

Public Document Pack



**Service Director – Legal, Governance and
Commissioning**

Julie Muscroft

Governance and Commissioning

PO Box 1720

Huddersfield

HD1 9EL

Tel: 01484 221000

Please ask for: Jodie Harris

Email: jodie.harris@kirklees.gov.uk

Wednesday 18 January 2023

Notice of Meeting

Dear Member

Ad-Hoc Scrutiny Panel - Regeneration

The **Ad-Hoc Scrutiny Panel - Regeneration** will meet in a **Virtual Meeting - online** at **4.00 pm** on **Thursday 26 January 2023**.

This meeting will be live webcast. To access the webcast please go to the Council's website at the time of the meeting and follow the instructions on the page.

The items which will be discussed are described in the agenda and there are reports attached which give more details.

A handwritten signature in black ink, appearing to read "Julie Muscroft".

Julie Muscroft

Service Director – Legal, Governance and Commissioning

Kirklees Council advocates openness and transparency as part of its democratic processes. Anyone wishing to record (film or audio) the public parts of the meeting should inform the Chair/Clerk of their intentions prior to the meeting.

The Panel Members are:-

Member

Councillor Elizabeth Smaje (Chair)

Councillor John Lawson

Councillor Yusra Hussain

Councillor Andrew Cooper

Agenda

Reports or Explanatory Notes Attached

Pages

1: Membership of the Panel

To receive any apologies for absence.

2: Minutes of the Previous Meeting

1 - 6

To approve the Minutes of the meeting of the Panel held 17 November 2022.

3: Interests

7 - 8

Councillors will be asked to advise if there are any items on the Agenda in which they have a disclosable pecuniary interest, which would prevent them from participating in any discussion or vote on an item, or any other interests.

4: Admission of the Public

Most debates take place in public. This only changes when there is a need to consider certain issues, for instance, commercially sensitive information or details concerning an individual. You will be told at this point whether there are any items on the Agenda which are to be discussed in private.

5: Deputations/Petitions

The Panel will receive any petitions and hear any deputations from members of the public.

A deputation is where up to five people can attend the meeting and make a presentation on a particular issue of concern, relevant to that body's terms of reference. In accordance with Council Procedure Rule 10 (2) members of the public should provide at least 24 hours' notice of presenting a deputation.

A member of the public can also hand in a petition at the meeting

subject to the petition relating to something on which the body has powers and responsibilities.

6: Public Question Time

To receive any public questions;

In accordance with;

Council Procedure Rule 11(3), questions regarding the merits of applications (or other matters) currently before the Council for determination of which the Council is under a duty to act quasi judicially shall not be answered.

Council Procedure Rule 11(5), the period for the asking and answering of public questions shall not exceed 15 minutes.

7: Station to Stadium Enterprise Corridor Masterplan

9 - 90

The Panel will consider a report which outlines the Station to Stadium Enterprise Corridor Masterplan and the next steps in its development.

Contacts:

Simon Taylor – Head of Town Centre Programmes
Chris Duffill – Head of Business and Skills

Contact Officer: Jodie Harris

KIRKLEES COUNCIL

AD-HOC REGENERATION SCRUTINY PANEL

Thursday 22nd September 2022

Present: Councillor Elizabeth Smaje (Chair)
Councillor Andrew Cooper
Councillor John Lawson

In attendance: Joanne Bartholomew, Service Director for Development
Simon Taylor, Head of Town Centre Programmes, Development
Councillor Graham Turner, Cabinet Portfolio Holder for Growth and Regeneration
Isabel Whitworth, Programme Manager, Town Centres
Zoe Stewart, Programme Manager, Local Centres

Apologies: Councillor Yusra Hussain

1 Membership of the Committee

Apologies were received from Councillor Yusra Hussain.

2 Minutes of the Previous Meeting

That the minutes of the meeting held on 22nd September 2022 be approved as a correct record.

3 Interests

No interest were declared.

4 Admission of the Public

All items were considered in public session.

5 Deputations/Petitions

No deputations or petitions were received.

6 Public Question Time

No questions were received from members of the public.

7 Local Centres Update

The Panel received an update on the Local Centres Programme, with an additional focus on Cleckheaton. Simon Taylor, Head of Town Centre Programmes - Development highlighted that:

- In March 2021, the Cabinet considered a report which proposed investing in town and village centres outside of Huddersfield and Dewsbury. The report was based upon an initial investment of £10m across the district.
- The Initial Cabinet report (considered 16th March 2021) proposed that 4 key centres – Batley, Cleckheaton, Heckmondwike and Holmfirth be the focus for the initial round of investment of £1.5m each.
- As part of the process of developing projects and delivering the local centres programme, Cabinet required master plans to be developed for each of the four identified local centres.
- Active engagement with citizens, businesses and local groups was vital to the development process, encouraging conversations about the place to help build up a picture across a number of themes.
- The aim was to develop a series of projects that are deliverable, whilst completing background work to ensure their success.
- A downturn in the UK's economy had affected the amount the Council could deliver due to rising costs.
- Consultation on the masterplan for Batley was underway and was due to be completed on 21st November 2022.
- The aim was to complete the masterplan work in early 2023.
- In parallel to the masterplan, the Council were developing a larger Levelling Up Fund (LUF) bid to central Government, whilst working on the key projects emerging in the process.
- Consultation in Batley covered a mixture of online, face to face and physical handouts, including staffed engagement exercises and events with local businesses.
- The amount of money required was in the region of £14-15m, therefore the focus was on Commercial Street only until subsequent funds were acquired.
- Heckmondwike was slightly behind due to technical reasons. Whilst initial master planning had been undertaken, this had been stalled slightly as some of the identified schemes required more detailed examination of the highway impacts.
- Officers had commissioned a model to collect the data enabling them to set a base line for deliverability. The output would feed into the next phase of the plan with a target date of spring 2023.
- In terms of the model, officers are looking at how to better utilise a large public space surrounded by busy roads. The aim was to improve the connection to the town which could involve removing part of the highway.
- The consultation work in Holmfirth started on 17th November 2022, with a similar practice to the work in Batley.
- Pre-stakeholder engagement with selected groups were taking place in the Holme Valley and were due to complete on 17th December 2022, with the aim for the master plan to be ready for Spring 2023.
- Of all 4 centres, Cleckheaton had progressed the most including having undergone public consultation on the planned masterplan.
- Final approval was planned for December 2022 and work to develop and deliver the priority projects would begin thereafter.
- Officers were awaiting a funding bid to UKSPF to assist in the development of the priority projects in addition to the Council's Capital allocation.

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- In parallel to delivering the priority projects, officers will continue the development of the other ideas to a deliverable standard ready for additional funding streams.
- Technical work was completed around each of the master plans; in Cleckheaton, spatial and architectural analysis, car parking studies, place standards work, socioeconomic data, a planning review and engaging with ward councillors and stakeholders all took place.
- A broad range of engagement activities took place, to encourage the local community and stakeholders to provide feedback. The feedback received demonstrated 62% of the responses agreed or strongly agreed with the proposals, with only 16% disagreeing or strongly disagreeing.
- Further analysis of the feedback outlined the most supported projects to be Spen Bottoms, The Market and Savoy Square and the Park Entrance.
- On a site visit the panel were shown these locations and were presented with the plans to develop these sites to become an attractive and improved public space.
- Working with Howard Park Primary School further supported the prioritisation of the 3 projects, taking in views of the future generation.
- The next steps were to finalise the agreed masterplan and await the UKSPF announcement before progressing onto design work for Spen Bottoms and Savoy Square.
- Engagement throughout the process was to continue with the community throughout each project, as appropriate.

Following the presentation, the Panel asked several questions and put forward their comments in relation to:

- Funding, phasing, and timelines; would the Council's current budgetary pressures impact directly on the Local Centres projects?
- Principles of Local Government; due to the small windows of opportunity to gain grants, would the plans/business cases be ready to present?
- Public Art; an emphasis was placed on public art in Huddersfield, would it be given as an option for the small centres and had anything been showcased yet?
- Consultation: it was noted that there was good participation demonstrated from drop-in sessions and over 2000 hits were received online, but there were only 45 completed questionnaires. The Panel wanted to know how this could be adapted to improve outcomes, and would there be wider consultation in schools? Could there be a quick tick box exercise undertaken rather than a full questionnaire?
- Improving engagement; The need for involvement before there was a finalised plan. Concrete signage such as George Hotel hangings provided a good stimulus to get people engaged for example. How would officers improve engagement on key projects with ward councillors and other stakeholders to generate participation?
- Capturing further responses; concerns were raised in relation to the demonstrable numbers from engagement when applying for funding. Would there be a way to capture verbal feedback?
- The Folk Festival proved to be a useful exercise for getting feedback, was there scope to make use of other heavy footfall areas such as supermarkets and events/festivals?

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Officers responded to the questions put forward from the Panel starting with Simon Taylor, who stated that the project was still working with the £1.5 million originally allocated, however the funds now covered less than when the budget was set. The next phase was project development, which was due to take place in 2023, whereby the Council would appoint designers to work on Spen Bottom and Savoy Square. The process would take a few months and delivery of the project was expected towards the end of 2023. This would be dependent on accurate costings and adjusting aspirations, where necessary, as the project progresses. Due to the instability of materials for construction, showing a 30 to 40% increase over 2022, the Council would require further funding to deliver all projects. The proposal would be to develop and deliver one project, whilst keeping another developed ready to deliver when additional funding was secured.

