
Report of the Head of Planning and Development

STRATEGIC PLANNING COMMITTEE

Date: 11-Aug-2022

Subject: Planning Application 2022/91456 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) Southgate/Leeds Road, Huddersfield, HD1 1TW

APPLICANT

Tim Hosker, University of
Huddersfield

DATE VALID

04-May-2022

TARGET DATE

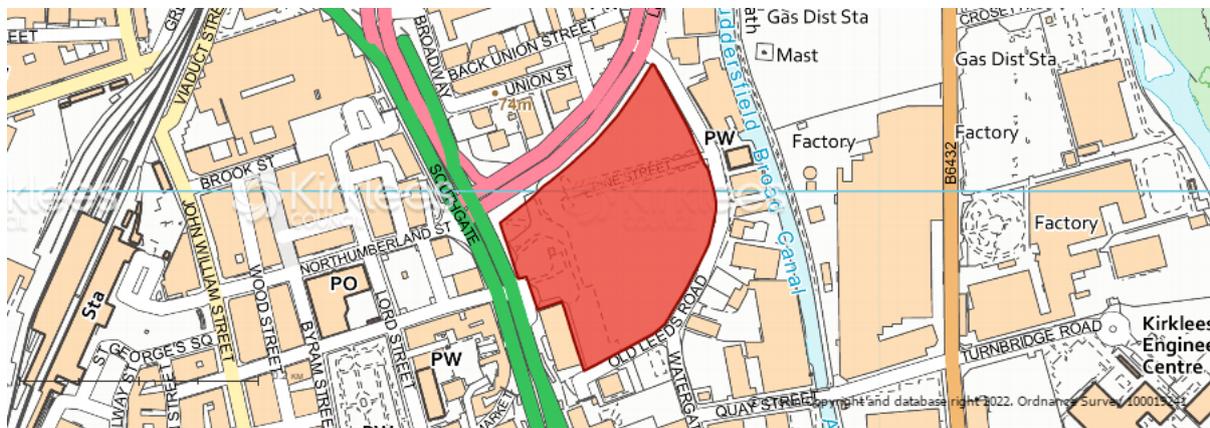
03-Aug-2022

EXTENSION EXPIRY DATE

Please click the following link for guidance notes on public speaking at planning committees, including how to pre-register your intention to speak.

[Public speaking at committee link](#)

LOCATION PLAN



Map not to scale – for identification purposes only

Electoral wards affected: Within Dalton Ward, adjacent to the boundary with Newsome Ward.

Ward Councillors consulted: Yes

Public or private: Public

Recommendation

DELEGATE approval of the application and the issuing of the decision notice to the Head of Planning and Development in order to complete the list of conditions including those contained within this report and to secure a S106 agreement to cover the following matters:

- Ecology – Contribution (£18,860) towards off-site measures to achieve biodiversity net gain, with alternative option to provide on-site or nearby provision if suitable scheme identified;

In the circumstances where the S106 agreement has not been completed within 3 months of the date of the Committee's resolution then the Head of Planning and Development shall consider whether permission should be refused on the grounds that the proposals are unacceptable in the absence of the benefits that would have been secured; if so, the Head of Planning and Development is authorised to determine the application and impose appropriate reasons for refusal under Delegated Powers.

1.0 INTRODUCTION

1.1 The application seeks approval of all Reserved Matters (namely access, appearance, landscaping, layout, and scale) to phase 1 of the Outline application 2021/91544.

1.2 It is brought to the Strategic Committee on request of the committee, stipulated when the parent Outline application was determined (meeting dated 26th of August 2021). For clarity the Outline approved the following development description, subject to conditions:

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

The outline's approved maximum floor space is 75,000sqm across the campus.

1.3 This item was presented as a position statement at the committee held on the 9th of June, 2022. The position statement included an overview of the proposal, including the site and planning history from officers, and a presentation from the applicant. Members were then invited to comment upon the proposal, and several questions posed as prompts for discussion. Members' comments are summarised within section 5.3 of this report.

2.0 SITE AND SURROUNDINGS

- 2.1 The Outline application site fully extends to an area of 2.67 hectares comprising the entire Southgate site. It is bounded by Southgate and Crown House, a 1970s office block, to the west, Leeds Road to the north and Old Leeds Road to the south and east. The site was formerly occupied by two 11 storey high-rise housing developments, a large sports centre, multi-storey car park and various other buildings, however it was cleared and re-graded by the Council in 2016. Part of the site has most recently been used as a temporary car park providing 166 spaces to accommodate parking displaced by the closure of the Market Hall car park.
- 2.2 This reserved matter application relates to the phase 1 of the site's development, which is a 0.48ha parcel of land alongside the site's west and north-west boundaries. This is circa 20% of the whole site.
- 2.3 The surrounding area is mixed in character. Opposite the site on Old Leeds Road the buildings are principally in light industrial / business use within a variety of older Victorian mill buildings, as well as more recent 1970s business units. Opposite the site on Leeds Road is Harold Wilson Court, a recently refurbished 11-storey residential block.
- 2.4 Huddersfield Town Centre lies to the west. The west side of the ring-road forms the boundary for the Huddersfield Town Centre Conservation Area, which hosts numerous Listed Buildings; notably the Grade 1 Huddersfield Railway Station is situated at a distance of approximately 450m from the site. The station would be accessed via Northumberland Street and across Southgate. This route also provides a pedestrian connection via Leeds Road to John Smith's Stadium, which is situated approximately 0.5 miles to the east of the application site.

3.0 PROPOSAL

- 3.1 The application seeks approval of all Reserved Matters (namely access, appearance, landscaping, layout, and scale) on Phase 1 of Outline application 2021/91544. This initial phase of the development has a site area of 0.48ha to the Outline's full 2.67ha.
- 3.2 The building would be sited adjacent to the boundaries to Leeds Road and Southgate. It would have an irregular footprint and would be surrounded by hard and soft landscaping which would also form the connections into the later phases of the site. External facilities would include waste storage and cycle parking. No dedicated parking is proposed as part of this phase; however, this phase would not require the removal of the adjacent temporary car park off Pine Street, which would serve this phase of the development. The masterplan currently includes a 'sustainable transport hub' car park on site as a later phase.
- 3.3 The building's design would be contemporary. The height would be split level, principally comprised of four storey and a seven-storey sections. The four-storey section would be predominantly faced in natural stone and the seven-storey section in metal cassette cladding (in bronze), with large glazing panels throughout. The building would include a mezzanine level and several tiered roofs, roof terrace / terrace garden areas. Solar panels are indicatively shown on the roofs.

