by the Local Planning Authority. The report shall provide the following:

Clearly show which rooms of the development will not achieve satisfactory indoor sound levels with windows open and for these rooms, provide a detailed specification of the noise mitigation measures that are necessary to achieve satisfactory indoor sound levels, including an alternative ventilation scheme.

The acoustic specification of the ventilation scheme demonstrating that when operated, it will not cause indoor noise target levels to be exceeded. The ventilation scheme must demonstrate how rooms shall be provided with sufficient ventilation to help control thermal comfort and avoid over heating during hot weather without the need to open windows. This should include details of the air intake location and any summer bypass for any heat recovery system including a calculation for air changes/hour. A Standard Assessment Procedure (SAP) would be acceptable to demonstrate that a risk of overheating is minimised.

All works that form part of the approved scheme shall be completed prior to first occupation of any buildings within that phase and retained thereafter.

**Reason:** In order to provide a satisfactory noise environment for future occupiers and to ensure that future occupiers are not adversely affected by unacceptable levels of noise pollution.

28. The combined noise from any fixed mechanical services and external plant and equipment shall be effectively controlled so that the combined rating level of noise from all such equipment does not exceed the background sound level at any time. "Rating level" and "background sound level" are as defined in BS 4142:2014 + A1:2019.

**Reason:** To ensure the proposed development does not cause harmful noise pollution within neighbouring noise sensitive locations, in the interest of amenity, to comply with the aims and objectives of Policies LP24 and LP52 of the Kirklees Local Plan.

29. For each phase of development, before the installation of external artificial lighting commences a lighting scheme for that phase shall be submitted to and approved in writing by the Local Planning Authority. The scheme should include the following information:

- a) The proposed hours of operation of the lighting;
- b) The location and specification of all of the luminaires;
- c) The proposed design level of maintained average horizontal illuminance for the areas that needs to be illuminated;
- d) The predicted vertical illuminance that will be caused by the proposed lighting when measured at windows of any properties in the vicinity;
- e) The measures that will be taken to minimise or eliminate glare and stray light arising from the use of the lighting that is caused beyond the boundary of the site;
- f) The methods of switching and controlling the lighting so that it is only operated at the permitted times and at times when it is required.

The external artificial lighting for each phase shall then be installed and operated thereafter in accordance with the approved scheme.

**Reason:** To safeguard the amenities of the occupiers of nearby properties, to minimise light pollution and to conserve energy use.

30. Before food cooking commences in any of the buildings within any phase, details of a kitchen extract system shall be submitted to and approved in writing by the Local Planning Authority. The details shall provide the following information:

- a) A risk assessment for odour which considers amount and type of food that will be cooked together with the proposed dispersion of odours and proximity of receptors likely to be affected by any cooking odours;
- b) Based on the risk assessment, details of the proposed methods of odour control and dispersion of any extracted odours;
- c) Details showing the proposed location of all the major components of the extract system;
- d) The noise mitigation measures that will be incorporated in the extract system and details of the likely resulting noise levels that will be caused by operation of the extract system, including how loud it will be at nearby noise sensitive locations;
- e) The proposed ongoing maintenance schedule that will be carried out to ensure that the extract system continues to effectively control odours and not cause excessive noise.

Before any food cooking commences, the approved extract system shall be installed and thereafter retained and maintained in accordance with the approved details.

**Reason:** To ensure the proposed development does not cause harmful odour pollution within any public area or at neighbouring premises in the interest of amenity and to comply with the aims and objectives of Policies LP24 and LP52 of the Kirklees Local Plan.

31. For each phase of development, full details of suitable and sufficient secure cycle parking accommodation within the site, as well as measures to encourage cycle usage such as suitable changing and showering facilities, shall be submitted to and approved in writing by the Local Planning Authority. No building within each phase shall be occupied unless such cycle parking and facilities has been provided in accordance with the approved plans and, thereafter, such cycle parking accommodation shall be retained.

**Reason:** To promote access to the development by means other than the private car.

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.

**Reason:** To address the impacts of climate change and the Council's declaration of a Climate Change Emergency and to promote resilience to it.

### **Informatives**

Pursuant to Condition 7 (CEMP), noisy construction related activities should not take place outside the hours of:

- 07.30 to 18.30 hours Mondays to Fridays;
- 08.00 to 13.00 hours, Saturdays;
- With no noisy activities on Sundays or Public Holidays.

The Institute of Air Quality Management document "Guidance on the assessment of dust from demolition and construction" Version 1.1 2016 provides detailed information regarding dust control. Kirklees Council has powers under Section 60 of the Control of Pollution Act 1974 to control noise from construction sites and may serve a notice imposing requirements on the way in which construction works are to be carried out. It has additional powers under Sections 80 of the Environmental Protection Act 1990 to prevent statutory nuisance including noise, dust, smoke and artificial light and must serve an abatement notice when it is satisfied that a statutory nuisance exists, or is likely to occur or recur. Failure to comply with a notice served using the above-mentioned legislation would be an offence for which the maximum fine on summary conviction is unlimited.

Pursuant to Condition 22, Electric Vehicle Charging Points:

- a) A Standard Electric Vehicle Charging Point is one which is capable of providing a continuous supply of at least 16A (3.5kW) and up to 32A (7kW). The higher output is more likely to be futureproof
- a) Standard charging points for single residential properties that meet the requirements specified in the latest version of "Minimum technical specification - Electric Vehicle Homecharge Scheme (EVHS)" by the Office for Low Emission Vehicles will be acceptable. Basically, charging points that provide Mode 3 charging with a continuous output of least 16A (3.5kW) and have Type 2 socket outlet would be acceptable.
- b) At non-residential developments, the requirement for one standard electric vehicle charging point for at least 10% of parking spaces may initially be reduced to one charging point for at least 5% of parking spaces with the remainder provided at an agreed trigger point.
- c) For developments where some or all of the parking is likely to be used for shorter stay parking (30mins to 4 hours) then Fast (7-23kW) or Rapid (43kW+) charging points may be more appropriate. If Fast or Rapid charging points are proposed together with restrictions on the times that vehicles are allowed to be parked at these points then a lower number of charging points may be acceptable. • The electrical supply of the final installation should allow the charging equipment to operate at full rated capacity.
- d) The installation must comply with all applicable electrical requirements in force at the time of installation.

Pursuant to Conditions 23-26 (contaminated land) all contamination reports shall be prepared by a suitably competent person, as defined in Annex 2 of the National Planning Policy Framework 2019. Reports must be prepared in accordance with the following guidance: Land Contamination Risk Management (LCRM). BS 10175:2011+ A2:2017 Investigation of Potentially Contaminated Sites. Code of Practice Development on Land Affected by Contamination - Technical Guidance for Developers, Landowners & Consultants - (v11.2) June 2020 by the Yorkshire and Lincolnshire Pollution Advisory Group.

Pursuant to Condition 27, a ventilation scheme that meets the performance specification given in Para 6 of Schedule 1 of the Noise Insulation Regulations 1975 is likely to be acceptable. Acoustic trickle ventilation alone is unlikely to provide sufficient ventilation to help control thermal comfort without the need to open windows and would therefore not be acceptable.

Pursuant to Condition 29, the proposed design levels of illuminance should be shown to be appropriate for the intended use by reference to appropriate guidance. Generally, to minimise problems of glare and stray light from external artificial lighting it should be installed and maintained in accordance with the "Guidance Notes for the Reduction of Obtrusive Light" by the Institution of Lighting Professionals: 2011 [www.theilp.org.uk](http://www.theilp.org.uk). The predicted levels of stray light must not exceed the recommended maximum levels given in Table 2 of this guidance for an Environmental Zone E2/3.