With regards to the questions on public art, Simon Taylor assured the panel that public art was an option but had not yet been brought up with regards to Cleckheaton. Other projects such as Batley and Holmfirth had shown desire to display such art. The concept of public art had been brought forward and setup in the Cabinet report prior.

With regards to the questions on consultation, Isabel Whitworth, Programme Manager, Town Centres, advised that the Council had used various methods to capture all stakeholders including online and physical handouts. The outcome of finished questionnaires had been low, therefore officers had looked at ways to improve outcomes for future projects. Simon Taylor pointed out that the strategic part of projects didn't always grab the public attention, rather the design stage which was upcoming. Simon Taylor was confident the public were aware of what was going on, despite this not translating into the results.

Zoe Stewart, Programme Manager, Local Centres, noted Facebook advertisements had been used to create a quick response form for the consultation which achieved near to 100 responses. Consultation in schools had proved really useful; officers had reached out to hub co-ordinators to further expand talks in an age appropriate way.

To aid engagement, Simon Taylor noted using banners or boards around Savoy Square and the entrance to Spen Bottom to help advertise the projects as it did with the George Hotel. Officers agreed to liaise with the Communications Team and Ward Councillors to feed staged information to the public. Councillor Graham Turner, Cabinet Portfolio Holder for Growth and Regeneration also highlighted the planters on New Street, Huddersfield, and how they demonstrated a timeline picture graph, to give a visual stimulus on the envisaged outcome and how long it would take to complete.

Simon Taylor was open to suggestions for future engagement, highlighting the merits of engaging in key stakeholder groups in the local community over a general consultation. It was also noted that a more efficient way to capture verbal evidence at various events would aid the collection of feedback. Simon Taylor assured the panel that the exercises that had been undertaken were a strong basis for funding applications. Learning from Cleckheaton, on the small centre work in Holmfirth, interaction with local community groups was undertaken and provided valuable sources of information.

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Councillor Graham Turner highlighted the nature of the internet and social media being fast paced. There was a tendency to only comment of problems rather than highlight positives, therefore supported the idea of a yes or no tick box in future campaigns. Isabel Whitworth assured the panel that despite the 45 finished questionnaires, people were still coming forward to communicate their thoughts if they felt the need to. Zoe Stewart concluded by informing the panel of Holmfirth's next engagement exercise, and the use of a yes or no tick box, and to see how the results differ with responses.

RESOLVED: -That all officers be thanks for their attendance and Cleckheaton Town Hall for their hospitality and be asked to consider the following points in taking this work forward:

1. The Consultation exercises be extended to nearby schools.
2. Visuals, such as static Boards and bold posters, be placed in public locations in Cleckheaton to engage the public in designs and the timelines.
3. Information detailing the designs (i.e.- leaflets/posters) be displayed in local shops and businesses in Cleckheaton to help engage the public.
4. Consideration be given to the recording of informal and verbal feedback from residents to engagement.
5. The use of an online poll, with only one YES/NO response option, be used more to increase responses from residents to questions.
6. Stakeholder engagement sessions be promoted more and linked to local events.
7. The Council will ensure a business case is ready (to present when opportunities arise in reference to grants) with demonstratable numbers from engagement exercises.

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KIRKLEES COUNCIL				
COUNCIL/CABINET/COMMITTEE MEETINGS ETC				
DECLARATION OF INTERESTS				
Economy & Neighbourhoods Scrutiny Panel				
Name of Councillor				
Item in which you have an interest	Type of interest (eg a disclosable pecuniary interest or an “Other Interest”)	Does the nature of the interest require you to withdraw from the meeting while the item in which you have an interest is under consideration? [Y/N]	Brief description of your interest	

Signed: Dated:

NOTES

Disclosable Pecuniary Interests

If you have any of the following pecuniary interests, they are your disclosable pecuniary interests under the new national rules. Any reference to spouse or civil partner includes any person with whom you are living as husband or wife, or as if they were your civil partner.

Any employment, office, trade, profession or vocation carried on for profit or gain, which you, or your spouse or civil partner, undertakes.

Any payment or provision of any other financial benefit (other than from your council or authority) made or provided within the relevant period in respect of any expenses incurred by you in carrying out duties as a member, or towards your election expenses.

Any contract which is made between you, or your spouse or your civil partner (or a body in which you, or your spouse or your civil partner, has a beneficial interest) and your council or authority -

- under which goods or services are to be provided or works are to be executed; and
- which has not been fully discharged.

Any beneficial interest in land which you, or your spouse or your civil partner, have and which is within the area of your council or authority.

Any licence (alone or jointly with others) which you, or your spouse or your civil partner, holds to occupy land in the area of your council or authority for a month or longer.

Any tenancy where (to your knowledge) - the landlord is your council or authority; and the tenant is a body in which you, or your spouse or your civil partner, has a beneficial interest.

Any beneficial interest which you, or your spouse or your civil partner has in securities of a body where -

- (a) that body (to your knowledge) has a place of business or land in the area of your council or authority; and
(b) either -

the total nominal value of the securities exceeds £25,000 or one hundredth of the total issued share capital of that body; or
if the share capital of that body is of more than one class, the total nominal value of the shares of any one class in which you, or your spouse or your civil partner, has a beneficial interest exceeds one hundredth of the total issued share capital of that class.



Name of meeting: Economy and Neighbourhood Ad-Hoc Scrutiny Panel

Date: 26th January 2022

Title of report: Station to Stadium Enterprise Corridor Masterplan

Purpose of report:

This report outlines the Station to Stadium Enterprise Corridor Masterplan and the next steps in its development. It sets out why this is important, how it aligns with other economic development activity across Kirklees and what steps are required in order to help progress towards achieving the vision set out in the plan.

Key Decision - Is it likely to result in spending or saving £250k or more, or to have a significant effect on two or more electoral wards?	Yes
Key Decision - Is it in the <u>Council's Forward Plan (key decisions and private reports)?</u>	Key Decision - Yes
The Decision - Is it eligible for call in by Scrutiny?	Yes
Date signed off by <u>Strategic Director</u> & name	10 th January 2023 - David Shepherd
Cabinet member <u>portfolio</u>	Councillor Graham Turner – Portfolio Holder for Regeneration

Electoral wards affected: Dalton and Newsome

Ward councillors consulted: None at this Stage

Public or private: Public

Has GDPR been considered? Yes.

1. Summary

This report presents to Scrutiny the Station to Stadium Enterprise Corridor Masterplan. It sets out the rationale, long term vision and principles of the plan as well as the next steps required to move towards delivery, including public consultation in early 2023.

2. Information required to take a decision

Background

- 2.1 The Station to Stadium Enterprise Corridor represents one of the most exciting economic development opportunities in the Yorkshire region and beyond.
- 2.2 Huge investment by Network Rail in the Transpennine Rail Upgrade is making Huddersfield (and the other towns on the route) one of the best-connected places in the North of England. The University of Huddersfield's investment in the Health Innovation Campus at Southgate will put the town on the map globally in terms of translational health and wellbeing research and applied applications.
- 2.3 Concurrently, the Council and its partners connected with the John Smiths Stadium have brought forward plans to secure the stadium's long-term future.

- 2.4 All of these core assets (TRU, the Health Innovation Campus and the Stadium) are connected by some of the town's most striking architecture and heritage buildings but also interspersed with underutilised land and premises. This forms the basis of the strategic case and economic opportunity.
- 2.5 Alongside other major investments in the cultural and leisure assets of the town such as the Cultural Heart, the George Hotel, Kingsgate, active travel infrastructure and public realm, and a long-term plan to increase town centre living, the Station to Stadium Enterprise Corridor Masterplan seeks to harness the impact of this chain of strategic assets (TRU, The Health Innovation Campus and the Stadium). Each asset is a significant driver of the economy, but if progressed together under a coherent vision and plan, then their combined long-term impact can be much greater.
- 2.6 The Station to Stadium Enterprise Corridor Masterplan is fundamentally about growing and attracting good quality jobs and businesses in Huddersfield, for the benefit of the whole district and creating an environment that stimulates private sector investment in commercial, office, research and development and residential uses. We know that world class infrastructure such as rail connectivity and access to cutting edge, applied university research and skills are increasingly the key drivers for more and more business that are looking to grow or expand into an area.
- 2.7 On this basis the Station to Stadium Enterprise Corridor Masterplan will act as a major physical, intellectual and investment gateway into the West Yorkshire region by providing these key ingredients.
- 2.8 We also know that Kirklees currently suffers from an under supply of good quality employment sites, especially in the south of the district. The Council is aware of several local employers who are looking to grow that are being frustrated by the lack of available sites. The Station to Stadium Enterprise Corridor is designed to help address this by identifying new strategic employment sites and by increasing the utilisation of either empty or currently poorly utilised land and property within the Corridor area.
- 2.9 To work with stakeholders to develop a vision and masterplan for the Station to Stadium Enterprise Corridor, a high-quality consultant team was appointed in late 2021. Over the course of 2022 they have worked with Council officers and key landowners and stakeholders in the Station to Stadium Enterprise Corridor area to develop and refine a plan ready for the next stages.
- 2.10 A full report was considered by Cabinet on 21st December 2022. The recommendations, set out below, were agreed.
1. Members of Cabinet note the report and Appendices presented by officers.
 2. Members of Cabinet endorse the Station to Stadium Enterprise Corridor Masterplan shown in Appendix 1
 3. Subject to agreement of recommendation above officers be authorised to undertake a wider public consultation exercise to further inform the masterplan process.
 4. Once consultation has been completed the Strategic Director for Growth and Regeneration, in conjunction with the portfolio holder for regeneration, be authorised to make all necessary changes to the masterplan and formally agree the plan.
 5. Once finalised the plan is published on the Council's website to form the basis for informing investment decisions in the masterplan area.
 6. Officers be authorised to continue to develop the masterplan, its principles and the propositions as set out in the report with a particular emphasis on the next steps set out in section 5 of this report.