- 3.4 The building would have a footprint of circa 2,000sqm, providing a total of 10,269m² across all floors. Approximately 60% of the floor space would be dedicated to academic space, 25% for clinical and public space, with the remainder being partner space, plant, and ancillary space. The site is expected to have a daily occupancy of up to 1,635, consisting of 185 staff, 1,340 students, and 110 visitors.
- 3.5 The working name for the building is The Health and Wellbeing Academy. It is intended to be occupied by the University's School of Health and Human Sciences. The building would host a number of classrooms, laboratories and other specialist facilities for learning. Of note these include:
- Mock operating theatre
 - Mock ambulance (aka simulance)
 - A mock community flat / dwelling, to replicate visiting patients at home, with external area.
 - A functional podiatry and orthotics clinic which would be open to members of the public (circa 1000sqm of floor space).
 - Dedicated office / work space for 'external partners'.
- 3.6 Externally, to address falling land levels (down to the east), a staircase is to run east to west. Soft landscaping includes tree lined (pedestrian) streets and sloping grassed areas. External structures include a screened bin-store, sprinkler tank, and cycle store. These are intended as temporary, to be expanded and formalised as part of a subsequent phase. The bin-store would be screened by 2.2m high fencing and necessitate retaining works to form a level surface. The retaining works would be 1.6m in height and consist of timber cribs. The cycle store is to be a prefabricated compound and would allow for the medium / long term storage of 96 bikes, while 26 Sheffield stands (short / medium term storage) are also proposed.
- 3.7 Surface water is proposed to be discharged via combined sewer. As a brownfield site policy seeks for a minimum of a 30% betterment in discharge rate: a discharge rate of 34l/s to the combined sewer is intended. Attenuation is to be delivered via a mixture of rain gardens, filter strips, and underground tanks.
- 3.8 Outline application 2021/91544 was approved with 32 planning conditions. Of those, five conditions required the submission of specific information at application stage. These conditions are 5 (masterplan) 6 (design code), 8 (access), 9 (internal access), and 19 (BEMP). Details to address these five conditions have been submitted to support the proposal.

4.0 RELEVANT PLANNING HISTORY (including enforcement history)

4.1 Application Site

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

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

2020/91629: Temporary use of site as a car park for a period of 3 years – Approved

2021/91544: Outline application for erection of health and research innovation campus comprising: Class F1(a)-education; Class E(e)-medical/health-services; Class E(g)(i)-offices; Class E(g)(ii)-research/development of products/processes; multi storey car park; Class E(a)-display/retail of goods; Class E(b)-sale of food/drink; Class E(d)-indoor sport/recreation/fitness – Approved with S106

2022/91412: Discharge of conditions 4 (phasing), 5 (masterplan), 6 (design code), 7 (CEMP), 8 (access), 9 (internal access), 10 (highway retention), 11 (highway drainage), 12 (drainage strategy), 13 (drainage assessment), 14 (temporary drainage), 18 (EcIA), 19 (BEMP), 23 (phase II investigation), 27 (noise), 31 (cycle parking) and 32 (climate change) of previous Outline permission 2021/91544 for erection of health and research innovation campus comprising: Class F1(a)-education; Class E(e)-medical/health-services; Class E(g)(i)-offices; Class E(g)(ii)-research/development of products/processes; multi storey car park; Class E(a)-display/retail of goods; Class E(b)-sale of food/drink; Class E(d)-indoor sport/recreation/fitness – Decision Pending

4.2 Surrounding Area

Crown House

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

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

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

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

4.3 Enforcement

The site has no Planning Enforcement history.

5.0 HISTORY OF NEGOTIATIONS

5.1 No pre-application submission was made for this phase of the development, however prior to submission a meeting took place between the applicant and senior planners where the applicant presented the proposal in detail.

5.2 Prior to the committee on the 9th of June, 2022, where the position statement was presented, no negotiations had taken place. Planning officers were awaiting responses from their consultees and the expiration of the public representation period.

5.3 Members comments / questions from the committee are summarised below, with officer comments.

- Requesting clarification on the climate and energy credentials of the proposal.

Response: The applicant has submitted an amended document on this matter which provides much greater detail and reassurance that appropriate consideration has been given. An assessment on this may be found in paragraphs 10.57 – 10.59.

- The committee expressed a broad welcoming of the proposal and quality and design.

Response: This was noted and welcomed.

- Concerns over the proposal's future parking arrangement, and the potential use of multi-storey car parks.

Response: This concern is noted. Ultimately the site's long-term car park does not form part of phase 1 and this reserved matters. In the masterplan the applicant shows an intended 'Sustainable Transport Hub' that will include car parking and other methods of transport management. What form this will take is unclear at this time, but may include a multi-storey car park. The outline description of development does specifically allow for a multi-storey car park on this site (although the specific details, such as height and design, would be required as a late phase's reserved matters submission). For clarity however, members should note the chance of this including subterranean parking is unlikely.

- Members sought reassurance that the stone to be used would be natural.

Response: The applicant has confirmed that the facing stone for the building would be natural, and locally sources. Nonetheless, condition requiring samples and confirmation of the source of the stone is recommended. Paving stones are to be reconstituted, which is considered reasonable but again with a recommendation that samples are provided.

- Questions over the connectivity between the University's existing campus, and that proposed, particularly for pedestrians. This included querying how students can be prompted to walk through the town centre, as opposed to along the ring road.

Response: The applicant has provided a 'Connectivity Study', as well as updated Transport Assessment. These have helped inform officer's assessment on these concerns. Please see paragraphs 10.15 – 10.22 which considers these concerns.

- Seeking clarification on adjacent highway works ongoing at the time of the committee (still ongoing) and relationship with the proposed development.

Response: The works are the 'Corridor Improvement Programme: A62 Smart Corridor'. The following is a summary of the works. Sections in **bold** are those considered directly relevant to the proposal.

Scheme description

The scheme will improve the A62 Leeds Road corridor in Huddersfield between the junction of Huddersfield Ring Road, Southgate, Northumberland Street and Old Fieldhouse Lane – a corridor length of approximately 2km. The improvements will include:

- *A new left turn access slip road into Great Northern Retail Park from Lower Fitzwilliam Street*
- *Removal of a gyratory at the junction of Fitzwilliam/Gasworks, and replacement with two signalised junctions at A62 / Gasworks Street / Lower Fitzwilliam Street / Great Northern Retail Park*
- ***Upgraded junction layouts at A62 / Bradley Mills Road, A62 / St Andrew's Road, A62 / Hillhouse Lane / Thistle Street, and A62 / Southgate / Northumberland Street***
- *Revised vehicular turning movements - ban turn at Leeds Road / Thistle Street / Hillhouse Lane*
- ***Segregated cycle lanes, on highway cycle lanes, and advanced cycle stop lines***
- ***Improved bus stop provision (new/improved shelters, bus layby, real time information screens)***
- ***Improved footway surfacing for pedestrians***
- ***Signals optimisation***
- ***New signage/lighting***
- ***Road surfacing & marking***
- ***Green infrastructure (grass verges, street trees, green space, sustainable drainage system [SuDS])***

Impact

This scheme will increase the highway capacity and reduce congestion along the A62 Leeds Road corridor in Huddersfield, supporting improved journey times for all road users and the access to existing employment and housing as well as facilitating future developments, supporting the Local Plan. Upgrading of the junction layouts will also improve safety for pedestrians, cyclists and motorists.

- 5.4 Officers continued their assessment post the position statement being presented at committee, giving due regard to members' comments. Overall officers considered the proposal to be of a high quality, however clarifications and / or amendments were required on numerous points to ensure policy compliance. This included, initially, inadequate Highways information being provided to undertake an informed assessment, along with inadequate landscaping details. Other concerns included seeking revisions to the Masterplan, Phasing, and Design Document. Initially these were submitted as a single document, which was considered convoluted.
- 5.5 To progress the proposal several in-person meetings have taken place since the previous committee. The Masterplan, Phasing, and Design Document was split into three documents, and received revisions based on offer feedback. The landscaping strategy was expanded to include proposed species and initial concerns raised by Yorkshire Water were discussed and resolved between all parties. Comprehensive Highway information has been provided, along with details of the applicant's involvement with the Council and their ongoing improvement works.
- 5.6 Detailed discussions have also taken place regarding Ecology. The proposal's ecological impacts have been appropriately assessed and considered to be acceptable, although the matter for securing net gain was less straight forward. Condition 19 requires each phase to demonstrate how it will contribute towards the site's calculated 10% net gain figure. The applicant has demonstrated they are unable to deliver this within the phase one boundary, nor has a suitable alternative site been identified nearby. Therefore, a contribution of £18,860 has been calculated and agreed to be secured via S106.
- 5.7 Based on the amendments and clarifications provided, officers are now satisfied that the proposal represents a high quality of development which fully complies with local and national policy, therefore enabling a recommendation for approval.