Pursuant to Condition 30, detailed advice is available in “Control of Odour and Noise from Commercial Kitchen Exhaust Systems” by EMAQ Sep 2018 which is an update of “Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems” by DEFRA 2005.

**Plans and specifications schedule:-**

| <b>Plan Type</b>                        | <b>Reference</b>                                                                                                | <b>Version</b> | <b>Date Received</b> |
|-----------------------------------------|-----------------------------------------------------------------------------------------------------------------|----------------|----------------------|
| Red Line Boundary                       | EX01                                                                                                            |                | 15 April 2021        |
| Outline Site Masterplan                 | PR01                                                                                                            |                | 15 April 2021        |
| Design and Access Statement             | Dated April 2021                                                                                                |                | 15 April 2021        |
| Transport Statement                     | Prepared by Optima (April 2021)<br>Report Reference: 210331<br>Southgate, University of<br>Huddersfield TS.docx |                | 15 April 2021        |
| Travel Plan                             | Prepared by Optima (April 2021)<br>Report Reference: 210331<br>Southgate, University of<br>Huddersfield TP.docx |                | 15 April 2021        |
| Air Quality Assessment                  | Prepared by Delta Simons (June 2021) Project No: 21-0934.02                                                     |                | 24 June 2021         |
| Noise Impact Assessment                 | Prepared by Delta Simons (7th June 2021) Project No: 21-0934.02                                                 |                | 8 June 2021          |
| Flood Risk Assessment                   | Prepared by Delta Simons (June 2021) Project No: 21-0934.02                                                     |                | 4 June 2021          |
| Coal Mining Risk Assessment             | Prepared by Delta Simons (May 2021) Project No: 21-0934.03                                                      |                | 14 May 2021          |
| Phase 1 Site Assessment                 | Prepared by Curtins (May 2021)<br>Report Reference:<br>062769.000ML/R1                                          | 03             | 7 May 2021           |
| Phase 2 Site Assessment                 | Prepared by Curtins (25 March 2021) Report Reference 062769-00-XX-RP-GE-002                                     | V03            | 26 April 2021        |
| Remediation Strategy                    | Prepared by Curtins (25 March 2021) Report Reference Ref: 077898-CUR-00-XX-RP-GE-0001                           | V01            | 23 April 2021        |
| Drainage and Foul Sewerage Assessment   | Prepared by Dudleys (01.04.2021)<br>Report Reference CAL01                                                      | Rev A          | 22 April 2021        |
| Preliminary Ecological Appraisal Report | Prepared by Brooks Ecological (03/05/2021) Report Reference ER-5235-01                                          |                | 15 April 2021        |

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. Negotiations were carried out during the course of the application, which resulted in the conditions set out on this decision notice to ensure an acceptable quality of development.

#### **Digital Infrastructure: Fibre To The Property (FTTP)**

Access to affordable and reliable broadband is necessary for Kirklees' residents, businesses, and visitors to take advantage of the growing digital economy and 'digital by default' services. Fibre optic cables direct to a property (FTTP) is the most reliable way of delivering high speed broadband connectivity and allows for gigabit internet speeds. Access to high quality digital infrastructure provides the foundations for, amongst other things:

- Economic prosperity – workforces that are digitally-literate enables business to thrive.
- Digital literacy – digital literacy and skills increase employability and people can exploit the internet for transactional, social, entertainment and learning purposes.
- New services – digital delivery can lower costs and provide innovative public and health services more conveniently.

It is therefore advised that digital infrastructure, including FTTP, and its benefits for the development be considered from the earliest feasible stage. Methods include working with Internet Service Providers to install digital infrastructure alongside other utilities or providing pre-infrastructure allowing for speedier installation at a later date.

To discuss the benefits that FTTP may have for your development, please contact Carl Tinson in Kirklees Council's Digital Team at [carl.tinson@kirklees.gov.uk](mailto:carl.tinson@kirklees.gov.uk).

**Note:** The provision of fibre infrastructure is often available from certain telecommunications providers free of charge for development over a certain scale, provided that sufficient notice is given. Notice periods are typically at least 12 months prior to first occupation. In some cases, providers may request a contribution from the developer.

**Note:** Where no telecommunications provider has been secured to provide fibre infrastructure by the time of highway construction, it is advised that additional dedicated telecommunications ducting is incorporated alongside other utilities to enable the efficient and cost effective provision of fibre infrastructure in the future.

**Development within a Coal Mining Area**

The proposed development lies within an area that has been defined by the Coal Authority as containing potential hazards arising from former coal mining activity at the surface or shallow depth. These hazards can include: mine entries (shafts and adits); shallow coal workings; geological features (fissures and break lines); mine gas and former surface mining sites. Although such hazards are seldom readily visible, they can often be present and problems can occur in the future, particularly as a result of new development taking place.

It is recommended that information outlining how former mining activities may affect the proposed development, along with any mitigation measures required (for example the need for gas protection measures within the foundations), is submitted alongside any subsequent application for Building Regulations approval (if relevant).

Any form of development over or within the influencing distance of a mine entry can be dangerous and raises significant land stability and public safety risks. As a general precautionary principle, the Coal Authority considers that the building over or within the influencing distance of a mine entry should be avoided. In exceptional circumstance where this is unavoidable, expert advice must be sought to ensure that a suitable engineering design which takes into account all the relevant safety and environmental risk factors, including mine gas and mine-water. Your attention is drawn to the Coal Authority Policy in relation to new development and mine entries available at:

[www.gov.uk/government/publications/building-on-or-within-the-influencing-distance-of-mine-entries](http://www.gov.uk/government/publications/building-on-or-within-the-influencing-distance-of-mine-entries)

Any intrusive activities which disturb or enter any coal seams, coal mine workings or coal mine entries (shafts and adits) requires a Coal Authority Permit. Such activities could include site investigation boreholes, excavations for foundations, piling activities, other ground works and any subsequent treatment of coal mine workings and coal mine entries for ground stability purposes. Failure to obtain a Coal Authority Permit for such activities is trespass, with the potential for court action.

If any coal mining features are unexpectedly encountered during development, this should be reported immediately to the Coal Authority on 0345 762 6848. Further information is available on the Coal Authority website at:

[www.gov.uk/government/organisations/the-coal-authority](http://www.gov.uk/government/organisations/the-coal-authority)

If this application has been publicised by notice(s) in the vicinity of the site, please would you now remove the notice(s) and dispose of it/them responsibly to avoid harm to the appearance of the local area.

#### **Details Reserved by Condition**

- This permission has been granted subject to conditions. Some of the conditions may require you to submit further details. These conditions

normally contain the wording “*submitted to and approved in writing by the Local Planning Authority*”.

- You can apply online for approval of these details at the Planning Portals website at [www.planningportal.gov.uk](http://www.planningportal.gov.uk). Alternatively the forms and supporting guidance for submitting an application can be found online at [www.kirklees.gov.uk/planning](http://www.kirklees.gov.uk/planning).
- This Authority recognises the need to ensure that you are able to develop the site as effectively and flexibly as possible. However, at the same time it must ensure that development is in accordance with the terms of the planning conditions and legal agreement and the expectations of elected members and local residents set through the decision process.
- You should note the triggers for compliance with the conditions of this planning permission. This Authority is committed to processing applications to discharge conditions in a timely manner. It is important to ensure that submissions are made as far in advance of the trigger to allow time for adequate consultation, discussion and in some circumstances publicity.
- It is important that applications to discharge conditions are accompanied by sufficient information to enable this Authority and its consultees to fully consider and determine the proposals. Whilst officers will endeavour to negotiate solutions, failure to provide a comprehensive submission may result in delay and refusal of the application.
- If you commence work without discharging conditions you are at risk of enforcement action and invalidating your permission if the planning condition is a pre commencement condition.