7. Officers begin work to put in place the appropriate planning framework for the area.

- 2.11 Cabinet also considered a private appendix pertaining to an unsolicited offer from a third party who wishes to remain anonymous to purchase the Gasworks Street site. The Gasworks Street site is anticipated to come into Council ownership during 2023 and the proposed purchase is for an end use that does not fit the draft Masterplan, hence an early steer from Members was sought. Members decided to not include the alternative use for the Gasworks Street site in the Masterplan that will be consulted upon during 2023.
- 2.12 A copy of the masterplan is contained within Appendix 1.

Process of Engagement with Stakeholders

- 2.13 A series of stakeholder meetings including the University, KSDL, Network Rail, Kirklees College, HD 1 Developments, Brierley's, Polyseam, Cummins, the West Yorkshire Combined Authority and Huddersfield Unlimited were undertaken earlier this year. Comments and aspirations were noted and fed into the latest version of the Masterplan. A roundtable was held with larger landowners in the corridor was held in early October to feed back. Further individual meetings were undertaken with businesses to refine and develop the main aspects of the emerging plan.

Station to Stadium Enterprise Corridor Vision

- 2.14 The proposed vision for the Station to Stadium Enterprise Corridor is:

A thriving connected and enterprising district advancing wellbeing and prosperity through investment in health innovation, clean growth and green networks.

- 2.15 This vision will guide investment decisions and areas of focus for partners over the long term (up to 20 years). It highlights the importance of mixed uses to create a bustling, busy and dynamic place where people want to be and stresses the unique selling point the Corridor which is framed around the combined effect of world class connectivity and a focus on health and wellbeing.
- 2.16 The vision embeds the concept of wellbeing beyond the physical footprint of the University of Huddersfield's Health Innovation Campus and seeks to envisage a wider area where good quality jobs and the physical environment all contribute towards increased wellbeing for residents. The vision also seeks to recognise the important function that existing high value employers in a range of different sectors already play in the Corridor. It is vital that work to develop the Corridor concept enables their future growth and sustainability where possible and, as a minimum, does not constrain it.

Principles

- 2.17 Five high level principles have been developed to support delivery of the vision which develop these issues in more detail:

- *Principle 1: Innovative and high value employment*

Support in diversifying the local economy through attracting new innovative businesses in health tech and advanced manufacturing, generating high value jobs and increasing productivity

- *Principle 2: Connected and integrated*

Create a place for residents, workers, students, and visitors to connect, building on its strategic connectivity and rail connections, developing stronger active travel routes, and integrating into the wider investment in the town

- *Principle 3: Raised aspirations, skills, and education*

Create a mix of inclusive spaces for collaboration and knowledge spillovers for all of Kirklees and beyond to enable visible pathways for people to enter and progress, supporting

into employment, raising aspirations, strengthening entrepreneurship, and increasing skill levels

- *Principle 4: Attractive and vibrant environment*

Revitalise this area and the routes between Huddersfield Station and the John Smiths Stadium. Enhance the local natural and historical environment and re-connect with key assets of the distinctive landscape setting, canal corridor, River Colne, and heritage assets

- *Principle 5: Sustainable and clean growth*

Maximise natural assets, create a network of green corridors to connect to other areas of the town, encourage biodiversity net gain, support mental wellbeing, and embed sustainable principles throughout the district development and local businesses.

Delivery

- 2.18 Development of the Station to Stadium Enterprise Corridor Masterplan to this stage is an important milestone but is just the beginning on the work. This is a long-term endeavour that will take many years to realise and deliver.
- 2.19 The Masterplan is a statement of ambition and a signal to the market and positioned at the very beginning of the project development cycle. It is not a fully costed and funded delivery plan. The Council does not control most of the land in the corridor and does not have the levers to directly control activity that takes place within it. Instead, the Masterplan provides a framework beneath which other stakeholder and landowners (present and future) will collaborate and be incentivised to work towards higher value end uses than would otherwise be the case.
- 2.20 The Masterplan also identifies a suite of catalytic interventions that are most likely to stimulate the sorts of long-term changes envisaged in the wider area.
- National Health Innovation Campus
 - Gasworks Street site and sites to the North and East
 - Old Leeds Road development area
 - Business support, skills & training
 - John William Street, Northumberland Street & Huddersfield Open Market (on-going)
 - A new potential canal crossing
 - Southgate crossings both North and South
 - Turnbridge Road changes – Closure of the lifting bridge to vehicles to form a dedicated active travel route
 - St. Andrew's Road changes
 - Larger-scale Southgate crossing interventions
 - River crossings/connectivity to Kilner Bank Wood and other active travel networks
- 2.21 The long-term ambition is for public and private sector partners (not just the Council) to deliver all of these interventions over time as funding becomes available and circumstances allow, and each requires extensive further development work. Some of the early phase term actions are either already in development or actively being progressed; some of the more ambitious and long-term interventions identified by the Masterplan are just at the very beginning of their development and consideration.
- 2.22 Following the next phases of consultation and adoption, the final Masterplan must not sit on the shelf. It will become the baseline for continued stakeholder engagement and consultation and each of the interventions identified will be translated into an individual project that can be taken forward by the most appropriate lead. Not all projects will proceed at the same pace as others or be led by the Council, and some will require funding opportunities that do not exist at the present time. In this way, the Masterplan is shaping the future project development pipeline.
- 2.23 As part of the Autumn Statement 2022, the Government confirmed that previous proposals for 'Investment Zones' would be dropped, and the policy will be refocused to benefit research

clusters instead. The Autumn Statement document said, "...the government will use this [investment zones] programme to catalyse a limited number of the highest potential knowledge-intensive growth clusters... centred on universities in left behind areas to help build clusters for our new growth". Any specific decision about whether or not to pursue Investment Zone status will need to be made at a later date once full details are known, however at a headline level, this would appear to present a significant potential opportunity for the advancement of the Station to Stadium Enterprise Corridor and something that will be monitored closely.

Planning Status

- 2.24 An important part of delivering this ambition is to ensure that the masterplan guides future development and investment decisions in the area. To help to secure this it is important that the masterplan, its vision, the principles, and the infrastructure set out within the current masterplan are set within a clear planning framework.
- 2.25 As part of the next steps, officers will consider the most appropriate mechanism to ensure the plan has formal weight in decision making to deliver this. This exercise will pick up the masterplan concepts, infrastructure and emerging design code. This process may require:
- a further, specific, consultation beyond that currently envisaged;
 - consideration of a Supplementary Planning Document (SPD); design frameworks or other emerging mechanisms;
 - dependent upon the chosen route, the undertaking of an Integrated Impact Assessment (I.I.A) Strategic Environmental Assessment (S.E.A.) and/or Sustainability Appraisal (S.A.); and,
 - a further decision from Cabinet dependent upon the chosen option.

Options and Alternatives

- 2.26 Given the uncertain economic and funding landscape at the present time, it would be an option to cease work on the Station to Stadium Enterprise Corridor until such time as greater funding opportunities are identified.
- 2.27 It is considered that this would be the wrong option; it is important that we remain ambitious for Kirklees over the long term, despite the current economic uncertainty and history tells us that it is essential that project pipelines are developed continually so that we are on the front foot when funding opportunities do occur. It is important that these potential projects are led from a strong vision and economic rationale and developed in conjunction with a wide range of stakeholders. This is what the Station to Stadium Enterprise Corridor Masterplan seeks to do.
- 2.28 The Gasworks Street works site forms part of the masterplan area. It represents a significant development opportunity in the corridor adjacent to the University Health Innovation Campus site. Because it is one of the larger development opportunities it will be integral if the plan is to grow and attract good quality jobs and businesses in Huddersfield as officers envisage.

Costs

- 2.29 There are no direct financial implications of this report. Costs to prepare the Masterplan came from existing resources and no decisions about specific projects that flow from the plan are being made at this time. Development work to continue to refine and progress the suite of interventions contained within the masterplan will be led by the Council's economic development and regeneration teams and any specific decisions about final projects will be taken via the Council's established decision-making processes in due course.

Risks

- 2.30 There are very limited risks associated directly with the recommendation to endorse the masterplan and proceed to public consultation. The individual projects that will follow in due course will all have their own business cases and specific approvals which will fully consider the risks associated with each proposed intervention. At this stage, at masterplan level, the main risks are reputational i.e. the plan sets out a bold and long term ambition and it may not be possible to realise it all. In

publishing the Masterplan it could be argued that expectations are being raised. On balance however, it is felt that it is right to show leadership, be bold and be led by a strong economic vision.

3. Implications for the Council

Working with people

- 3.1 Collaboration and working together with partners are the key to ensuring the Council get the best outcomes for citizens, communities and Kirklees as a whole. As part of Section 6 below Officers are recommending that a further round of consultation extending beyond key Stakeholders. This should help shape the final masterplan and provide a sound basis for future adoption/utilisation within a planning framework.