6.0 POLICY

- 6.1 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 27th February 2019).

Kirklees Local Plan (2019) and Supplementary Planning Guidance / Documents

- 6.2 The application site is allocated as Mixed Use (MXS2) within the Kirklees Local Plan. It falls within the defined boundary of Huddersfield Town Centre.

- 6.3 Relevant Local Plan policies are:

- **LP1** – Presumption in favour of sustainable development
- **LP2** – Place shaping
- **LP3** – Location of new development
- **LP9** – Supporting skilled and flexible communities and workforce

- **LP17** – Huddersfield town centre
- **LP20** – Sustainable travel
- **LP21** – Highway safety and access
- **LP22** – Parking
- **LP23** – Core walking and cycle network
- **LP24** – Design
- **LP26** – Renewable and low carbon energy
- **LP27** – Flood risk
- **LP28** – Drainage
- **LP30** – Biodiversity and geodiversity
- **LP32** – Landscape
- **LP33** – Trees
- **LP35** – Historic environment
- **LP47** – Healthy, active and safe styles
- **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

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

Supplementary Planning Documents

- Highways Design Guide SPD (2019)

Guidance documents

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

National Planning Guidance

6.5 National planning policy and guidance is set out in National Policy Statements, primarily the National Planning Policy Framework (NPPF) 2021, published 20th July 2021, and the Planning Practice Guidance Suite (PPGS), first launched 6th March 2014, together with Circulars, Ministerial Statements and associated technical guidance. The NPPF constitutes guidance for local planning authorities and is a material consideration in determining applications.

- **Chapter 2** – Achieving sustainable development
- **Chapter 4** – Decision-making
- **Chapter 8** – Promoting healthy and safe communities
- **Chapter 9** – Promoting sustainable transport
- **Chapter 11** – Making effective use of land
- **Chapter 12** – Achieving well-designed places

- **Chapter 14** – Meeting the challenge of climate change, flooding and coastal change
- **Chapter 15** – Conserving and enhancing the natural environment
- **Chapter 16** – Conserving and enhancing the historic environment

6.6 Other relevant national guidance and documents:

- MHCLG: National Design Guide (2021)

Climate change

6.7 The Council approved Climate Emergency measures at its meeting of full Council on the 16th of January 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.

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

7.0 PUBLIC / LOCAL RESPONSE

Public representation

7.1 The application has been advertised as a major development via site notices and through neighbour letters to properties bordering the site, along with being advertised within a local newspaper. This is in line with the Council’s adopted Statement of Community Involvement.

7.2 The public representation period ended on Sunday 12th of June 2022. Amendments / further details have been received during the course of the application, however these were considered limited in scope and did not justify a re-advertisement period

7.3 No public representations have been received.

7.4 The site is within Dalton Ward and is adjacent to the boundary with Newsome Ward. Councillors for these wards were notified of the proposal. No comments have been received.

8.0 CONSULTATION RESPONSES

8.1 Statutory

K.C. Highways (Development Management): The application initially provided insufficient information to allow for a detailed assessment. This primarily revolved around traffic generation and parking demand, but also student pedestrian movement details. Following meetings where this was discussed, further details including a Transport Statement and Connectivity Study was provided. On review of this, K.C. Highways confirm no objection, subject to condition.

K.C. Lead Local Flood Authority: Expressed an initial objection as inadequate drainage details had been provided. This led to discussions between the relevant parties, and amended details being provided. No objection based on the amended details.

The Canal and Rivers Trust: Offer no comment.

The Coal Authority: No objection.

The Environment Agency: No comments received.

Yorkshire Water: Raised initial concerns, requesting further details on the diversion of water pipes across the site. The applicant provided information to demonstrate that this had been considered. Based on this, Yorkshire Water have confirmed no objection, subject to an easement condition.

8.2 Non-statutory

Huddersfield Civic Society: No comments received.

Historic England: Offer no comment. Advise seek advice from local Conservation and Design team.

K.C. C+D: No objection. It is considered that the proposal would cause less than substantial harm to the historic environment, however this is clearly outweighed by the public benefits it would deliver.

K.C. Crime Prevention: Discussions are ongoing; however, it has been agreed that a condition, requiring details of security mitigation measures, would be suitable to adequately address matters.

K.C. Ecology: No objection regarding the proposal's impact. Have been involved in discussions about securing this site's ecological net gain. Subject to either the net gain being delivered on site, or nearby, or a contribution valued at £18,860 towards local provision being secured, no objection.

K.C. EV Health: No objection to this Reserved Matters.

K.C. Highways (Waste): Advice offered on the appropriate management, storage, and collection of waste. This has been provided to and partly incorporated by the applicant, with final details to be secured via condition.

K.C. Landscape: Initially sought further information and clarification on the landscaping proposals. This was provided, assessed, and considered acceptable. Ongoing management and maintenance arrangements of the planting are required via condition.

K.C. Trees: No objection. While trees are to be lost, none on site are considered worthy of TPO, nor provide material public amenity. The tree loss is adequately mitigated by the proposed re-planting.

9.0 MAIN ISSUES

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

10.0 ASSESSMENT

Land use and principle of development

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

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

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

10.3 Having been considered and determined as part of the outline planning permission, no further assessment of the principle of development is appropriate or necessary as part of this application. It is considered that this Reserved Matters is fully compliant with the outline permission. The development will be subject to the relevant outstanding conditions set out in the outline permission.

10.4 Accordingly, an assessment of the Reserved Matters applied for is required, followed by assessment of any other material considerations.

Access

10.5 Access is defined as:

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

10.6 First considering vehicle access, service vehicles (waste collection, deliveries etc.) will access the site from a new road from Old Leeds Road, to the south of the site, to be built atop the former leisure centre's car park. The applicant has submitted an initial design for this road, including sightlines and swept paths. The plans currently show refuse vehicles turning within a pedestrian area: officers have raised concerns over this, and an amended turning arrangement has been verbally agreed with the agent. The plans are pending; confirmation of receipt shall be provided within the update. Beyond this, the plans have been reviewed and considered acceptable in principle, with full technical construction details to demonstrate appropriate standards recommended to be secured via condition. This will lead to a bin-store and waste management area. While they would be of solid and permanent construction, the bin-store and waste management area are intended to be incorporated and improved as part of a later phase. The Council's Highways (Waste) officer has reviewed the proposal and offers no objection.