#### **Appeals to the Secretary of State**

- If you are aggrieved by the decision of your local planning authority to refuse permission for the proposed development or to grant it subject to conditions, then you can appeal to the Secretary of State under section 78 of the Town and Country Planning Act 1990.
- If an enforcement notice is served relating to the same or substantially the same land and development as in your application and if you want to appeal against your Local Planning Authority’s decision on your application, then you must do so within:  
28 days of the date of service of the enforcement notice, or within 6 months of the date of this notice, whichever period expires earlier.

- If you want to appeal against your local planning authority's decision then you must do so within 6 months of the date of this notice.
- Appeals must be made using a form which you can get from the Secretary of State at Temple Quay House, 2 The Square, Temple Quay, Bristol BS1 6PN (Tel: 0303 444 5000) or online at <https://www.gov.uk/planning-inspectorate>. Further information on the Planning Appeal process can be found online at the Planning Inspectorates website <https://www.gov.uk/government/organisations/planning-inspectorate>.
- You must use the correct Planning Appeal Form when making your appeal. If requesting forms from the Planning Inspectorate, please state the type of application that the appeal relates to so they can send you the appeal form you require.
- The Secretary of State can allow a longer period for giving notice of an appeal, but he will not normally be prepared to use this power unless there are special circumstances which excuse the delay in giving notice of appeal.
- The Secretary of State need not consider an appeal if it seems to him that the local planning authority could not have granted planning permission for the proposed development or could not have granted it without the conditions they imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order.
- In practice, the Secretary of State does not refuse to consider appeals solely because the local planning authority based their decision on a direction given by him.

Please note, only the applicant possesses the right of appeal.

#### **Purchase Notices**

- If either the local planning authority or the Secretary of State refuses permission to develop land or grants it subject to conditions, the owner may claim that he can neither put the land to a reasonably beneficial use in its existing state nor render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted.

In these circumstances, the owner may serve a purchase notice on the Council. This notice will require the Council to purchase his interest in the land in accordance with the provisions of Part VI of the Town and Country Planning Act 1990.

It is the applicant's responsibility to find out whether any works approved by this planning permission, which involve excavating or working near public highway and any highway structures including retaining walls, will require written approval from the Council's Highways Structures Section. Please contact the Highways Structures Section on Tel No. 01484-221000 Ext 74199 for further advice on this matter.

An important part of improving our service is to review your feedback on the way that we have dealt with your planning application(s). Please take a couple of minutes to email your comments to [dc.admin@kirklees.gov.uk](mailto:dc.admin@kirklees.gov.uk) so that we can work on continually improving our customer service. Thank you.

**Dated:** 08-Oct-2021

**Signed:**



**David Shepherd**  
**Strategic Director Growth and Regeneration**

### **Decision Documents**

The decision notice indicates which documents relate to the decision. These documents can be viewed online at the Planning Services website at [www.kirklees.gov.uk/planning](http://www.kirklees.gov.uk/planning), and by clicking on the 'search and view existing planning applications and decisions' and by searching for application number 2021/60/91544/W .

If a paper copy of the decision notice or decided plans are required please email [dc.admin@kirklees.gov.uk](mailto:dc.admin@kirklees.gov.uk) or telephone 01484 414746 with the application number. There may be a charge for this service.

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All communications should be sent to one of the following address:

**E-mail:** [dc.admin@kirklees.gov.uk](mailto:dc.admin@kirklees.gov.uk)

**Write to:** Planning Services  
Investment and Regeneration  
PO Box B93  
Civic Centre III  
Off Market Street  
Huddersfield  
HD1 2JR

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part of the gbpartnerships group

YK7427P Old Leeds Road  
The University of Huddersfield  
Planning Statement  
October 2026

## **Appendix 2 Pre-Application Written Response: 2026/20350**

Enquiries to: Victor Grayson

Laura Holland  
DLP Planning  
Ground Floor  
V1 – Velocity  
Tenter Street  
Sheffield  
S1 4BY

Kirklees Direct  
Tel: 01484 221000 x77803  
Email: [victor.grayson@kirklees.gov.uk](mailto:victor.grayson@kirklees.gov.uk)

Date: 05/08/2026  
Our Ref: 2026/20350

Dear Ms Holland,

**Pre-application enquiry relating to an Integrated Transport Hub with associated works including an external service yard at the University of Huddersfield's National Health Innovation Campus, Southgate, Huddersfield**

**Proposal**

This pre-application advice request relates to the erection of a multi-storey car park comprising 10 storeys of parking (at levels 0 and 1 to 9)<sup>1</sup>, a bicycle store and bin store at level 0, and designated areas for motorcycle and electric vehicle parking, together with a service yard accommodating a generator, electric buggy parking and relocated sprinkler tanks. Hard and soft landscaping is also proposed.

A total of 544 parking spaces is proposed, comprised of:

- 453 standard spaces
- 53 electric vehicle spaces
- 26 accessible spaces
- 2 accessible electric vehicle spaces
- 10 motorbike spaces

Parking for 95 bicycles is proposed.

The car park would be open for use by members of the public. Specific numbers of university-related users and public users have not been set at this stage. A fixed proportion of spaces would not be permanently designated for university-related users – instead, there would be flexibility, and parking permits would be issued to some of the university-related users (which means, at times when few or no university-related users are expected, most of the car park could be in public use).

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<sup>1</sup> Of note, some submission documents refer to level 8 as the highest floor, however the submitted sections illustrate and annotate a level 9.

No barrier controls are proposed at the vehicular entrance. Automatic Number Plate Recognition would be used instead.

You have indicated that commencement of work on the proposed development is expected in early 2027, with completion expected by the end of March 2028.

### **Enquiry site and phasing**

The enquiry site is currently a vacant, cleared plot. It is located at the southern edge of the campus, to the east of (behind) Crown House, and abuts Old Leeds Road.

The last masterplan document for the campus (submitted under Reserved Matters application 2023/93655 for Phase 2) annotated the enquiry site as “05 STH” in most drawings.

The phasing plan (dated July 2022) approved on 04/11/2022 under Discharge of Conditions application 2022/91412 confirmed that the enquiry site would be developed as phase 5 of the wider campus development, however it is now proposed to develop this site as the third phase. The later phasing plan approved on 02/08/2024 under Discharge of Conditions application 2023/93421 included inconsequential formatting changes, and did not re-order the phasing of the wider campus development.

### **Pre-application meetings**

Meetings were held on 07/05/2026 and 19/06/2026. These were attended by Victor Grayson (Development Management Masterplanner, Majors and Minerals team) and Michelle Zenner (Principal Engineer, Highway Development Management), along with members of the pre-applicant team.

### **Relevant planning history**

Of the various applications relating to the National Health Innovation Campus, the following are considered most relevant:

2021/91544 – Outline planning permission granted 08/10/2021 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.

2022/91456 – Phase 1 Reserved Matters approved 20/09/2022.

2023/93655 – Phase 2 Reserved Matters approved 03/12/2024.

2024/90052 – Removal and variation of conditions of previous Reserved Matters approval 2022/91456. Approved 10/10/2024.

Various Discharge of Conditions and Non-Material Amendment applications, and an advertisement consent application, have been considered by the council.

The earlier application 2020/91629 is also relevant, as is application 2023/91657. Both these applications related to the temporary use of part of the wider site as a car park.

### **Relevant planning policy**

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).