Working with Partners

- 3.2 The Council has engaged with key landowners, businesses, and stakeholders within the Corridor during development of the current Masterplan. This has been set out in section 2.11. Ongoing and more extensive engagement will follow as individual interventions are worked up.

Place Based Working

- 3.3 The development of the Huddersfield Blueprint underlined by the associated Place Standard exercise has already engaged town centre stakeholders, businesses, and users to help shape the overall approach to redeveloping Huddersfield Town Centre. The Station to Stadium Enterprise Corridor will support and strengthen the town centre and will drive job creation.

Climate Change and Air Quality

- 3.4 Principle 5 – highlighted in 2.17 above - sets out the ambition for sustainable and clean growth. As part of this is the objective to the reduce carbon emissions and the minimise air quality problems.
- 3.5 In turn, both climate change and air quality will be considerations of projects moving forward, informing the planning processes and the future detailed design work. Several key interventions will complement the delivery and promotion of other projects and programmes across the town. For example, the promotion of better connectivity through the area and to surrounding communities particularly via active travel will contribute to reducing adverse transport derived impacts on communities and improve public health.

Improving outcomes for children

- 3.6 The masterplan seeks to create opportunities for future job creation in the district linking up education, research and development and existing businesses in the area. Additionally, streets and spaces will be designed with all generations in mind making them both safe and inclusive at the same time.

Cost of Living Crisis

- 3.7 The area will help to stimulate the creation of a variety of new job opportunities that are accessible by bus and train.

Other

- 3.8 At this stage there are no additional legal or financial implications to this work. However, moving forward into the next steps there will be the need to put in place additional resources to develop the propositions. This will include legal and procurement.
- 3.9 Adoption of a planning framework may entail an Integrated Impact Assessments (I.I.A.) as well as a Strategic Environmental Assessment (S.E A.) and Sustainability Appraisal (S.A.).

4. Consultees and their opinions

This aspect is set out at section 2.11. However, engagement with key stakeholders will continue through the next stage of the masterplan and additionally as schemes/projects are developed and implemented. The full masterplan will be consulted upon in early 2023 and more formal specific consultation will be required as part of the adoption of the correct planning framework should that option be pursued.

5. Next steps

Next steps will include:

- Wider Consultation on the masterplan – public engagement will commence in early 2023. Work is currently underway to scope how we can maximise engagement and promote the consultation opportunity.
- Update of the masterplan, if required, and formal sign off following the outcome of the consultation exercise.
- As resources allow, development of the propositions set out in 2.20.
- Commencing work to ensure the correct planning framework is in place.

6. Officer recommendations and reasons

Officers recommend that:

1. Members of Ad-hoc scrutiny note the report, its contents, and the appendix presented by officers.
2. Members of Ad -hoc scrutiny note the next steps identified in Section 5.

7. Cabinet Portfolio Holder's recommendations

The Cabinet Portfolio Holder for Regeneration recommends that Cabinet accepts / endorses the officer recommendations – paragraph 6 of this report.

The portfolio holder is fully supportive of this report and its recommendations. This is a strategically important site, for the council, Huddersfield, and wider Kirklees.

This report sets out our long-term vision on how the area around the Leeds Road, St Andrews corridor. The site has enormous potential to create high value and highly skilled jobs for the future, and by adopting the master plan subjected to a public consultation we will ensure that the land is used to deliver on our long-term strategy for the area in this report. It will take collaboration with many partners, if we are to see the true potential of this important site realised, but from the discussions that have taken place so far with other stake holders the feedback has been positive, and they share our long-term vision for the area in the master plan. We continue to be ambitious, and this site forms an important part of that ambition and our long-term strategy for the future growth of our local economy.

8. Contact officer(s)

Simon Taylor – Head of Town Centre Programmes
Chris Duffill – Head of Business and Skills

9. Background Papers and History of Decisions

Appendix 1 - Station to Stadium Enterprise Corridor Masterplan (public)

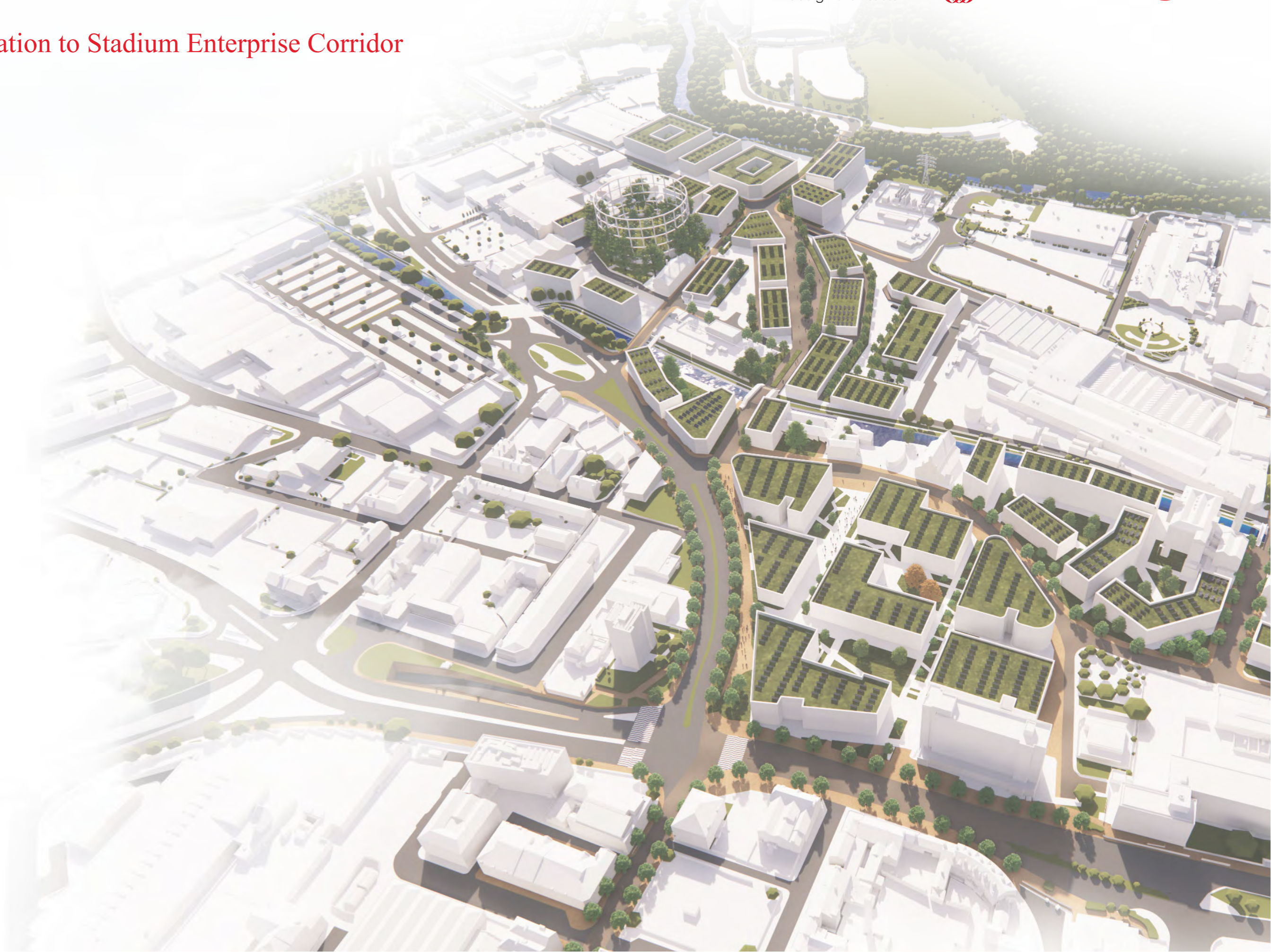
10. Service Director responsible

Edward Highfield, Service Director Skills and Regeneration

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Huddersfield Station to Stadium Enterprise Corridor

Masterplan Framework



Huddersfield Station to Stadium Enterprise Corridor

Masterplan Framework



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Executive Summary

The Station to Stadium Enterprise Corridor

The Station to Stadium Enterprise Corridor represents one of the most exciting economic development opportunities in the Yorkshire region and beyond. Huge investment by Network Rail in the Transpennine Route Upgrade is making Huddersfield (and the other towns on the route) one of the best-connected places in the North of England.

The University of Huddersfield’s investment in the National Health Innovation Campus at Southgate will put the town on the map globally in terms of translational health and wellbeing research and applied applications. The corridor area also has established major employers including Cummins Turbo Technologies and Polyseam plus successful educational facilities at the Kirklees College campus.

These core assets are connected by some of the town’s most striking architecture and heritage buildings but also interspersed with underutilised land and premises. Investment in these assets sits alongside other major investments in the cultural and leisure assets of the town. Each individually is a significant driver of the economy, but if planned together under a coherent vision and plan, then their combined long-term impact can be much greater.

The Station to Stadium Enterprise Corridor Masterplan is fundamentally about growing and attracting good quality jobs and businesses in Huddersfield, for the benefit of the whole district and creating an environment that stimulates private sector investment in commercial, office, research and development and residential uses.

This Framework sets out a proposed land use plan across the short, medium and long term, supported by an approach for improved connectivity and urban greening. A set of twelve masterplan propositions are defined to enable an incremental approach to the delivery as and when funding allows; with each of these providing individual benefit.