10.7 Day to day vehicle access to the building for staff and visitor drivers will be via Pine Street, which is an established road abutting the site. Pine Street historically served the demolished multi-storey car park and residential block; now it provides access to a temporary car park (Pine Street Car Park). Despite being an in-service road, the applicant has provided details of Pine Street's junction to Old Leeds Road, including sightlines, to demonstrate that it is of a reasonable quality and standard to serve this development. Technical details on the transition between Pine Street and the development's pedestrian area are outstanding, but are expected imminently or may be secured via condition if necessary. Should this be received and raise any matter of note it will be reported within the update to members.

10.8 As the masterplan progresses, Pine Street is intended to be redeveloped into a shared surface street and become part pedestrianised; the access off Old Leeds Road will be utilised as the main vehicle access to the Sustainable Transport Hub and Waste Management Centre.

10.9 The provision of local public transport and pedestrian and cycling facilities create conditions which are well suited to promote sustainable travel, minimising the number of staff and students travelling by car. Nonetheless the proposal will inevitably generate vehicle movements; the proposal is not a typical higher education campus, as it includes an element of public access (notably, the health clinics).

10.10 The Pine Street Car Park is to be this building's dedicated car park, until a later phase of the masterplan delivers the campus' 'Sustainable Transport Hub' as a permanent replacement. The Pine Street Car Park, originally owned by the Council, has temporary planning permission (via app ref. 2020/91629) to be a car park until September 2023. Currently it is used by the public as a town centre car park. The whole Southgate site, including the Pine Street Car Park, has since been bought by the University, and its open public use is to end.

- 10.11 The Pine Street Car Park has 159 parking spaces. In accordance with the University's policy, it would be used by staff and visitors only, with students typically not permitted to park. Visitors will be required to pre-book. The applicant has undertaken a Trip Generation and Parking Demand assessment. Given this building is to host medical clinics, visitor (non-staff) numbers have been accepted to be higher than typical for an education building. Nonetheless, the assessment concludes staff and visitors for this building will, at the peak, require a total of 95 spaces. Even allowing for a sizable buffer, it is considered that the building would be well-served by the existing car park. The methodology applied has been reviewed and accepted by K.C. Highways. Nonetheless, a condition for a car parking management plan is recommended. This is to ensure details of restrictions, signing and markings to ensure drivers are aware of the proposed parking provision are secured and implemented, along with details of a scheme ensuring the car park is used exclusively by those for which it is intended should also be supplied.
- 10.12 Until the phase of development including the Sustainable Transport Hub comes forward, each intervening phase of development will be required to repeat this assessment, to determine whether the existing Pine Street Car Park is sufficient for cumulative demand. If not, additional provision may be necessary.
- 10.13 To address the matter of the Pine Street Car Park only having a temporary planning permission, a condition is intended which requires a detailed parking strategy to serve this phase of the development. This would be required to be submitted and implemented prior to the development being occupied. Given the scale of the undeveloped land on the site, and the principles established by the parent outline planning permission for this land, which includes the delivery of on-site parking, the prospect of an unsuitable parking strategy coming forward is negligible.
- 10.14 Regarding student vehicle movements, as noted students use of the car park would not be supported. Using current University student movement data, circa 23% of students are expected to travel via private car, which equates to 308 for this building. As per the existing arrangement for students, student drivers are expected to park elsewhere in the town centre at various on-street and off-street parking locations. Officers are satisfied that the town centre has sufficient capacity for this level of demand. However, if this trend continues for the remaining phases of site, it is expected that the applicant will need to give further consideration to managing and/or accommodating student drivers as the demand grows.
- 10.15 Turning to pedestrian and cycle access, the site is within Huddersfield Town Centre and is considered highly sustainable. It is a 3-minute walk from Huddersfield Railway Station and 6-minutes to the bus station. The main pedestrian routes to the proposed development from within the town centre are considered to be via Northumberland Street, Lord Street, St Peters Street and Beast Market, then across Southgate.

- 10.16 Pedestrian access to the site across Southgate is in the form of footways and controlled pedestrian crossings that are well established. Existing footway provision on both sides of Old Leeds Road and Leeds Road are of reasonable width, in good condition and well lit. The junction between Leeds Road and Southgate is currently being improved, as detailed within paragraph 5.3, but do not include an increase in pedestrian capacity. Nonetheless, a capacity increase is not currently considered necessary and the facilities are adequate to accommodate expected pedestrian movements. For the avoidance of doubt, the highway improvement works have been planned since before the University's involvement at the Southgate site and therefore are not in response to the current proposal.
- 10.17 At the previous committee members raised the matter of connectivity between this building and the University's main Queensgate Campus. The applicant has submitted a 'Connectivity Report' which studies the ideal walking / cycle routes to the site from the Queensgate Campus. It should first be noted that connectivity between the two campuses will not be substantial, and would largely operate as separate facilities. Therefore, the need to walk between the two would be limited. Notwithstanding this, the University considers that the preferable route for students would be through the town centre, principally along Queen Street, Lord Street, and Northumberland Street. This is because it is the most attractive and direct (from most, but not all of the large Queensgate Campus) route, which provides amenities along route (lunch, shopping etc.). They also note that the path along the Canal is likely to be utilised as well, as an attractive and more natural route. However, it is acknowledged that this route may not be suitable at all times, particularly when dark. Nonetheless, with this in mind, they do not consider that walking along the ring road would be common for students, but cannot be ruled out. Officers concur with the assessment undertaken, and agree the town centre route is likely to be preferred by options.
- 10.18 Options to further promote and reinforce the town centre as the key route have been discussed. This included an information campaign and signage, full details of which, are recommended to be secured via condition. Officers expect this to included details on student safety by the canal.
- 10.19 In regards to access in and around the site, there would be numerous pedestrian connections from Leeds Road and Southgate, which will enable strong access and connectivity. The building's main access will be open to the public during opening times which are expected to be 0600 – 2000, Monday to Friday, and 0800 – 1800, weekends. This will therefore also allow the public a route through the building. This strong initial ease of access and connectivity will improve the site's integration into the wider town centre, which will improve as the later phases are added. Connectivity through to Old Leeds Road is currently limited to Pine Street, but will be improved through later phases.
- 10.20 Specific to cycling, the Leeds Road / Queensgate improvement works include the provision of a dedicated cycle lane around the site, which is welcomed and will promote cycling to and from this site. Subsequent phases of the development intend to include cycling routes, although none are shown within the current phase. In terms of storage, the cycle store will allow for the medium / long term storage of 96 bikes, while 26 Sheffield stands (short / medium term storage) are also proposed. The store would be temporary, until the later 'Sustainable Transport Hub' delivers the site's permeant arrangements. This is considered an appropriate provision, the delivery of which may be secured via condition.

- 10.21 An ongoing ambition of the Council is to promote the Station to Stadium walking route. This strategy looks to promote walking as an attractive and viable transport option to John Smith's Stadium from Huddersfield centre. The proposal would not prejudice this ambition, and is expected to enhance it. By placing a prominent and notable building within the sightline from the railway station, the proposal will assist with 'place making' and making out the route (i.e., when navigating from the station, 'head towards the large glazed University building down Northumberland Street'). Furthermore, the proposal would regenerate the brownfield site in an attractive manner, making the walk more engaging and visually pleasant, while potentially adding commercial services (i.e., the café, subject to opening days / times).
- 10.22 Condition 17 of the parent outline permission requires a full Travel Plan to be provided for each and every phase 3 months prior to occupation (note, it does not require it as part of Reserved Matter submissions). At outline a framework travel plan was submitted which identified four key objectives:
- Promoting walking, cycling and public transport as the primary modes of travel;
 - To deliver mode shift from car journeys to alternative modes including multi-occupancy vehicle trips;
 - To reduce vehicle emissions through the take up of alternative transport modes and;
 - To deliver education and promotion of walking and cycling as options for a healthier lifestyle.