#### Kirklees Local Plan

The enquiry site falls within site allocation MXS2 (allocated for mixed use development in the Local Plan). For site allocation MXS2, the Local Plan identifies the following constraints:

- Air quality issues
- Site is within an Air Quality Management Area
- Site is close to listed buildings
- Site is close to a Conservation Area
- Site includes area of archaeological interest
- Part/all of the site is within a High Risk Coal Referral Area
- Site's connection to the wider town centre currently restricted by the ring road

In addition, the following site-specific considerations are identified by site allocation MXS2:

- The site lies within the Huddersfield Town Centre boundary but outside the primary shopping area
- Residential amenity will need safeguarding through sensitive siting of buildings and landscape buffer areas

Relevant Local Plan policies include:

- LP1 – Presumption in favour of sustainable development
- LP2 – Place shaping
- LP3 – Location of new development
- LP4 – Providing infrastructure
- LP5 – Masterplanning sites
- LP7 – Efficient and effective use of land and buildings
- LP9 – Supporting skilled and flexible communities and workforce

- LP13 – Town centre uses
- LP16 – Food and drink uses and the evening economy
- LP17 – Huddersfield Town Centre
- LP20 – Sustainable travel
- LP21 – Highways and access
- LP22 – Parking
- LP23 – Core walking and cycling network
- LP24 – Design
- LP25 – Advertisements and shop fronts
- LP26 – Renewable and low carbon energy
- LP27 – Flood risk
- LP28 – Drainage
- LP30 – Biodiversity and geodiversity
- LP33 – Trees
- LP35 – Historic environment
- LP38 – Minerals safeguarding
- LP43 – Waste management hierarchy
- 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

Local Plan documents can be viewed online at:

<http://www.kirklees.gov.uk/beta/planning-policy/local-plan.aspx>

#### Neighbourhood Plan

The site does not fall within a designated Neighbourhood Planning Area, as at the time of writing. To verify this at a future date please see:

<https://www.kirklees.gov.uk/beta/planning-policy/neighbourhood-planning.aspx>

#### Supplementary Planning Documents

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

- Highway Design Guide SPD (2019)

### Guidance documents

- Planning Applications Climate Change Guidance (2021)
- West Yorkshire Climate and Environment Plan (2025)
- Biodiversity Net Gain Technical Advice Note (2021)
- Kirklees Biodiversity Strategy and Biodiversity Action Plan (2007)
- Social Value Policy (2022)
- Kirklees Joint Health and Wellbeing Strategy and Kirklees Health and Wellbeing Plan (2018)
- West Yorkshire Low Emissions Strategy and Air Quality and Emissions Technical Planning Guidance (2016)
- Waste Management Design Guide for New Developments (2020, updated 2021)
- Negotiating Financial Contributions for Transport Improvements (2007)

The Huddersfield Blueprint and the Station to Stadium Enterprise Corridor are among the other initiatives of relevance to your proposals.

### 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. The West Yorkshire Climate and Environment Plan was published in 2025, and covers the period 2025-2038.

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 will use the relevant Local Plan policies and guidance documents to embed the climate change agenda. In June 2021 the council approved a Planning Applications Climate Change Guidance document.

### National policies and guidance

National planning policy and guidance is set out primarily the National Planning Policy Framework (NPPF), published in December 2024 (updated February 2025), and in online Planning Practice Guidance, first launched 06/03/2014, as well as in Circulars, Ministerial Statements and associated technical guidance. The NPPF constitutes guidance for local

planning authorities and is a material consideration in determining applications. NPPF chapters relevant to your proposals include:

- Chapter 2 – Achieving sustainable development
- Chapter 4 – Decision-making
- Chapter 6 – Building a strong, competitive economy
- Chapter 7 – Ensuring the vitality of town centres
- 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 include:

- National Design Guide (2019, updated 2021)
- National Model Design Code (2021)
- Cycle Infrastructure Design – Local Transport Note 1/20 (2020)

## **Consultations undertaken**

### Internal consultees

The comments of KC Ecology, KC Highways Development Management, KC Public Health, the Lead Local Flood Authority, the West Yorkshire Police Designing Out Crime Officer and the Counter Terrorism Security Advisor were forwarded to you on 03/06/2026, as were the comments of KC Environmental Health (provided at surgery).

Further comments were provided by KC Highways Development Management at the meetings held on 07/05/2026 and 19/06/2026.

Please disregard the advice (regarding submission requirements) set out in the comments of KC Ecology dated 27/04/2026. That advice is superseded by the comments include later in this letter.

Please also disregard the advice (regarding the need for a rapid Health Impact Assessment) set out in the comments of KC Public Health dated 21/04/2026. As you correctly noted in your submission of 15/06/2026, the relevant threshold would not be met by the proposed development.

### External consultees

The council does not consult external groups as part of the pre-application service (except for the West Yorkshire Police's Designing Out Crime Officer, who in turn may consult the Counter Terrorism Security Advisor where relevant). Based on what is shown in your pre-application submission, the following external bodies may be consulted at application stage:

- Historic England
- Active Travel England
- Yorkshire Water
- Mining Remediation Authority (formerly the Coal Authority)
- WYCA (Metro)

You may wish to contact the above-listed bodies at pre-application stage.

### Ward members

Local ward Members (for Dalton ward) were notified of the pre-application enquiry. The Members for Dalton ward are:

- Cllr Luke Fallas
- Cllr John Hardie
- Cllr Chistine Smith

The comments and queries of Cllr Hardie were relayed to you on 03/06/2026, and your responses (of 15/06/2026) have been relayed to him.

## **Consideration of relevant planning matters**

### Procedural considerations

The proposed development can be considered under a Reserved Matters application submitted pursuant to the outline planning permission 2021/91544. This is possible, as the outline development description did not specify or cap floorspace, numbers of parking spaces or a building height at the enquiry site. Furthermore, no conditions of the outline permission restrict these quanta, nor do any parameter plans approved at outline stage.

However, where the proposed development deviates from what was previously expected (and illustrated in documents approved under the previous outline, Reserved Matters and Discharge of Conditions applications), revised documents and assessment will be necessary.

The proposed development does not comply with what is set out (including in relation to building heights) in the last masterplan document for the campus (submitted under Reserved Matters application 2023/93655 for Phase 2). An updated version of the masterplan document would therefore need to be submitted with your Reserved Matters application.

Please note that, although the correct approach to masterplanning would be to set parameters for the campus and then adhere to them (and not amend the masterplan with every phase in order to accommodate new proposals that deviate from those parameters), in this case some flexibility is considered appropriate.

The proposed development would also deviate from the previously-approved phasing plan. As noted in the decision letter dated 04/11/2022 (relating to Discharge of Conditions application 2022/91412), should changes to the phasing plan be required throughout the wider site's development, a fresh Discharge of Condition application (seeking a further discharge of outline condition 4) would be necessary.

#### Land use and principle of development

Planning law requires applications for planning permission to be determined in accordance with the development plan, unless material considerations indicate otherwise.

The NPPF is a material consideration relevant to your proposal.

Local Plan policy LP1 states the council will take a positive approach (to development proposals) that reflects the NPPF's presumption in favour of sustainable development. Given the enquiry site's location within Huddersfield Town Centre (which is a Principal Town Centre, as defined in the Local Plan), Local Plan policies LP13 and LP17 are of particular relevance in relation to land use. Other policies throughout the Local Plan promote the use of brownfield (previously-developed) land to meet development needs and support the regeneration of areas (this is identified as a Strategic Objective at paragraph 4.5). In particular, policy LP7 encourages the efficient use of previously-developed land in sustainable locations. Similar policy is set out in chapter 11 of the NPPF.

The use of the enquiry site primarily for car parking has already been approved at outline application stage. In principle, this use remains acceptable, and need not be reconsidered here. Similarly, given the previous references to an integrated transport hub, there has long been an expectation that the enquiry site would also accommodate parking for other forms of transport, and for this reason the proposed parking of bicycles, motorbikes and electric buggies at the enquiry site is considered acceptable in principle. Other elements described in your submission, including the provision of a generator, the relocation of the nearby sprinkler tanks, and hard and soft landscaping, are considered to be related to the primary use proposed at the enquiry site (and/or to the use of the wider campus), and are considered acceptable in principle and in terms of land use.