This Framework sets out a proposed land use plan cover short and long term time frames, supported by an approach for improved connectivity and routing. A set of twelve masterplan proposition are defined to enable an incremental approach to the delivery as and when funding allow; with each of these providing individual benefit.

The Vision and Supporting Principles

A thriving, Connected and enterprising district advancing well-being and prosperity through health innovation, environmental improvement and clean growth.



Principle 1: Innovation an high value employment



Principle 2: Connected and integrated



Principle 3: Raised aspirations, skills



Principle 4: Attractive and vibrant environment



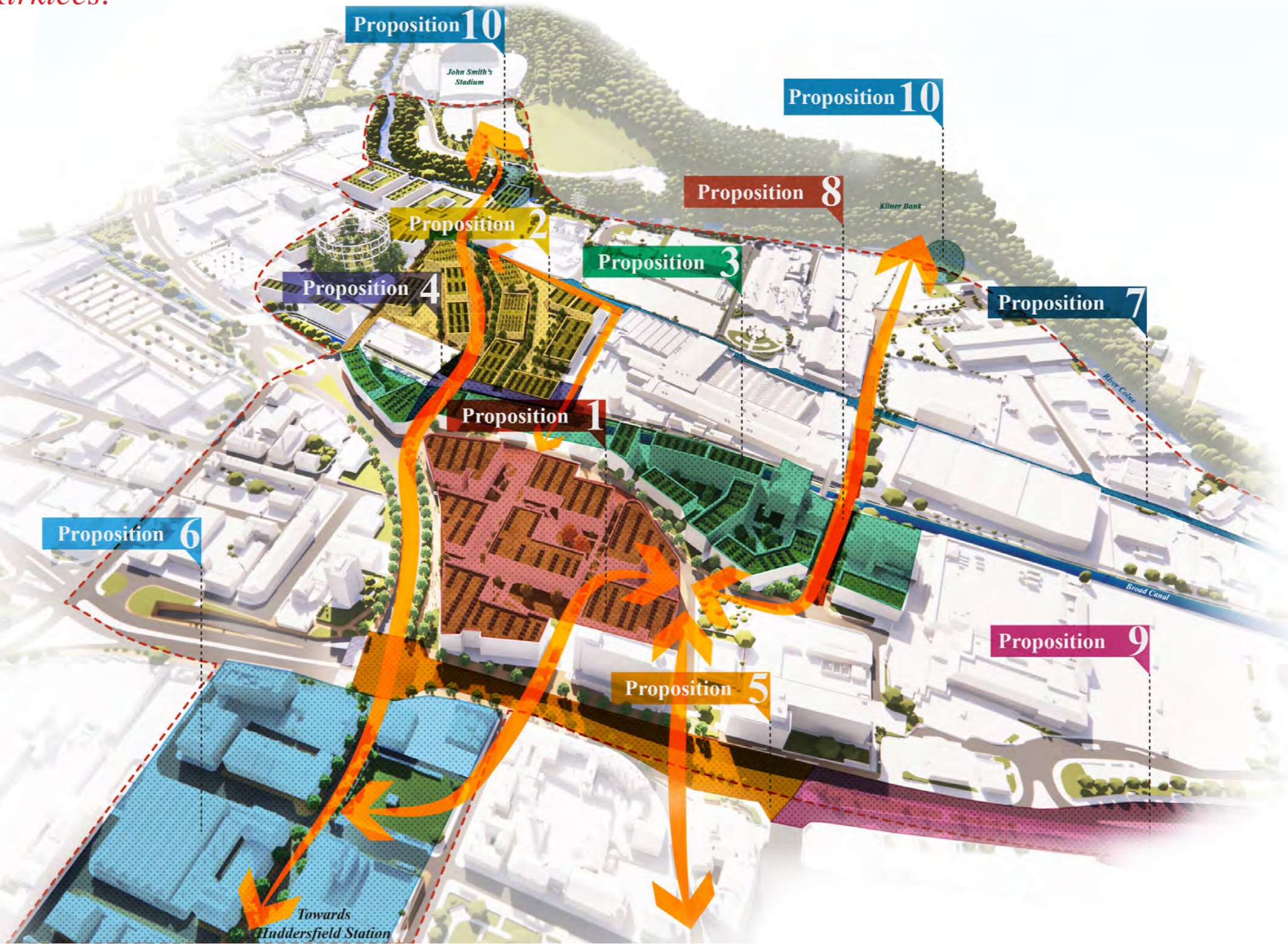
Principle 5: Sustainable and clean growth

Executive Summary

Masterplan Propositions

Twelve masterplan propositions have been formulated to deliver the vision for the area. This will result in the creation of a thriving, re-energised area and support the aspirations of Kirklees:

- 1. National Health Innovation Campus
- 2. Gasworks Street site and sites to the North and East
- 3. Old Leeds Road development area
- 4. A new potential canal crossing
- 5. Southgate crossings both North and South
- 6. John William Street, Northumberland Street & Huddersfield Open market
- 7. St Andrew's Road
- 8. Turnbridge Road - Closure of the lifting bridge to vehicles to form a dedicated active travel route
- 9. Larger scale Southgate Crossing interventions
- 10. River crossings and connectivity to Kilner Bank's wood and active travel network
- 11. Creating focus for innovation and enterprise
- 12. Developing workforce skills for the future



1. Introduction

1.Introduction

Background

Arup has been commissioned by Kirklees Council to develop a Masterplan Framework for the Huddersfield Station to Stadium Enterprise Corridor, supported by Leonard Design Associates and JLL.

The Huddersfield Station to Stadium Enterprise Corridor stretches from Huddersfield Rail Station to the John Smiths Stadium and is bounded by Wakefield Road to the south.

Regeneration of this area offers the opportunity to drive new, diverse and sustainable land uses, supporting high value employment alongside investment in further and higher education.

The design-led and place-based approach, which celebrates both the historical and modern context, and harnesses key footfall generators alongside identifying potential new ones, will be key in attracting investment and occupiers alongside potential public sector funding.

The area represents a fantastic opportunity to improve high quality employment opportunities in close proximity to a redeveloping town centre, supported by the enhanced connectivity that the Transpennine Route Upgrade will deliver. The proposals aim to provide a further boost to connectivity, providing modern infrastructure which can help mitigate climate change impacts.

This Framework document sets out:

- Context analysis of the site
- A Vision to provide a consistent, long-term aspiration
- Land-use proposition for the types and form of development, including identification of short-term opportunities
- Connectivity proposals outlining routes and green infrastructure
- Masterplan Propositions that are a series of active interventions to be taken to support and catalyse development and enabling the vision for the framework area

The body of this report should be read in conjunction with the following accompanying documents:

- The Baseline Report which includes a physical, context and socio-economic review of the framework area
- Huddersfield Market Assessment Report
- A Transport Modelling Report summarising initial transport modelling undertaken to understand the impact of some interventions