As considered at Outline stage, officers are satisfied that Travel Plans will contribute and assist to support a modal shift towards sustainable transport measures, and away from single car occupancy travel.

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

Appearance, Scale and Layout

- 10.24 Appearance is defined as:

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

- 10.25 Scale is defined as:

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

10.26 Layout is defined as:

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

Visual Amenity

- 10.27 At outline stage it was accepted that, to facilitate 75,000sqm of development on this site, sizable buildings would be required. Nonetheless it was noted that detailed and throughout assessment would be needed at each phase's Reserved Matters application to evaluate the impacts. Phase 1 was intended as the 'flagship building' for the campus. The proposed does conform to the expectations expressed at Outline stage and the initial masterplan.
- 10.28 The character of Huddersfield Town Centre is largely defined by its 'mill town' origins and Victorian architecture, having many high-quality historic buildings with predominant Yorkshire stone use. Nonetheless, it also includes numerous modern buildings, of various scales, including visually diverse civic and commercial buildings. While not itself within the defined Town Centre, the University's current Queensgate Campus hosts numerous examples of large, modern architecture buildings alongside historic ones, which help define the area. As the first phase of a new University campus, this building would be contextualised against both the town centre and University's current architecture styles.
- 10.29 The proposed building is considered to be visually attractive, having an innovative and high-quality architectural design. The delivery of a statement, keystone building is the intent of the proposal, which is considered to be well achieved. The building would be large in scale, although not unduly so, considering the comparable height of buildings such as Crown House, Harold Wilson Court and Media Centre which it would be seen alongside, and other buildings within the town centre. It would be prominent, being highly visible from both close quarters and distant panoramic views. This has been adopted into the design, embracing the prominence it would enjoy while avoiding becoming invasive or incongruous in its setting. This has been achieved through the use of large glazing panels, tiered heights and features to break the horizontal and vertical massing of the building, therefore reducing its evident mass.
- 10.30 The building would be close to the pavement, particularly that of Southgate, which reflects the strong front building lines of Crown House and buildings on Northumberland Street. Nonetheless, it would have modest spacing from the pavement, allowing for the inclusion areas for landscaping (considered further below) which is a layout feature which contributes to the attractive design and would aid the development's transition from town centre to edge of centre. Conversely, to the rear the site would have a largely open layout featuring amenity grassland with a boulevard-like path. It is envisioned that, as the future phases develop, this will result in a welcoming 'urban park' feeling within the campus.

- 10.31 The mixture of materials is considered appropriate, with the use of natural stone providing a traditional grounding to the building while the cladding and glazing provide a lightweight modern element. Cladding and glazing interventions are common within the University's Queensgate Campus, with a lesser prominence in the town centre, therefore establishing a precedent for these materials. Notwithstanding this, if minded to approve, a condition will be sought requiring samples of the material to be provided for review. A criticism of many tall buildings is how they detail their rooftop accretions. Clarity of elevations and building silhouettes is often undermined by edge protection measures, plant etc. Railings should not be installed close to the parapets and all plant should be located within enclosures. A condition seeking to control this is recommended.
- 10.32 Ancillary structures include the bin-store, cycle store, and sprinkler tank. The bin-store and sprinkler tanks are to have 2.2m high timber fencing, which is considered a reasonable protective and visually unobtrusive security measure. Each would be positioned to the rear of the site, and would not be unduly prominent. The retaining works to enable the bin-store are modest and ultimately necessary given such structures need to be flat and level with their access. The sprinkler tank size is unknown at this time, with full details recommended to be secured via condition to ensure no undue harm through its implementation. The cycle store is to be a pre-fab structure, which is timber clad on a steel frame. This would be serviceable, until a more permeant structure is included in a subsequent phase.
- 10.33 In summary, the proposal represents an attractive and well considered design that is glamorous, without being ostentatious. It proposes the first of hopefully several high-quality buildings on this site, which, if they follow the standard of this proposal, would help define the attractiveness and innovation of Huddersfield Town Centre. Subject to the above detailed conditions, officers are supportive of the proposed design and considered that the development complies Policy LP24 of the Kirklees Local Plan.

Impact on Local Heritage Assets

- 10.34 There are various listed buildings around the site, with the applicant's heritage assessment identifying 33. This includes 29 Grade 2, three grade 2* and one Grade 1. The Grade 1 is the Huddersfield Station. In addition to listed buildings, the site is adjacent to the Huddersfield Town Centre Conservation Area.
- 10.35 Sections 16 and 66 of Planning (Listed Buildings & Conservation Areas) Act 1990 introduces a general duty in respect of conservation areas and listed buildings. In considering whether to grant planning permission for development which affects a heritage asset or its setting the Local Planning Authority should have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.
- 10.36 The proposed development will not affect the fabric of any of the identified heritage assets. This means, there will be no physical works upon, or in the case of the Conservation Area, within, the heritage assets. Nonetheless, due regard must be given to the setting of the heritage assets.

- 10.37 The proposed building will be prominently visible alongside many of the identified listed buildings, which is inevitable due to its scale and proximity to them. New, modern development within a town centre is to be expected and is not unreasonable, particularly given this building is outside the Conservation Area, which is well confined by the ring-road. Nonetheless, it must be accepted that such a large, modern intervention adjacent to historic buildings will affect their original setting.
- 10.38 Particular consideration has been given to the potential impact upon Huddersfield Railway Station, which is Grade 1 Listed. The heritage value of this building is extensive, but can be summarised as its architectural appearance, internal design, setting within the town centre, and social value. Views of both the new building and Railway Station will be limited. Views of the new building from the Railway Station, given the notable distance, would not harm its value. The predominant concern comes from the new building blocking views of the Railway Station from Old Leeds Road and the Canal Towpath, which would effectively be completely removed. Officers have considered the impact of this carefully, and concluded the harm to be limited. While views towards the Railway Station are important, those from Old Leeds Road and the canal are distant and of limited quality. Furthermore, there is limited historic connection between the canal, Old Leeds Road, and the Railway Station that would be eroded. Nonetheless, any loss of views of Huddersfield Railway Station will result in harm.
- 10.39 The NPPF requires the level of harm caused by a proposal to heritage assets to be quantified. The harm to the heritage assets, individually and cumulative, is considered to fall into the lower end of 'less than substantial'. Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use (NPPF Paragraph 202). The public benefits of the proposal are considered to be substantial. This includes economic, social, and environment benefits, through bringing a redundant brownfield site back into a high-quality education use. It is therefore concluded that the proposed development complies with S66 of the Act, LP35 of the Kirklees Local Plan and Chapter 16 of the NPPF.

Residential amenity

- 10.40 New development has the potential to harm the amenity and living standards of neighbouring residents, with Policy LP24 seeking to protect established amenity standards.
- 10.41 Near to the site there is the tower of Richmond Flats to the north of the site as well as residential flats above ground floor units along Southgate to the west. Richmond Flats is 50m from the proposed buildings, while the nearest flat to the west is 37m away. The large size of the building is acknowledged, and that it would be prominently visible from windows facing towards it. The site is within the town centre where closely spaced buildings is not uncharacteristic: nonetheless, these given separation distances are not considered to be close, and are sufficient to prevent any concerns related to overbearing, overshadowing or overlooking.