The principle of a development that is significantly larger than what was previously illustrated at outline application stage must be given further consideration. Of relevance to this is the commentary set out later in this letter regarding sustainability, townscape and visual impact, amenity impacts (affecting Crown House in particular), and highways impacts. The following other key considerations are noted:

- The increased height of the proposed development would result in the enquiry site being used more efficiently. Although this is a benefit less relevant to a multi-storey car park (than to, for example, residential or employment development in accessible, sustainable locations), it could reasonably be argued that the more efficient use of the enquiry site could reduce pressure to provide car parking in other, less appropriate locations.
- The provision of car parking in this town centre location would assist efforts to diversify town centre uses and support existing businesses and activities. Of particular relevance to leisure and the evening economy, the proposed car park would be open during the evenings and weekends, when such uses (which are strongly promoted via the council's Huddersfield Blueprint and Local Plan policy LP16) are more heavily patronised, and when public transport options may be limited.
- The proposed car park would contribute towards addressing losses of town centre car parking provision in recent years (such as the closure of the Queensgate multi-storey car park), and may assist in enabling the replacement of existing surface-level car parking in the town centre with more efficient and beneficial uses of land.
- The proposed development could have a beneficial role in relation to the Station to Stadium Enterprise Corridor, including in relation to supporting existing and future development and uses within this part of Huddersfield, and serving as a catalyst for further development and other investment.
- The proposed development is likely to serve a key role in furthering the success (to date) of the University of Huddersfield's National Health Innovation Campus, which has already brought significant public benefits to the town in relation to access to health services, training, employment, regeneration of a key town centre site, and improving the image and positioning of Huddersfield.

Your enquiry site is within a wider mineral safeguarding area relating to sand and gravel with sandstone and surface coal resource (SCR). Local Plan policy LP38 therefore applies. This states that surface development at the application site will only be permitted where it has been demonstrated that certain criteria apply. However, given that outline planning permission has already been granted for a development that would preclude mineral extraction at the enquiry site, it is considered that this matter need not be considered further.

Your Reserved Matters application should include commentary referring to the criteria listed in Local Plan policy LP17.

#### Sustainable development and climate change

As set out at paragraph 7 of the NPPF, the purpose of the planning system is to contribute to the achievement of sustainable development. The NPPF goes on to provide commentary on the environmental, social and economic aspects of sustainable development, all of which are relevant to planning decisions. At application stage, you would need to submit supporting information to demonstrate that the proposed development would achieve net gains in respect of all three of these sustainable development objectives (economic, social and environmental).

Chapters 2, 9, 14 and 15 of the NPPF are particularly relevant to your proposals in relation to sustainability and climate change, as are Local Plan policies LP1, LP20, LP21, LP24, LP26, LP27 and LP28, and the vision and strategic objectives set out in chapter 4 of the Local Plan. The council approved Climate Emergency measures at its meeting of full Council on 16/01/2019, and you may also be aware of the West Yorkshire Combined Authority's pledge for the Leeds City Region to reach net zero carbon emissions by 2038. Your forthcoming application submission must respond positively to these policies and initiatives.

Your Pre-Application Planning Statement asserts that the proposals represent sustainable development. However, ostensibly, the erection of a 544-space car park (including motorbike spaces) at an accessible town centre location (that has very good public transport links) would appear to be at odds with sustainable development objectives. To address this key issue, the following considerations would help (or could help, if proposed and/or evidenced) support an argument that the proposed development could indeed be regarded as sustainable:

- The redevelopment of previously-developed (brownfield) land.
- The role of the proposed development in supporting uses that, for sustainability and other reasons, are appropriately located within the town centre.
- A high proportion (greater than 10%) of spaces allocated to electric vehicles.
- The provision of cycle parking facilities, a self-service bicycle repair facility within the building, electric bike charging, and good connections between the proposed development and cycle routes.
- Good provision for pedestrians moving between the proposed development and the main part of the town centre, including in relation to wayfinding and safety.
- Any evidence that a modal shift (towards more sustainable modes of transport) is likely to occur in the future.
- Expected continued increases in the proportion of vehicles on UK roads that are electric or hybrid.
- Confirmation that the proposed development is future-proofed (in terms of loading and future provision of additional charging facilities) for 100% occupancy by electric vehicles.
- Any quantifiable evidence that the proposed development could reduce private car use (for example, by a commuter living in south Kirklees who may park at the enquiry site and continue their journey by public transport, instead of driving all the way).
- Any quantifiable evidence that users of the proposed development would carry out combined trips.
- Any evidence that existing facilities and already-deployed resources in Huddersfield Town Centre could be used more regularly and efficiently.
- Any evidence that the completed development would achieve energy savings and efficiencies beyond those that would already be required under the Building Regulations.

- Evidence that the development would achieve a high BREEAM Infrastructure certification. Please note that BREEAM information would not be a validation requirement.
- The use of sustainably-sourced and recycled materials in the construction of the proposed development.
- The use of renewable and low-carbon sources of energy. Regarding energy use, Local Plan policy LP26 is relevant, and you may be aware of emerging proposals for a district heat network, intended to serve Huddersfield town centre, and which could be connected to the enquiry site. The use of technologies such as photovoltaic (PV) panels and heat pumps may also be appropriate at this site. It is understood that the new building would be roofed, so that vehicles parked on level 9 would not be exposed to the elements – this roof would provide ample opportunity for the installation of PV. However, if the top storey is to be open to the sky, it would still be possible to mount PV panels on canopies above the parked vehicles. In addition to the direct benefit of additional energy generation, this would offer relief from rain and heat.
- The inclusion of a green (living) or blue roof.
- Provision for the recycling of waste (notwithstanding the fact that the proposed development is not expected to generate significant volumes).
- The contribution the proposed development would make towards meeting the university's wider sustainability strategy.
- Details of how the proposed facility would accord with or affect the wider university Travel Plan.

Proposals and evidence regarding the above matters could additionally attract positive weight in the balance of planning considerations.

#### Urban design and conservation issues

Local Plan policies LP2, LP7, LP17, LP24, LP25, LP26 and LP35 are of particular relevance to your proposal in relation to design. Chapters 11, 12 and 16 of the NPPF and the National Design Guide are also relevant.

Sections 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 are relevant, in that they impose a duty upon the council (as Local Planning Authority) to have regard to the desirability of preserving listed buildings (or their setting or features of special architectural or historic interest) and to pay special attention to the desirability of preserving or enhancing the character or appearance of conservation areas.

Your enquiry site is not within a conservation area, however it is relatively close to the Huddersfield Town Centre Conservation Area, for which a conservation area appraisal and management plan has been drafted – see:

<https://www.kirklees.gov.uk/beta/trees-listing-and-conservation/pdf/huddersfield-town-centre-conservation-area-appraisal-management-plan.pdf>

There are no listed buildings within or immediately adjacent to the enquiry site, however the proposed development would be visible in the context of listed buildings to the west, on the other side of the ringroad. There are also listed buildings and a Scheduled Ancient Monument to the southeast (although consent for the demolition of one of the listed buildings has been granted under applications 2025/91122 and 2025/91645).

You initially submitted proposed floor plans, a proposed site plan, a site section, and a Stage 1 Report in support of the pre-application enquiry. In response to officer advice of 27/05/2026, you later submitted wireframe illustrations, site sections and a Stage 2 Report. The wireframes have proved particularly useful in informing the following assessment, and should be included in your application-stage submission.

The height and massing of the proposed development is significant. Drawing ITH-AHR-B5-ZZ-DR-A-0811 rev P1 indicates that the new building would not be as tall as the corner element of the Daphne Steele building, and not as tall as Crown House, but would be taller than the southern wing of the Daphne Steele building and taller than the Emily Siddon building.