2. The Site

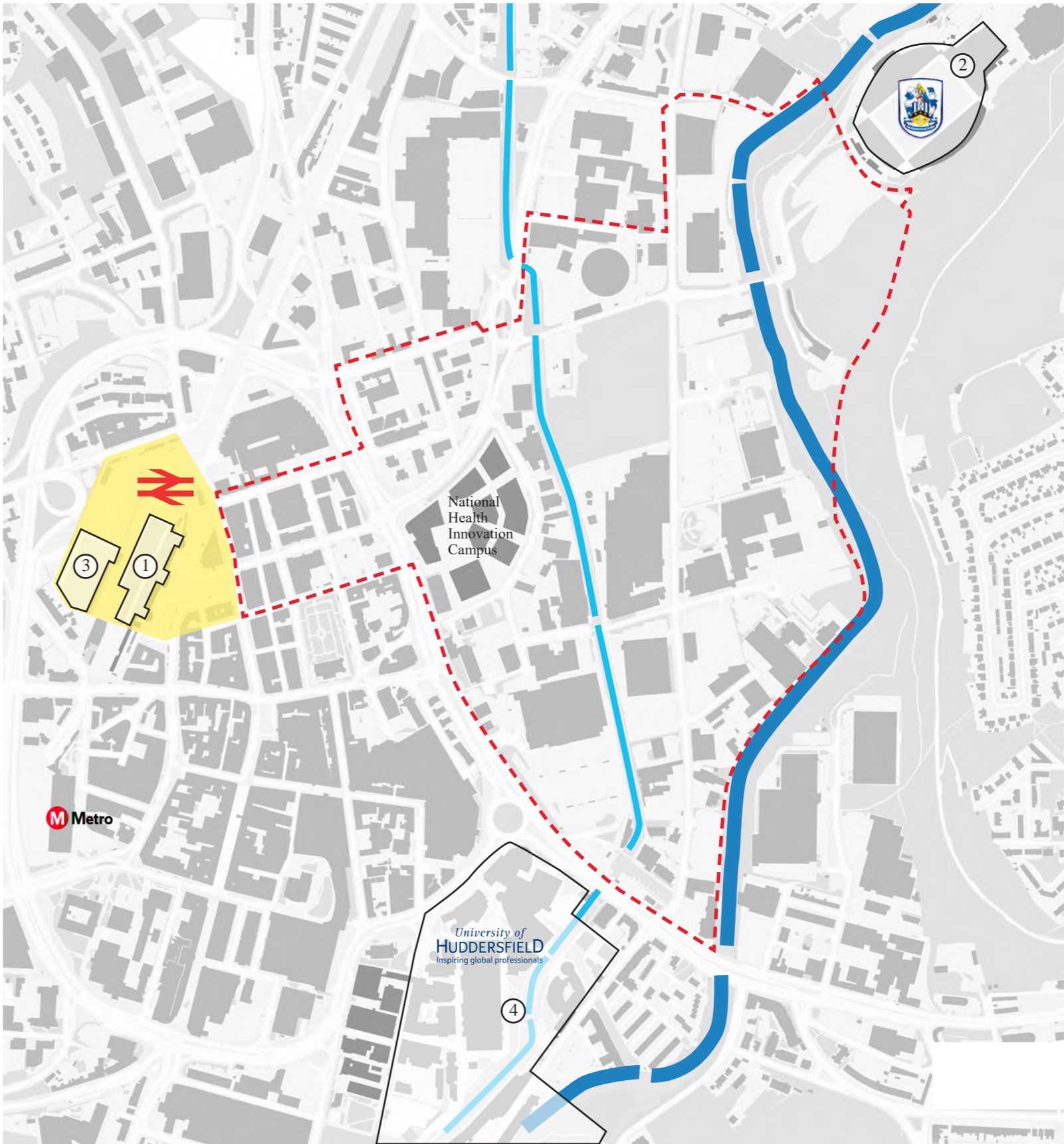
2.1 Location and Boundary

Location Plan & Key Areas

The study area plan identifies the site boundary within Huddersfield and key adjacent connections within the wider town context.

Key specific areas of influence beyond Framework Boundary

- ① Huddersfield Train Station
- ② The John Smith's Stadium
- ③ Station Warehouse
- ④ Huddersfield University Queensgate Campus



2.2 Current Developments

The Huddersfield Blueprint

The Huddersfield Blueprint is a ten-year overarching vision to create a thriving, family friendly, modern-day town centre. It focuses on regenerating six key areas.



1. Station Gateway (Welcome to Huddersfield)

- An enhanced train station, St George’s Square and The George Hotel



2. St Peter’s (The Creative Area)

- Modern co-working spaces and studios as well as residential



3. Kingsgate and King Street

Re-invigorated town centre retail



4.The Cultural Heart

- Provision of a new multi-purpose entertainment and event venue, museum, gallery, library and food hall



5. New Street (A modern high street)

- New Street South with greenery and New Street North with public spaces



6. The Civic Quarter (Local lives)

- The enhancements of the public realm to improve access for people using services

2.2 Current Developments

University of Huddersfield - National Health Innovation Campus

The University of Huddersfield’s National Health Innovation Campus located within the heart of the masterplan framework area will deliver a mix of specialist clinical teaching and research facilities, laboratories and commercial floorspace, improving health outcomes and driving innovation in health and social care.

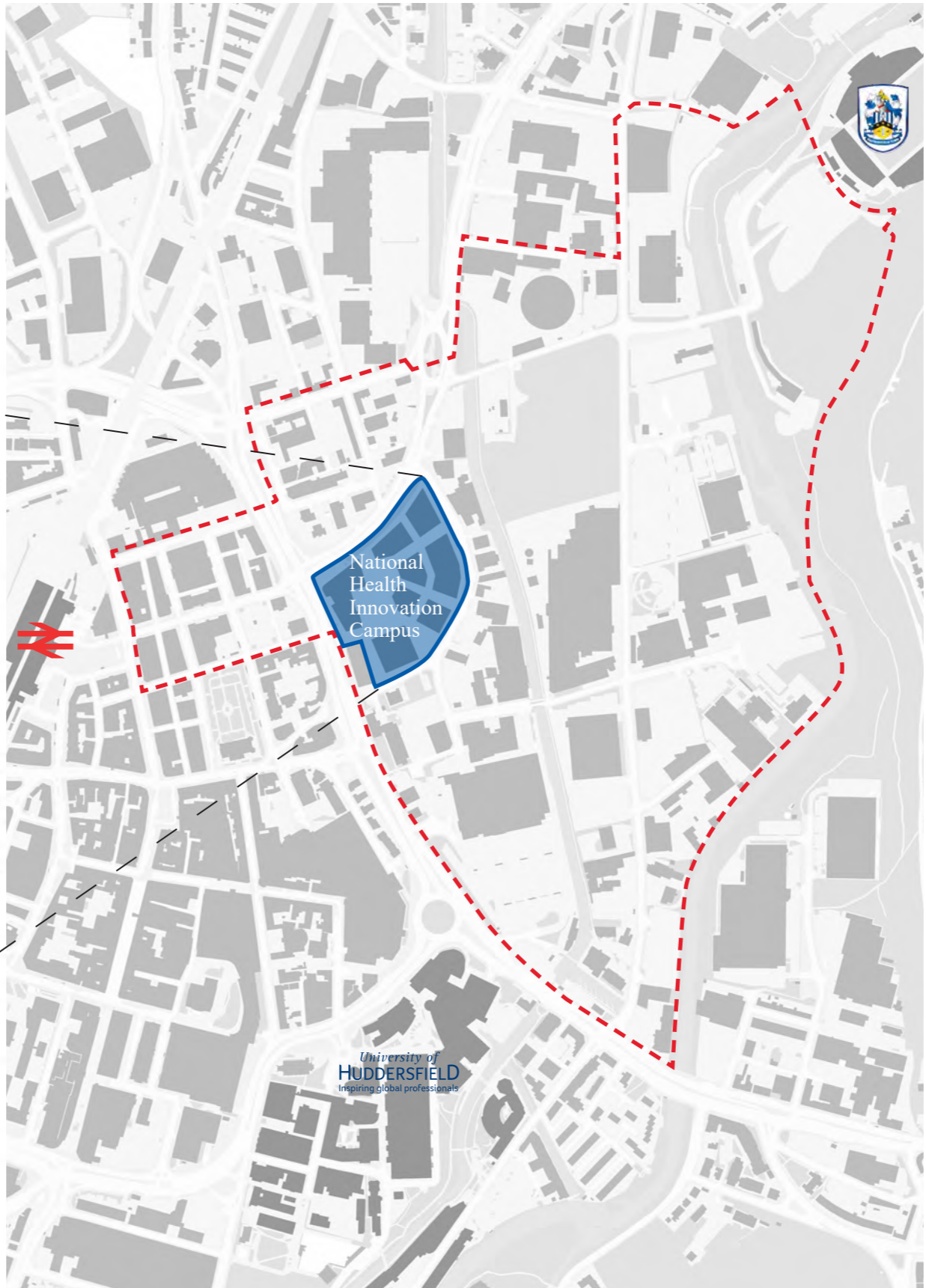
It is founded upon a principle of health, well-being and the impact they can bring to productivity. The proposed scheme has a strong strand of working with and integrating partnership external organisations.

The first phase is due to open in 2024 and will be followed by a series of further buildings.

The scheme provides a new high quality mixed use space and the capability to catalyse complimentary and other developments around it.



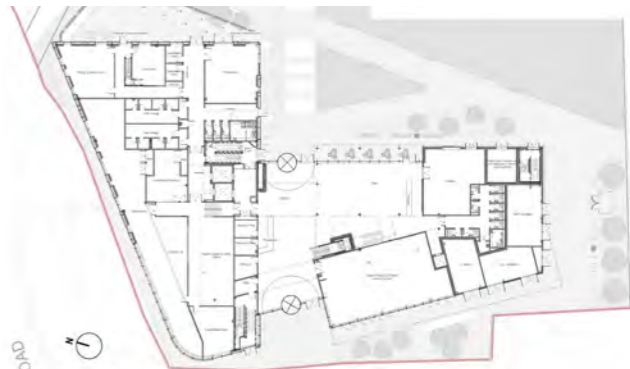
Health Innovation Campus indicative masterplan



University of Huddersfield Health & Innovation Campus - Phase 1 building



University of Huddersfield Health & Innovation Campus - Phase 1 building



Southgate Phase 1 Ground Floor Plan



Southgate Redevelopment Area

2.2 Current Developments

Current Infrastructure & Regeneration Projects

Other developments associated with infrastructure, employment and heritage are ongoing to support the sustainable development of the area. These developments will make a positive contribution towards the economic, social and environmental impact of Huddersfield and growth within the masterplan framework area.