- 10.42 Crown House, due south of the site, is currently vacant. Its last use was office; however, it does have permission for conversion to residential (85 units, via 2021/92282). The new building would be 22.5m away from Crown House, however this distance is to a predominantly blank elevation (bar staircase windows). The approved residential layout plans would not change this relationship, keeping only non-habitable windows on this elevation. The elevations to host habitable room windows would not have a direct or close view of the building. Accordingly, officers are satisfied that the proposed development would no prejudice the amenity of future potential occupiers of Crown House.
- 10.43 Policy LP52 requires consideration of pollutants that affect environmental quality and how they may affect amenity. The proposed development is not expected to be a substantial noise pollutant. While it is accepted it will introduce a large number of people to the site, typical use of the site with students, staff, and visitors, moving around the site or enjoying the open space will not result in loud noise. Condition 28 of the outline limits the noise level of external plant. In terms of odour pollution, condition 30 of the outline requires the submission of an odour strategy prior to any kitchen being brought into use.
- 10.44 Concluding on the above, officers are satisfied that the matters of layout, scale, and the appearance of the proposed development would not result in material harm to the amenity of neighbouring residents. Furthermore, it would not lead to harmful pollutants that harm amenity, with security offered by the conditions imposed at outline stage. The proposal is therefore deemed to comply with LP24 and LP52 of the Kirklees Local Plan.

Landscape

- 10.45 Landscape is defined as:

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

- 10.46 The proposal would necessitate the removal of numerous trees on the site, predominantly along the site's boundary with Leeds Road. None of the trees benefit from TPO status, nor have they been identified as candidates following a review from K.C. Trees, as they are in a poor state. Nonetheless, LP33 seeks that '*Proposals should normally retain any valuable or important trees where they make a contribution to public amenity, the distinctiveness of a specific location or contribute to the environment*'.
- 10.47 A detailed landscaping strategy has been provided which demonstrates that the proposal would deliver an attractive setting. Tree planting is prominent through the site, with 38 trees proposed across this phase. All paths would be treelined using ornamental species with a suitable native contingent. Planters and/or ornamental planting beds are likewise evident through the site and would further contribute to a verdant setting. A large area of open space, as

managed amenity grassland, would be sited to the east of the new buildings. The masterplan indicates this would be maintained through all phases of the development (bar a modest reduction in a later phase, with the land being used as part of a main boulevard, at which point additional open spaces around the site would be delivered). Hard surfaces would be predominantly artificial stone, with some natural stone around key entrances. This is not opposed in principle, however a condition for material samples to ensure suitable end products are used is recommended.

- 10.48 Regarding external views, tree planting is proposed between the building and Southgate. This would contribute to the site attractiveness, as well as that of the wider area. For the Leeds Road frontage, tree planting by the University is limited. This is to enable a path around the building. Nonetheless, the Council intends to have a circa 4 – 5m deep planting area of its own, as part of the Leeds Road / Southgate junction improvement works, which is expected to host trees. This is therefore outside the control of the applicant, although officers are aware that the Council's design team and applicant are in correspondence to ensure appropriate integration. Given this external landscaping, which is part of a scheme currently being delivered and which the University has been consulted on, officers do not consider the lack of planting by the applicant along the Leeds Road boundary materially harmful.
- 10.49 Further to the planting around the main building, planting of low trees and shrubbery, is proposed on the various roof terraces (fourth, fifth and six floors). This will contribute to a green appearance, when viewed from an appropriate distance and angle.
- 10.50 In regard to screening, given the nature of the proposal there would be no solid boundary treatment around the site's perimeter. The external area to the simbulance / mock dwelling would be enclosed in 1.8m high metal louvres and panels, to provide privacy and security. Timber screening is proposed around the bin-store and sprinkler tank, which is typical and reasonable for service areas. Each of these is considered acceptable and would not be unattractive.
- 10.51 Regrading works to ground levels would be required across the site, given its existing topography. There is an overall fall downwards from west to east. Methods to address the levels have evidently been considered early and appropriate, having been well incorporated into the proposed design. There would be no unsightly retaining structures, and both staired and sloped access through the site would be available.
- 10.52 K.C. Landscaping have reviewed the proposal, and offered the following assessment of the details provided:

A considered strategic framework supports the development and thinking behind proposals. The detail included is appreciated, especially the analysis around wider connectivity of the site for pedestrians. We consider this an extremely relevant and important factor in the sites success and integration into the setting. The materiality pallets are considered appropriate. Street furniture pallets are also considered appropriate and suggest robust, functional and elegant design throughout the scheme. The masterplan (as indicated on page 64 2022.07.12- Volume 1 - Master Planning.pdf) is welcomed, the scheme offers good permeability, pedestrian and cycle routes with priority appearing to be for the pedestrian. The proposed primary avenue is a

valuable element and key to the sites wider connectivity. The latest iterations now show a greater spread of green spaces with each campus building having direct access to external spaces, particularly at the heart of the development proposals. Avenues of trees add cohesion and strengthen the greening of the site and site biodiversity. Boundaries of the site particularly to the east and southeast do appear less considered with less sub canopy greening and narrower margins. The use of rain gardens and swales are welcomed as are any suggestions which improve site biodiversity and or mitigate negative environmental effects. The use of trees in the proposals is reasonable and we would not expect the proposed number to be reduced, preferably increased if appropriate. The phase one proposal (as shown in A 2022.07.12- Volume 1 - Master Planning) is welcomed the scheme balances well with the proposed structure, softening the built form and providing a valuable and inviting open space at the rear of the building.

- 10.53 Overall, the proposed-on site open space is welcomed and considered a strong start to an anticipated verdant and attractive campus. A condition is recommended requiring the implementation of the landscaping as proposed, alongside requiring a detailed the management and maintenance strategy for the open space and planting (for a minimum of five years). This is to ensure plants have adequate establishment opportunity. Subject to these conditions, the proposal is deemed to accord with LP32 of the Kirklees Local Plan and Chapter 15 of the National Planning Policy Framework

Other matters

The Huddersfield Blueprint

- 10.54 Huddersfield Town Centre benefits from the 'The Huddersfield Blueprint' document, which is 'a ten-year vision to create a thriving, modern-day, town centre'. The plan aims to deliver five key objectives for Huddersfield Town Centre: A vibrant culture, art, leisure and nightlife offer, thriving businesses, a great place to live, improved access and enhanced public spaces. It focuses on regenerating six key areas: Station Gateway, St Peter's (and Northumberland Street), Kingsgate and King Street, New Street, the Civic Quarter and a new Cultural Heart in the Queensgate and Piazza area.
- 10.55 The application site does not form one of the six key areas. Despite this, it is well-sited to influence and contribute towards the areas. Consideration should also be given whether the proposal would negatively affect the aims of the blueprint.
- 10.56 Officers consider the proposal would notably assist in the delivery of the five objectives of the blueprint, through offering a high-quality facility an enhanced offer within the town. As has been previously considered while separated from the town by the ring-road, the site will have a high level of pedestrian permeability and encourage movements in and around the site. Thorough increasing the University and town centre's attractiveness and footfall, the proposal will either directly or indirectly result in a greater culture offer, art provision, leisure facilities, business attractiveness, and a desirable place to live. Furthermore, through being a high-quality development immediately adjacent to St Peter's Garden and Northumberland Street, and by encourage pedestrian movements through Kingsgate and King Street, and the station gateway, the proposal will support the future delivery of enhancement works. There are deemed to be no detrimental impacts of the proposal, upon the aims and ambitions of the blueprint.