The proposed development would disrupt the crescendo of height (rising towards the corner at Leeds Road / Southgate) that was to be achieved by the campus's seven blocks, as set out in the previous iterations of the campus masterplan. However, the corner element of the Daphne Steele building would remain the tallest (and this is indeed the correct location for such a prominent, dramatic, landmark building). Furthermore, a crescendo or a stepped sequence of massings would (or could) still be achieved (at least in one section, rising towards Southgate) by the future building at plot 4, the proposed development and Crown House.

The extent to which the proposed development would be visible is a key consideration. Crown House (which, it is now known, is to be retained) provides significant screening of the enquiry site, greatly reducing the visual impact of the proposed development, and giving it a subordinate appearance in some views. As illustrated in the wireframes you have submitted, the visibility of the proposed development would be limited in most views from the north, east and west, largely due to the size and position of the Daphne Steele and Emily Siddon buildings, and the expected heights and massings of the later phases of development at the National Health Innovation Campus. The proposed development would, however, be very prominent in views from the south.

In some respects relating to townscape, an increased footprint / floorplate (as opposed to an increased height) would have been preferable in order to accommodate the higher numbers of parking spaces you intend to provide at the enquiry site. However, on balance, it is considered that the proposed development's height and massing is acceptable. This conclusion is based on the limited visibility (in views from the north, east and west, as illustrated in the submitted wireframes) of the proposed development, the fact that Crown House is to be retained (again, limiting the proposed development's visibility), the townscape-related benefits of the proposed development (specifically, the relocation of the sprinkler

tanks, discussed below), and subject to suitable elevational treatments and high quality materials being used (again, discussed below).

The climatic (wind) implications of the proposed increased height would need to be addressed in your Reserved Matters submission.

As discussed on 19/06/2026, developing the enquiry site to the height now proposed may have consequences for the later phases of development at the National Health Innovation Campus. For example, in the most recent masterplan, plot 4 was shown as having five or six storeys – you may wish to consider whether this would still sit comfortably next to a 10-storey building, or whether a taller building would now be appropriate at plot 4. Similarly, the height of the building at plot 7 (at the centre of the site) may need to be reconsidered. Again, climatic considerations may be relevant to such increases in height.

An innovative (and, in some respects, adventurous) approach to the development's elevations could be appropriate at the enquiry site. Regarding the elevational treatments you presented on 19/06/2026 (and submitted on 22/06/2026), the following points should be noted:

- The first option in the submitted document (vertical fins – low density, with a stone-clad element on the southeast corner) is preferred. The stone cladding is particularly welcomed, and would help the building respond to its context. Using the same stone cladding on the northwest corner would help mark the pedestrian entrance to the car park (visible from St Peter's Street), assisting wayfinding. A little variation in the colours of the fins would add visual interest. Please clarify what is proposed for the elevations at street level.<sup>2</sup>
- Gaps/joints between the stone cladding panels should be as narrow as possible.
- The mesh and laser-cut panels (illustrated in later options in the submitted document) are less appropriate.

As discussed on 19/06/2026, the pedestrian entrance to the multi-storey car park should be made as visible as possible when viewed from St Peter's Street, to help users find their way and so users can ascertain whether their route ahead is safe (please also see the Designing Out Crime Officer's comment about this, and please also bear in mind what soft landscaping / tree retention is proposed at the north end of Crown House). To achieve this, the pedestrian entrance should be moved so it is located right on the northwest corner of the building. It is appreciated that this would require some internal reconfiguration.

Regarding materials, if you were to propose what has already been used on the Daphne Steele and Emily Siddon buildings, officers would not object. Such a palette would assist in

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<sup>2</sup> NB – This differs slightly to the advice provided on 03/07/2026. Upon further consideration, officers have concluded that the low density option would be preferable, as it would help avoid creating an intimidating and claustrophobic feeling inside the car park, would help allay concerns regarding the fear of crime, and would assist with natural ventilation. Careful design and orientation of the fins on the building's west side would help limit the overlooking of Crown House.

giving the campus a coherent character, appearance, definition and legibility, and it is additionally noted that the materials used in those first two phases sit comfortably in the context of the historic buildings to the west.

There is, however, scope for some variation in the materials to be used at the enquiry site, although you are advised to use an appropriately muted palette that is respectful of the historic buildings to the west and southeast, that is of a high quality, and that sits comfortably in the context of the Daphne Steele and Emily Siddon buildings and of the forthcoming re-clad of Crown House. Of note, the Crown House applicant team have been advised that their proposal to use polyester powder coated aluminium cladding, coloured RAL 1019 and RAL 8025, would be acceptable.

A service yard is proposed to the west side of the multi-storey car park, and would be at level 0 (similar to the level of Old Leeds Road). This would be overlooked by the future residents of Crown House, and from the upper storeys of the Daphne Steele building. It would be appropriate, therefore, to provide partial screening above the yard, to limit the visual impact of the buggies and equipment stored there, and of its metal deck staircase. Some form of pergola structure, spanning the space and with climbing / trailing plants trained across it (as has been attempted at Newcastle University, between the Students' Union and Culture Lab buildings) could achieve this screening.

The freestanding sprinkler tanks currently located to the south of the Daphne Steele building would be relocated to inside the proposed building envelope. This would greatly improve the townscape (of the campus and Southgate), would improve legibility and wayfinding, would help to integrate (and remove barriers between) the town centre and the campus, would enable, ease and encourage pedestrian movement, would assist in the delivery of the east-west green corridor / boulevard illustrated in the submitted Stage 2 Report, and would bring benefits in relation to crime, anti-social behaviour risks, and the fear of crime. This is a welcome positive aspect of the proposed development.

The need for roof-level railings should be avoided, wherever possible. Alternative edge protection measures should be explored before railings are proposed. If absolutely necessary, roof-level railings should be carefully designed so they appear as a deliberate and integral part of the proposed development's design. They should not resemble leftover scaffolding.

Having regard to the submitted wireframes, material effects on the settings of the designated heritage assets to the west and southeast (caused by the proposed development's height and massing) are not anticipated. However, a full assessment of impacts on these heritage assets would be carried out once elevational treatments and materials are confirmed. Proposals for any external lighting and signage may also affect the settings of heritage assets, therefore it would be useful to understand what is proposed in those respects. Commentary on the impacts (or absence thereof) on heritage assets should be included in the Design and Access Statement to be submitted at application stage.

Regarding sustainable design (that helps to limit and mitigate climate change impacts), there may be opportunities at the enquiry site to include beneficial passive and active measures.

At application stage, please ensure that your Design and Access Statement does not simply describe the proposed development – details of the constraints and other factors that influenced the proposals, and commentary on your team's iterative design process, should be set out. Please also note that scanned-in sketches of alternative, unworkable and rejected internal design approaches (and accompanying commentary) are often just as helpful in explaining the internal design that has been settled on by an applicant team, and why those alternatives haven't been proposed.

### Amenity impacts

Local Plan policy LP24 requires developments to provide a high standard of amenity for future and neighbouring occupiers. Local Plan policy LP52 is also relevant.

Once Crown House is converted to student accommodation (in accordance with permission 2022/93932, although please be aware of the current Section 73 application 2026/90607), there will be sensitive residential receptors located close to the enquiry site. Although the council has accepted lower standards of amenity for student accommodation in the past (on the grounds that student residencies typically last only nine months or so, and students often have weekend / holiday access to their family homes), significant amenity impacts may nonetheless be a shortcoming that weighs negatively in the balance of planning considerations relevant to the proposed development.

As a result of the size and proximity of the proposed development, there would certainly be a loss of outlook and natural light experienced by some of the future occupants of Crown House, particularly those in the single-aspect east-facing rooms in that building's lower floors. As advised on 07/05/2026, your team should assess these impacts and provide relevant commentary in your application submission. A BRE daylight and sunlight assessment would not be a validation requirement, but would help quantify some of those impacts.