1. The Glass Box

- Provide flexible rental space that grows with you from a fledgling start-up to an established high growth business



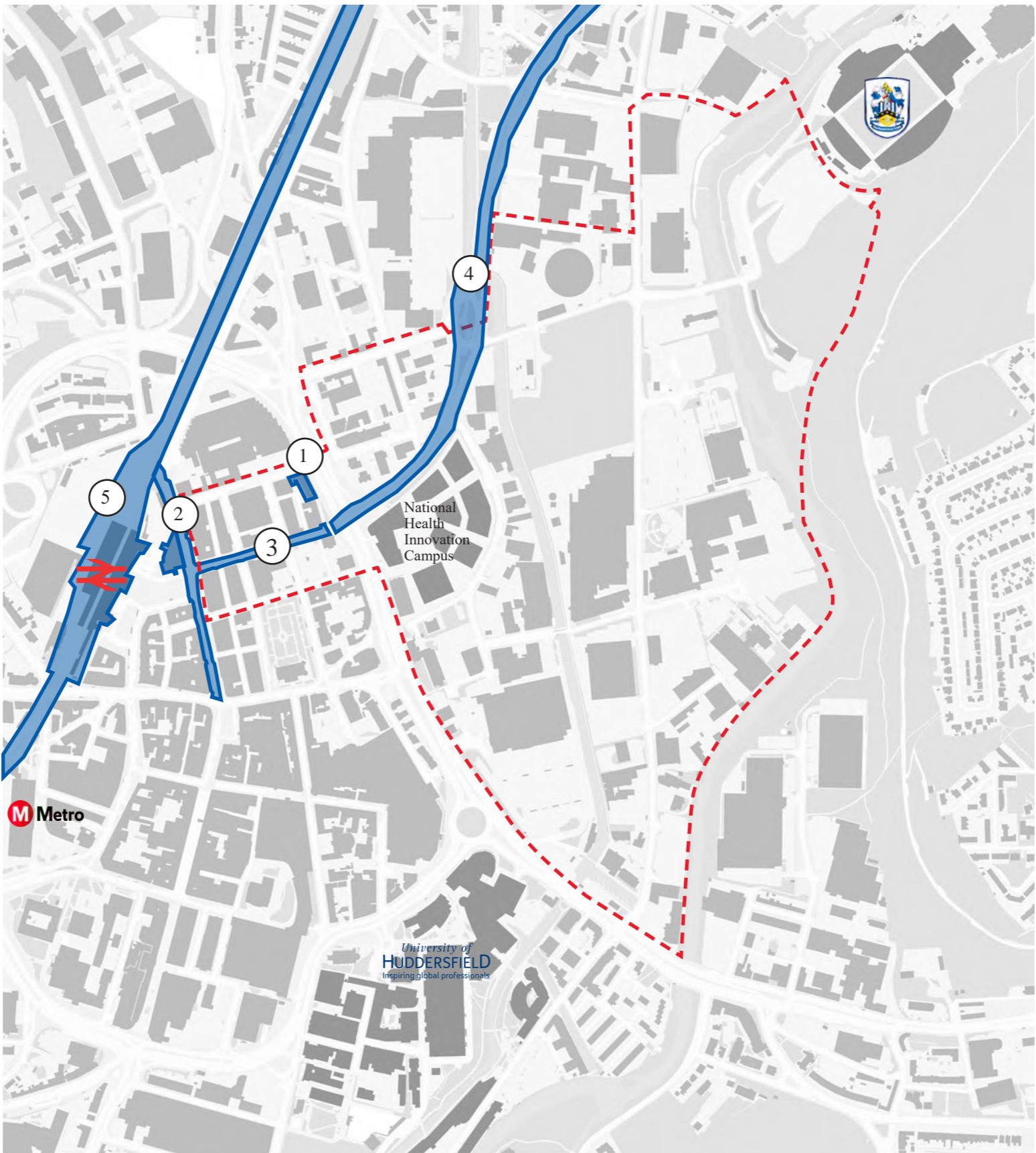
2. George Hotel

- Reopen the historic building as a hotel



3. Northumberland Street and John William Street

- Improve active travel connections to the railway station and improve the public realm



4. Leeds Road Smart Corridor

- Improve green infrastructure, pedestrian crossing facilities, cycleway facilities and traffic signal



5. Transpennine Route Upgrade

- Transformation of rail frequency, capacity and reliability for all routes between Manchester, Huddersfield, Leeds, and York, bringing better journey times to all passengers

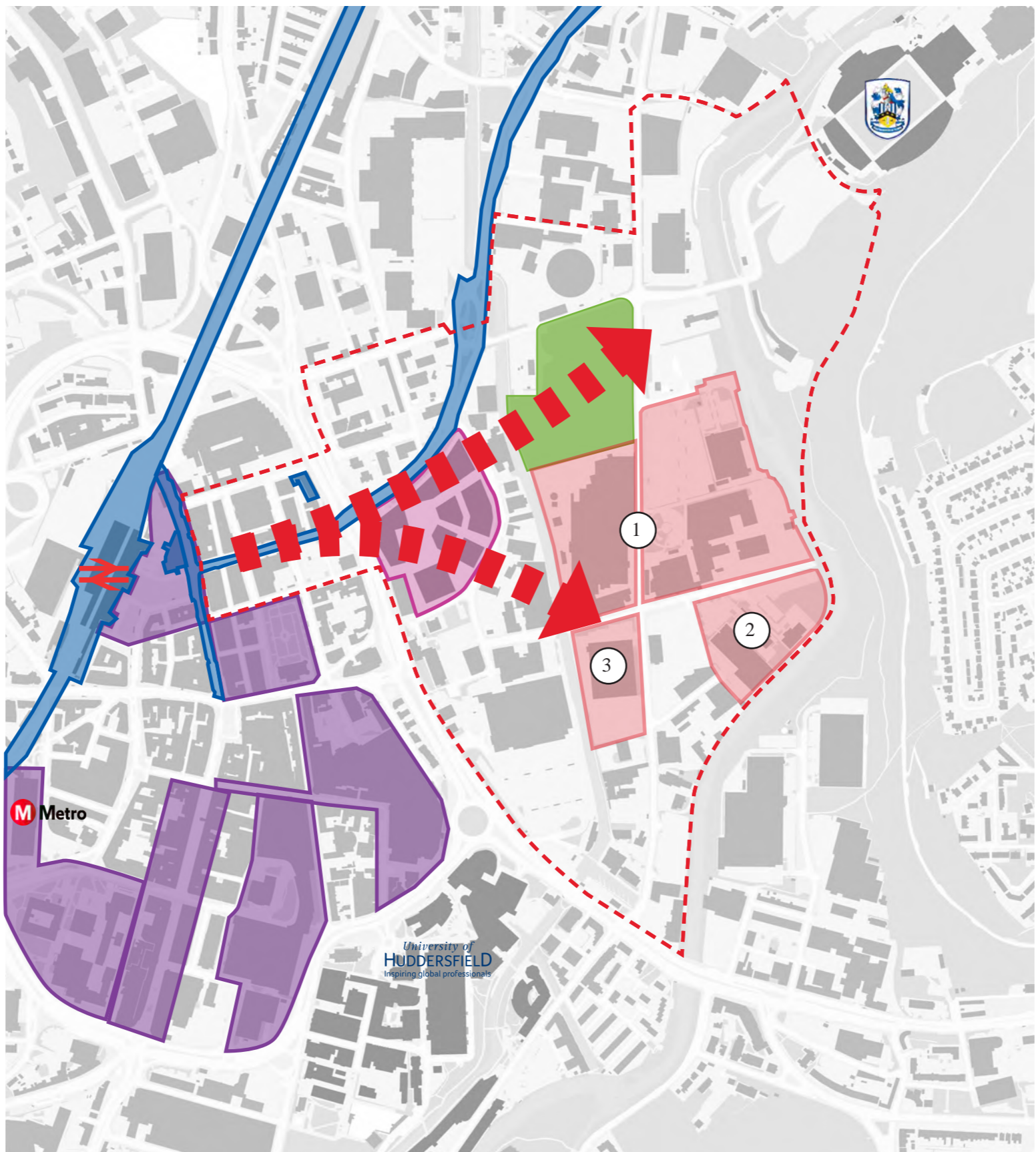


2.2 Current Developments





Catalyst for Growth through the Station to Stadium Corridor

The projects described across the preceding pages kick start regeneration through the corridor. Starting from the town centre core, anchored from the National Health Innovation Campus and connecting with the strong and established employment and educational areas they will act as a catalyst for growth through the corridor.

This provides the ideal opportunity for realising change through the corridor.



Catalyst Developments:

-  The Huddersfield Blueprint
-  National Health Innovation Campus
-  Infrastructure Improvements
-  Gasworks

Established education and employment:

- ① Cummins
- ② Kirklees College
- ③ Polyseam

2.3 Stakeholder Engagement & Feedback

The proposals for the Masterplan Framework have been developed with input, review and feedback from stakeholders across the area, representing a wide range of parties. This page summarises the drivers, aspirations and context of a selection of the largest stakeholders across and adjacent to the area.