Climate change

10.57 Condition 32 requires that each phase of the development include a dedicated climate change statement. This has been provided. Officers consider it evident that the applicant has given due regard to climate change and energy management. The following are some of the key features of the building, but is not an exhaustive list:

- The building is being constructed to BREEAM Excellent and WELL Building standard Platinum.
- The building has been designed to operate using high-efficiency air source heat pumps to take advantage of the decarbonisation of the national grid and to benefit from future power-purchase agreements (PPAs) to significantly lower the carbon emissions in operation, in addition to reducing the maintenance requirements of the building.
- We would be installing an intensive building management system (Honeywell TREND) to manage the operation of the building with localised controls in suitable areas and time schedules enabled to manage usage efficiently accounting for type of space and time of year, e.g., teaching spaces would be set-back during summer when teaching is not scheduled, office spaces would be available all year round except for building closures.
- All white goods would be specified to high efficiency standards in compliance with our BREEAM Excellent accreditation. We would be issuing a comprehensive building user guide in compliance with our WELL Building Standard and BREEAM accreditations, this would include specific information regarding the heating and cooling systems amongst other relevant information.
- Wherever practical materials would be reused or materials would be sourced locally. During the enabling works all materials would be retained on site. Existing foundations, structures and obstructions would be crushed and screened for reuse in the piling mat, thus eliminating the need for vehicle movements and reducing carbon emissions. Local suppliers and contractors would be used wherever practical and meet the buyer events would be held to introduce the project, and potential tendering opportunities to the local supply chain. Wherever practical local labour would be used and a project specific skills and employment plan would be produced detailing the outputs. Locally sourced stone is a reoccurring material on the Universities campus which is being selected on this project for the façade. This is from a quarry in Huddersfield. Stone has a low embodied carbon compared to other cladding materials and is being used on half of the building envelope.
- Prefabrication of materials and components would also be investigated during the design stage. The use of MEP modules, prefabricated SFS panels, package plant rooms etc. would all be reviewed and implemented wherever practical. These opportunities significantly reduce the number of deliveries to site and also reduce the amount of on-site labour.

- The building has been designed to take advantage of the orientation of the site, utilising southerly, and easterly facades for natural & mixed-mode ventilation, significant glazing on the building would enable natural light deep into the floorplan and provide solar gain in winter when the building is in full operation. A significant proportion of the roof space has been set aside for Solar PV, whilst still enabling the mechanical services to be located alongside. The building would incorporate (circa) 40kWp of Solar Photovoltaics.
- Energy efficiency is paramount to the design, with high quality LED lighting throughout, access to natural light, plus a comprehensive building management system utilising multiple sensors including CO2. Water efficient toilets, urinals, taps, showers, and appliances have been specified into the design of the building. The University has a long-standing approach to specifying water efficient systems as standard. For air quality, the building has extensive mechanical ventilation systems designed to manage the areas adjacent to the ring road and Leeds Road. These are being designed to meet the high-standards of the WELL building standard, including high quality air filtration.

10.58 Of note, the building is not currently intended to connect to a District Heat Network (DHN), as the Council's plans are still early. However, the site may be connected in the future (subject to whole-life costing analysis would be conducted to determine the suitability of adapting the building to connect it). The masterplan includes a phase-by-phase assessment of connecting into the DHN, depending on the situation at the time of each phase.

10.59 The submitted details are comprehensive and welcomed. Their implementation / operation is secured via condition 32 on the parent permission and therefore a condition re-securing this is not required. The proposal is considered to adhere with the aims and objectives of Policies LP24 and LP26 in regards to energy.

Crime prevention

10.60 Advice has been provided by the Council's Designing Out Crime officer to the applicant, along with a request for a meeting from the district Counter Terrorism Advisor. This meeting is being facilitated, but is expected to relate to technical details that would not affect the reserved matters submission (i.e., glazing standards, CCTV location, internal locking). In accordance with Paragraphs 58, 69 and 164 of the NPPF a condition is to be imposed requiring the submission of the development's security mitigation and prevention measures, for review by the Designing Out Crime and Counter Terrorism Agency, if minded to approve.

Flood Risk and Drainage

10.61 The principles of the site's flood risk and drainage arrangements were assessed and established as part of the parent outline permission. For flood risk, it was concluded that there are no flooding issues within the site and, because it lies within Flood Zone 1, a Sequential Test was also not required. For drainage, as a historic brownfield site, it was identified that the site has a large discharge rate into public sewer. It was determined that;

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

- 10.62 A site wide maximum discharge rate of 138l/s was secured via condition 16 on the outline, while condition 12 requires each phase to have a dedicated Drainage Strategy. The condition does not require the Drainage Strategy to be submitted with each phase's Reserved Matters (i.e., as part of this application). Nonetheless, the applicant has submitted a Discharge of Condition (ref. 2022/91412) application alongside this Reserved Matters application seeking to discharge condition 12. The LLFA and Yorkshire Water have reviewed the Drainage Strategy for this phase, and each have confirmed they hold no objection.
- 10.63 Conditions relating to flood routing and temporary drainage arrangements during construction (per phase) are secured via conditions on the parent outline proposal.
- 10.64 There are numerous freshwater / foul-water pipes crossing the site, which are the responsibility of Yorkshire Water. Condition 15 on the parent outline sought to protect the foul water pipes by imposing standoff distances, unless a diversion was secured. A formal diversion has been approved by Yorkshire Water. The freshwater pipes were not identified at outline stage, but have been now. Yorkshire Water has requested a similar standoff distance condition, unless the pipe is formally diverted, for this application. This is considered reasonable and is recommended.

Ecology

- 10.65 At outline stage, a Preliminary Ecological Appraisal (PEA) was undertaken to determine the site's original ecological state and value. It was deemed to accurately identify the ecological context of the site and enabled ecological principles to be established. This included calculating the site's ecological value of 5.68 units, using the DEFRA Metric 2.0. This equates to 6.25 units, when accounting for 10% net gain. Given the application was outline with all matters reserved, it was considered that planning conditions would be most appropriate to secure ongoing ecological monitoring and net gain.
- 10.66 Condition 18 on the outline requires that a comprehensive Ecological Impact Assessment (EclA) be undertaken prior to any development commencing. This document has been submitted as part of the ongoing DOC 2022/91412 and assessed by K.C. Ecology, who have comment *'the EclA provides a robust assessment of the site and determines that the site is of minimal ecological value. The EclA clearly lays out the impacts on biodiversity in the absence of mitigation and details the requirements to ensure that there are no adverse impacts on ecological receptors associated with the proposed development.'* The implementation of the given mitigation measures is secured by condition 18.