Residents of Crown House would also potentially be sensitive to noise from the car park and service yard – this would need to be addressed in your submission. In any case, given the increased number of vehicle movements generated by the proposed development, and given noise would be generated at a higher level (elevationally), a Noise Impact Assessment would be required.

If the lowest storey of the proposed development is to be partly sunk/underground, mechanical ventilation may be needed. If it is, this would need to be addressed in the Air Quality Assessment and Noise Impact Assessment.

The proposed weekly testing and emergency use of the relocated generator (within the service yard) would need to be addressed in the Noise Impact Assessment.

The amenities of residents could potentially be affected by lighting that may be proposed at the enquiry site. Details of any such lighting should be provided at application stage. Internal lighting should be installed so as not to shine into the future student accommodation at Crown House.

Subject to its detailed design, it is considered that the proposed development can be made compatible with existing, nearby, non-residential uses, although the onus is on your team to demonstrate this.

Careful construction management would be necessary, to ensure the amenities of the general public and future neighbouring residents are not significantly affected. Condition 7 of the outline permission requires the submission of a Construction Environmental Management Plan for each phase of development, and appropriate plans were subsequently approved for phase 1 (on 04/11/2022, under Discharge of Conditions application 2022/91412) and phase 2 (on 17/10/2024, under Discharge of Conditions application 2023/93421). The Construction Environmental Management Plan required for the proposed development (which would need to be submitted under a Discharge of Conditions application) should acknowledge the forthcoming introduction of sensitive receptors (residents) at Crown House.

#### Air quality

Local Plan policy LP51 is relevant, as are policies LP20, LP22 and LP47.

Part of the enquiry site is within an Air Quality Management Area in relation to elevated levels of nitrogen dioxide (see: <https://www.kirklees.gov.uk/beta/crime-and-safety/air-quality-management-areas.aspx>).

Although air quality was assessed at outline stage and considered further under Discharge of Conditions applications 2023/90423 and 2023/93421, given the nature of the proposed development (particularly the significant increase in parking spaces now proposed), an Air Quality Assessment would need to be submitted with your Reserved Matters application.

#### Crime, anti-social behaviour and terrorism

The comments of the West Yorkshire Police Designing Out Crime Officer (DOCO) and the Counter Terrorism Security Advisor were forwarded to you on 03/06/2026.

Your forthcoming planning application submission would need to be accompanied by an explanation of the measures proposed to address crime and anti-social behaviour risks. You have stated that your team may work to a relevant security standard (such as SBD, Park Mark or another standard/accreditation) – this would be welcomed.

#### Highway and transportation considerations

The comments of KC Highways Development Management were forwarded to you on 03/06/2026, and further comments were provided by Michelle Zenner at the meetings held

on 07/05/2026 and 19/06/2026. These need not be repeated in full here, but should be considered in conjunction with this letter.

The following documents would be required to enable KC Highways Development Management to fully assess the proposal:

- Transport Assessment, prepared in accordance with guidance in the Planning Practice Guidance suite. The scope of the Transport Assessment should be agreed with KC Highways Development Management prior to drafting, and should include details of proposed traffic generation, access to site by various travel modes, accident analysis, and site access design and service arrangements.
- Stage 1 Road Safety Audit (audit covering all aspects of the design including the proposed access route).

Of particular note, the Transport Assessment must consider the proposal's impact upon the Old Leeds Road / Leeds Road junction.

Criterion c of Local Plan policy LP22 is of particular relevance to the proposed development. It states:

*...provision of private non-residential parking in town centres will not be permitted unless it can be demonstrated that it is required for operational reasons. Where such provision is permitted appropriate arrangements will need to be put in place to provide management arrangements consistent with public parking in the centre*

Please ensure this criterion is fully and convincingly addressed in your Reserved Matters application submission, either by demonstrating compliance, setting out a justification (with reference to the proposed development's public benefits) for non-compliance, or a mix of the two. To assist with this, you may wish to refer to the bulleted considerations listed under the "Land use and principle of development" and "Sustainable development and climate change" headings earlier in this letter.

Any highway works may require an approval under Section 278 of the Highways Act 1980.

The above-mentioned Construction Environmental Management Plan (required at conditions stage) would need to include information relevant to highways impacts during the construction phase, including regarding construction traffic routes, wheel washing, street sweeping and temporary signage. Provision should also be made for the possibility of works overlapping with those planned at the adjacent site (Crown House).

#### Waste storage and collection

The proposed development is not expected to generate significant volumes of waste during its operational phase. A bin store is shown at level 0 of the proposed development, and it is understood that this would accommodate waste from other buildings within the campus. To meet the operational requirements of the Waste Collection Authority (WCA), any waste

storage and collection arrangements would need to comply with Local Plan policies LP24 part d(vi) and LP43, the council's Highway Design Guide SPD, and the council's Waste Management Design Guide for New Developments. Details of any such arrangements (including janitorial arrangements) should be included in your Design and Access Statement.

#### Drainage and flood risk

The comments of the Lead Local Flood Authority (LLFA) were forwarded to you on 03/06/2026.

You would not need to submit a Flood Risk Assessment with your Reserved Matters application. Condition 12 imposed on the outline permission requires a detailed strategy to be submitted, per phase, prior to development of that phase commencing. Nevertheless, for the purposes of the Reserved Matters application, adequate details to demonstrate that reasonable space for water and/or appropriate drainage arrangements are feasible, based on the submitted layout, are expected.

The submitted site layout and section 4.0 of the Stage 1 Report indicate that an attenuation tank would be provided beneath the proposed service yard. This has not attracted an objection from the LLFA.

Please note the comments of the LLFA regarding a culverted watercourse that may exist beneath the site, the need for a drainage plan, the record of a previous flooding event, surface water disposal, attenuation and the need for an interceptor.

#### Site contamination and stability

As advised on 03/07/2026, conditions 23, 24, 25 and 26 of the outline permission (2021/91544) adequately address site contamination. If works deviate from what has previously been approved pursuant to those outline conditions, a further Discharge of Conditions application may be needed. You needn't include site contamination/investigation information with your forthcoming Reserved Matters application.

A small part of the enquiry site (at its northwest corner) is within the Development High Risk Area as defined by the Coal Authority (now the Mining Remediation Authority). Therefore, within the site and surrounding area there are coal mining features and hazards.

A Coal Mining Risk Assessment was submitted and considered at outline application stage. The Coal Authority (now the Mining Remediation Authority) were consulted on that document, and concluded that potential risk (to the development of the campus) from shallow coal mining was low, and that no specific mitigation measures were required to address coal mining legacy issues.

Please be reminded that the Mining Remediation Authority were not consulted on your request for pre-application advice. You may wish to contact the Mining Remediation Authority directly for advice prior to submitting your Reserved Matters application, particularly to

confirm what (if any) information (related to the site's coal mining legacy) they would expect to see at application stage, given the proposals for the enquiry site have changed since the outline application was considered.

#### Ecological considerations, trees and landscaping

Various biodiversity designations apply to the enquiry site and adjacent land. The enquiry site is within a Biodiversity Opportunity Zone ("Built-up Areas") and is within the Impact Risk Zone (IRZ) of the Dark Peak Site of Special Scientific Interest (SSSI). Swifts and bats are known to be present in the area.

There are no trees within the enquiry site. There are trees close to the enquiry site (including those at the north end of Crown House, and those relatively recently planted around the Daphne Steele and Emily Siddon buildings), however none of these are subject to Tree Preservation Orders.

Local Plan policies LP24 and LP30 are relevant, as is the NPPF (chapter 15) and the council's Biodiversity Net Gain Technical Advice Note.