- 10.67 Condition 19 requires that a Biodiversity Enhancement Management Plan (BEMP) be provided for each phase of the development. Its fundamental goal is to ensure the original required 6.25 habitat units are delivered throughout the different phases. The condition requires that the information be provided as part of each phase's Reserved Matters application.
- 10.68 It has been agreed between officers and the applicant that each phase would provide a prorated value of habitat units, based off each phase's proportionate site area. As phase 1 covers circa 20% of the outline site, it is expected to deliver 20% of the net gain, or 1.25 habitat units. The applicant has assessed this and determined they are unable to deliver all 1.25 units on this site, but can provide a reduced amount. The next option is to explore provision elsewhere in the area, but they have currently been unable to identify suitable nearby land. A full deficit of 1.25 units equates to £28,750, which will be reduced by whatever units they are able to provide. Discussions are ongoing on this matter, with further information to be provided within the update. The agreed figure is to be secured within the S106 agreement.
- 10.69 With the shortfall of net gain agreed to be secured via S106 Contribution, officers are satisfied that the proposal complies with the expectations set out at outline stage, in so far as it relates to ecology and ecological net gain, and adheres to the conditions. Furthermore, the proposal is deemed to comply with the aims and objectives of policy LP30 of the Kirklees Local Plan.

Discharge of Conditions

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

Condition 5 (masterplan)

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

- i. Define a clear structural layout of the new development, establishing the permeability of the public realm and establishing a clear pattern of gateways and streets/pedestrian route lined with trees;*
- ii. Positively address the ring-road network, detailing the strategy for boundary treatments along and the enclosure of the site, particularly to address the level-change across the site, vehicular access points and the hierarchy of site roads and gateways.*
- iii. Illustrate the physical and visual connections to the site based on pedestrian desire routes into the site and across the town centre and to the existing University campus;*

- iv. *This would also need to include a consideration of pedestrian routes through the site to improve the area's permeability to other destinations such as the stadium;*
- v. *Focus external views from the town centre along Northumberland Street, ensuring that the specifications for the 'landmark building' (at indicative site 01) addresses the need to express the connections with the historic core;*
- vi. *Consider key views / focal points from the surrounding area, including from the canal (a key pedestrian/cycle route) looking towards the Railway Station;*
- vii. *Indicate how the proposed campus development would architecturally address the integration of Crown Buildings;*
- viii. *Illustrate how vistas of key site gateways and internal nodes would be addressed to demonstrate active frontages and 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 would define the public realm, while compensating for the loss of tree groups*
- xi. *Consider the opportunity to create tree-lined boundaries to Southgate, Leeds Road, and Old Leeds Road to define the edges of the campus site, with similarly expressed key gateways and access points.*

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

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

10.71 Officers have worked with the applicant to refine the Masterplan as originally submitted. This included elaborating on certain points, or adding others that were lacking. Based on the amended proposal, officers are satisfied that the submitted Masterplan is acceptable, and puts forward a quality strategy for the ongoing development of the site. It is deemed to comply with each of the requirements set out within condition 5, in addition to the requirements of Policy LP5.

Condition 6 (design code)

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

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

- 10.72 The purpose of the design code is to establish the design principles for the site going forward. The NPPF defines a design code as a set of illustrated design requirements that provide specific, detailed parameters for the physical development of a site or area. The graphic and written components of the code should build upon a design vision, such as a masterplan or other design and development framework for a site or area. The Framework confirms that design codes can be used on a site-specific level and should ensure a framework for creating a sustainable and distinctive development with a consistent and high-quality standard of design
- 10.73 The applicant has submitted a comprehensive design code. A balanced approach has been taken, as the University values the independence of varied design within their architecture, as evident by their existing campus. Nonetheless, distilling this into a reasonable design code has been achieved, in accordance with the expectations of condition 6.

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

8. As part of, or prior to the submission of the application for reserved matters for the first phase of development, a plan detailing the highway access into that phase shall be provided. This shall include the following:

- a) Provision of a visibility tangent of $x=2.4m$ by $y=43m$.*
- b) A corner radii of 10 metres minimum.*

The access into the relevant phase shall be implemented in accordance with the approved details prior to the first occupation of that phase.

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

9. As part of, or prior to the submission of any application for reserved matters pursuant to access for each phase of development, details of access arrangements within the site for that phase shall be provided. These details shall include the following:

- a) Full details and sections of any carriageway access, which should have a minimum width of 7.3m with a 2m footway and segregated cycleway and a minimum 35m centreline radius;*
- b) Details of parking arrangement for each phase, to include details of parking bays, which shall be a minimum of 2.4m x 4.8m and disabled bays at a minimum of 6.6m long x 2m wide.*

No building pursuant to an individual phase shall be brought into use until the above access works for that phase have been completed in accordance with the approved details.

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

- 10.74 This matter, and other highways considerations, have been address previously. Please see paragraphs 10.5 – 10.14 for details. It should be noted that the first phase is to use the existing Pine Street as the main vehicle route, which does not include a segregated cycle way. Using this existing infrastructure, which is to be notable changed in future phases (part pedestrianised, part shared surface), it is not considered reasonable or necessary to add a cycle route. The new access is for servicing and it is not desirable to add a cycle route on that road. Accordingly, notwithstanding the

expectation of the condition, it is considered reasonable for this phase to discount the expectation. The applicant proposes the use of the temporary Pine Street Car Park, which is reasonable, with a condition intended requiring a permeant solution to be put forward. This may include Pine Street Car Park becoming permeant, until the later phase which adds the Sustainable Transport Hub.

Condition 19 (BEMP)

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

- a) An updated assessment of the existing on-site and off-site habitats to be retained, lost and created utilising the Biodiversity Metric 2.0;*
- b) Description and evaluation of features to be managed and enhanced*
- c) Extent and location/area of proposed enhancement works on appropriate scale maps and plans*
- d) Ecological trends and constraints on site that might influence management*
- e) 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 longterm implementation of the Plan would be secured by the developer with the management body responsible for its delivery. The Plan shall also set out (where the results from the monitoring show that the Aims and Objectives of the BEMP are not being met) how contingencies and/or remedial action would be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved Plan. The approved Plan would be implemented in accordance with the approved details.

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

10.75 This matter, and other ecological considerations, have been address previously. Please see paragraphs 10.65 – 10.69.

Representations

10.76 No public representations have been received.

11.0 CONCLUSION

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

11.2 The site has outline planning permission to become a new campus for the University of Huddersfield, with the proposal representing the first of several phases. The design of the building is innovative and of the highest architectural quality. The development will assist in raising the standard of the surrounding built environment and sets a strong precedent for the redevelopment of the site. Furthermore, the development will provide a direct benefit to the local economy through investment within Huddersfield Town Centre. There will also be economic benefits through the purchase of locally sourced materials, from within Kirklees and the surrounding region. There will also be an indirect benefit through the enhancement of the University's existing education facilities, further growing the University of Huddersfield as a nationally recognised institution.

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

11.0 CONDITIONS (Summary list. Full wording of conditions including any amendments/additions to be delegated to the Head of Planning and Development)

1. Technical details for new road (adjacent Crown House).
2. Submission of permeant car parking arrangement.
3. Submission of car parking management plan
4. Details of methods to promote town centre (or canal) walking route
5. Cycle storage as shown to be provided.
6. Material samples to be provided
7. Condition to control rooftop features
8. Sprinkler tank details to be submitted.
9. Landscaping management and maintenance arrangements.
10. Site security measures to eb detailed and implemented
11. Yorkshire Water pipe easement

Background Papers

Application and history files

Available at:

[Link to application details](#)

<https://www.kirklees.gov.uk/beta/planning-applications/search-for-planning-applications/detail.aspx?id=2022%2F91456>

Certificate of Ownership

Not applicable at Reserved Matters stage.