Various ecological reports were submitted under previous applications, including an outline-stage Preliminary Ecological Appraisal, a conditions-stage Ecological Impact Assessment, a phase 1 Biodiversity Management Plan, and two phase 2 Biodiversity Management Plans. There are also provisions in the Section 106 agreements (dated 15/09/2022 and 29/11/2024, associated with the Reserved Matters approvals 2022/91456 and 2023/93655) regarding Biodiversity Net Gain, in addition to the requirements of condition 19 (imposed on the outline permission) that are relevant to each phase of development.

As with phases 1 and 2, a Biodiversity Management Plan would need to be submitted with your Reserved Matters application. This should include introductory commentary regarding whether the previously submitted ecological survey information (which is now somewhat dated) remains reliable.

The proposed development, and in particular its increased height (compared with what was previously illustrated at outline stage), has a number of implications in relation to ecology, including the following:

- Whether the increased height would affect the amount of sunlight that the surrounding habitats receive, and therefore whether species that are more shade tolerant need to be proposed.
- There are avian species which prefer to nest higher up, and therefore including nesting opportunities for them would be beneficial. Peregrines, for example, in urban settings often nest very high on buildings, therefore it may be appropriate to include provision for them. Other species that prefer high nest sites include swifts, although it is noted that swifts nest at anything above two storeys.

- Measures to control light spill from the building would also need to be more carefully thought out with the increased height of the building, and therefore increased risk of illuminating the night sky.

Soft landscaping around the proposed development should be of a high quality, and resilient to ground and climatic conditions. It should include native species and species attractive to pollinators, and should provide year-round visual interest. Please ensure no potentially invasive species are included in the proposals. As advised on 19/06/2026, the soft landscaping recently implemented around the Daphne Steele and Emily Siddon buildings (and adjacent to the Jo Cox More in Common Centre at the university's main campus) is considered to be successful, and similar soft landscaping along these lines would be appropriate at the enquiry site.

### Other matters

Given the range of transport modes that would be catered for (with no public transport connections to be included within or adjacent to the enquiry site), officers would advise against referring to the proposed development as an "integrated transport hub" in any pre-submission public consultation or in your application documents. Although it is recognised that the proposed development would include motorbike parking and much-welcomed cycle parking, it would be more accurate (and consistent with the outline planning permission's development description) to refer to the development as a multi-storey car park, with related and additional facilities.

The provision of training and apprenticeships is strongly encouraged by Local Plan policy LP9. The proposed development is likely to meet one of the thresholds set out in that policy, and officers may approach your team to discuss an appropriate Employment and Skills Agreement, to include provision of training and apprenticeship programmes. Given the scale of development proposed, there may also be opportunities to work in partnership with local colleges to provide on-site training facilities during the construction phases.

The council (as Local Planning Authority) is willing to enter into a Planning Performance Agreement (PPA) with your team. Please be reminded that a PPA can be used to secure officer time and resourcing of the meetings (including in relation to the further discussions referred to in this letter) normally required in connection with development of the scale, nature and complexity proposed at your enquiry site. A template PPA was emailed to you on 07/05/2026.

The determination of your forthcoming application is likely to be delegated to officers, however clear illustrative information should be included in your submission documents, for presentation to Members (in the event the application needs to be brought to the council's Strategic Planning Committee for determination). At this stage there does not appear to be any need for the application to be referred to the Secretary of State.

## **Planning obligations**

A Section 106 agreement (dated 07/10/2021) was completed at outline application stage. This secured a contribution of up to £10,000 to fund Traffic Regulation Orders necessitated by the development of the campus, and a contribution of up to £23,000 to upgrade an existing bus stop on Leeds Road.

Subsequent Section 106 agreements (dated 15/09/2022 and 29/11/2024, associated with the Reserved Matters approvals 2022/91456 and 2023/93655) included obligations related to Biodiversity Net Gain.

It is possible that further contributions towards Traffic Regulation Orders, and/or relating to highway improvements and works (for example, at the Leeds Road / Old Leeds Road junction, and/or to discourage the use of Quay Street and Turnbridge Road by vehicular traffic) may be needed. The need for such contributions would be determined once complete trip generation and junction / route modelling, and swept path information, has been provided at Reserved Matters application stage.

Additional obligations related to Biodiversity Net Gain may also be necessary, if the matter (insofar as it relates to the enquiry site) has not been adequately addressed under the previous outline and Reserved Matters applications.

At this stage, no other planning obligations are considered necessary in relation to the proposed development, however additional obligations may prove necessary in light of what is finally proposed at Reserved Matters application stage, and in light of further representations from consultees.

In relation to the Community Infrastructure Levy (CIL), on 19/01/2021, in light of the Government's announcement that it will abolish CIL and replace it with a nationally-set infrastructure levy, Cabinet agreed to not adopt the CIL Charging Schedule in Kirklees at this stage.

## **Pre-application public engagement**

You are encouraged to carry out public consultation and engagement prior to submitting your planning application, in accordance with paragraph 41 of the NPPF. This should include occupants of the adjacent residential and non-residential properties. You are also advised to contact the local ward councillors to discuss your proposals.

Should such pre-application consultation be carried out, the results of that consultation should be included in the Planning Statement (or a standalone Statement of Community Involvement) to be submitted with your forthcoming planning application.

## **Plans and validation checklist**

The council published an updated Validation Requirements for the Submission of Planning Applications document (also known as a 'local list'). The document sets out the information required to support a planning application. Applications which do not to comply with the document's requirements are unlikely to be validated. The document may be found at:

<https://www.kirklees.gov.uk/beta/planning-applications/pdf/validation-requirements-submission-of-planning-applications.pdf>

Based on what has been submitted at pre-application stage, it is considered that the following documents would need to be submitted with your forthcoming Reserved Matters application:

- Application form
- Application fee
- 1:1250 location plan
- Existing and proposed site plans
- Drawings: plans, elevations and sections (including a roof plan and site sections), and hard and soft landscaping proposals
- Wireframe images
- Planning Statement
- Design and Access Statement (including details of materials and crime prevention measures, heritage impacts, climatic (wind) impacts, lighting details and waste management arrangements)
- Updated masterplan document
- Transport Assessment (including complete trip generation and junction / route modelling)
- Stage 1 Road Safety Audit
- Biodiversity Management Plan
- Noise Impact Assessment
- Air Quality Assessment
- Statement of Community Involvement (if the results of any pre-application public consultation are not included in the Planning Statement)
- Climate Change / Sustainability Statement
- Rapid Health Impact Assessment
- Ventilation / extract details

Please refer to the attached comments of internal consultees, to ascertain what additional information may have been requested. Finally, please be reminded that contact with the Mining Remediation Authority would be advisable, to confirm what (if any) information (related to the site's coal mining legacy) they would expect to see at Reserved Matters application stage.

All submission documents should be consistent and cross-referenced. Please ensure all documents refer to the same, latest proposal.

It is not necessary to reproduce the full text of relevant planning policies in your submission documents.

PDFs of documents should be laid out so one page appears on screen, requiring readers to only scroll up and down (and not left and right in addition).

### **Conclusion and way forward**

I trust the advice set out in this letter is of use to you in formulating a scheme for the site.

The continued development of the University of Huddersfield's National Health Innovation Campus is very much welcomed. Various matters have been raised in this advice letter (particularly regarding sustainability, amenity impacts and highway impacts), and these must be addressed as part of any future application. However, subject to an appropriate design and supporting evidence, there are considered to be no prohibitive reasons why these matters could not be satisfactorily addressed.

Please note that the advice set out in this letter is given without prejudice, and that any future planning application for development at this site would be subject to public consultation. Should you wish to discuss the contents of this letter, or require further information, please contact the case officer Victor Grayson on the number above, or by email.

Yours sincerely,

*Victor Grayson*

Victor Grayson, Development Management Masterplanner  
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