1. Kirklees Council

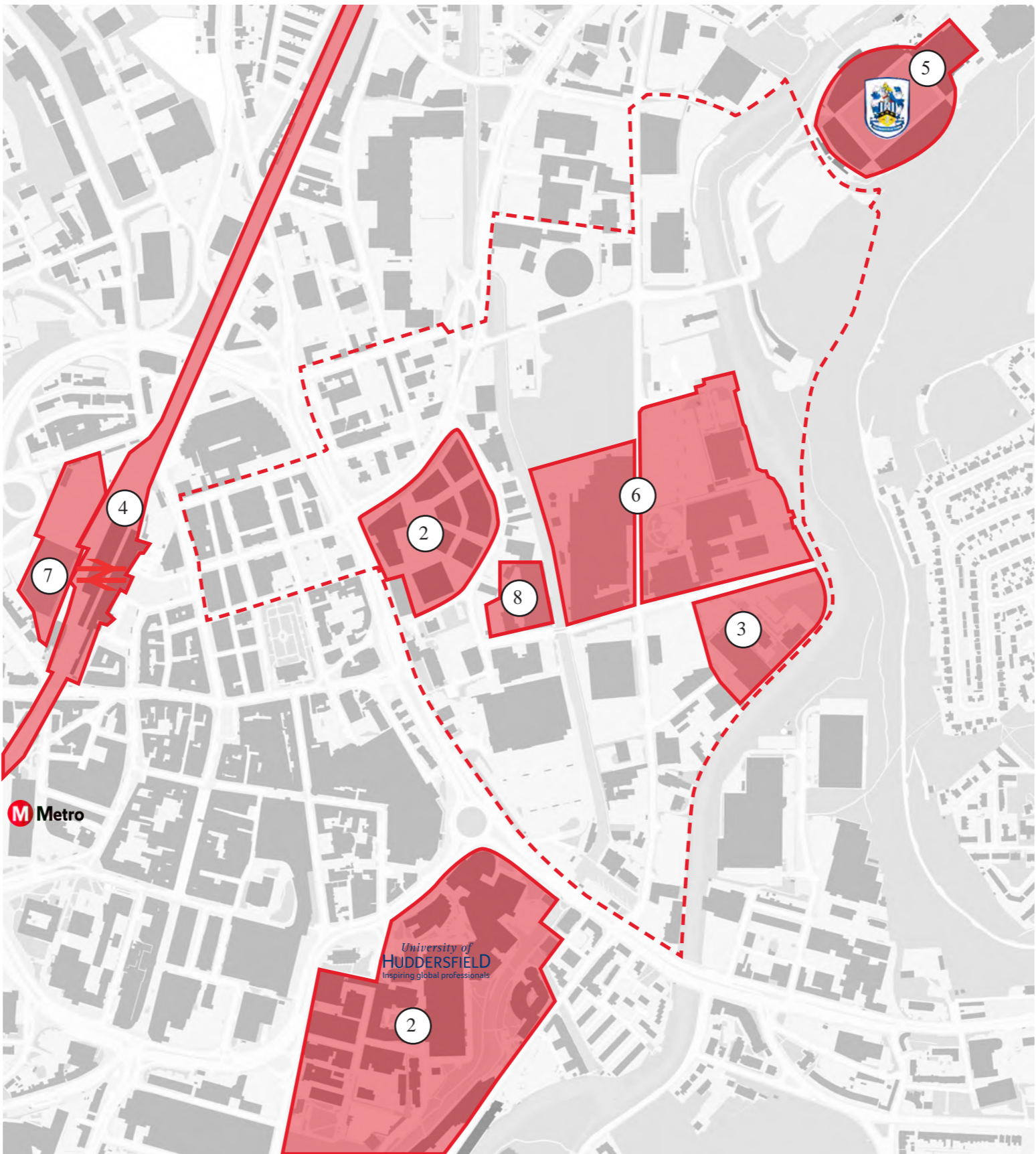
- Major landowner
- High value employment opportunities within the area
- The opportunity to enhance connectivity between the town centre and the area east of the ring road, alongside supporting other initiatives such as the Cultural Heart, Blueprint, TRU, the George Hotel and Glass Box, to name a few

2. University of Huddersfield

- Improved linkages between the main university campus and new National Health Innovation Campus
- Improved active travel connectivity with the town centre
- Opportunity for complimentary development uses

3. Kirklees College

- Students access the college from the train and bus stations – having a clear pedestrian / cycling route would be beneficial
- Improved connections with the University
- The opportunity for long-term consolidation/growth of manufacturing, engineering and construction education



4. Network Rail

- Transformation of Huddersfield Station and its connectivity (capacity and speed) across the north through the Transpennine upgrade project

5. KSDL (The Stadium)

- Supporting non-match day operations leisure and connectivity
- Improved active travel routes to the stadium

6. Cummins Turbo Technologies

- Enable growth opportunities for their operations and shift to low carbon technologies
- Reliability of the transportation network

7. HD1 Developments (Station Warehouse)

- Support the warehouse connectivity with the town centre and beyond

8. John L. Brierley Ltd (Turnbridge Mills)

- Opportunity to bring heritage assets back into more intensive use

2.4 The Current Strengths



1.Station and St George's Square



2. High quality civic architecture along Northumberland Street and John William Street



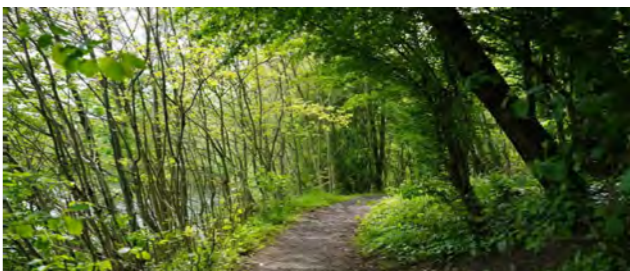
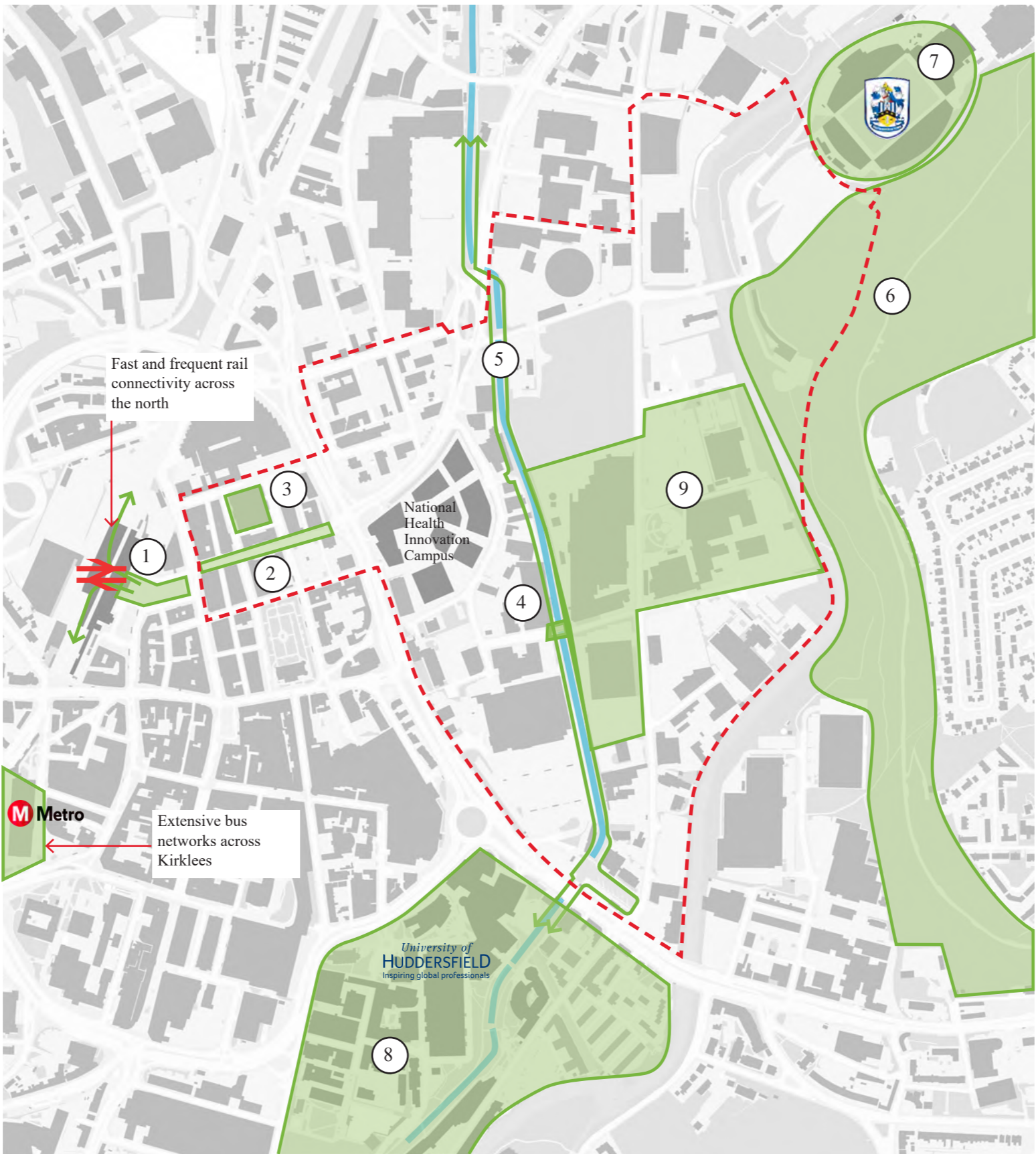
3. Huddersfield Open Market



4. Locomotive Bridge and adjoining mill buildings



Canal and riverside pathways



6. Proximity to green space and open country



7. John Smith's Stadium



8. Huddersfield University campus



9. High Quality manufacturing and employment

2.5 The Current Challenges



2.6 Opportunities

Overview

Huge investment in the Transpennine Rail Upgrade is making Huddersfield (and the other towns on the route) one of the best-connected places in the North of England.

The University of Huddersfield’s investment in the Health Innovation Campus will put the town on the map globally in terms of translational health and wellbeing research and applied applications. The investment in the Huddersfield Blueprint will boost the cultural and leisure assets of the town with growing town centre living.

If planned together under a coherent vision and plan through the Station to Stadium Enterprise Corridor, their combined long-term impact will support growing and attracting good quality jobs and businesses in Huddersfield, for the benefit of the whole district and creating an environment that stimulates private sector investment in commercial, office, research and development and residential uses.

Bringing together historic and heritage assets, better active travel provision and environmental and ecology improvements alongside an upcoming supply of brownfield development land offers a compelling opportunity for regeneration. This can deliver improvements to public health and wellbeing within an urban green environment.



Active Travel

Environment & Ecology

Historic & Heritage Assets

Length of leases under 10-15 years



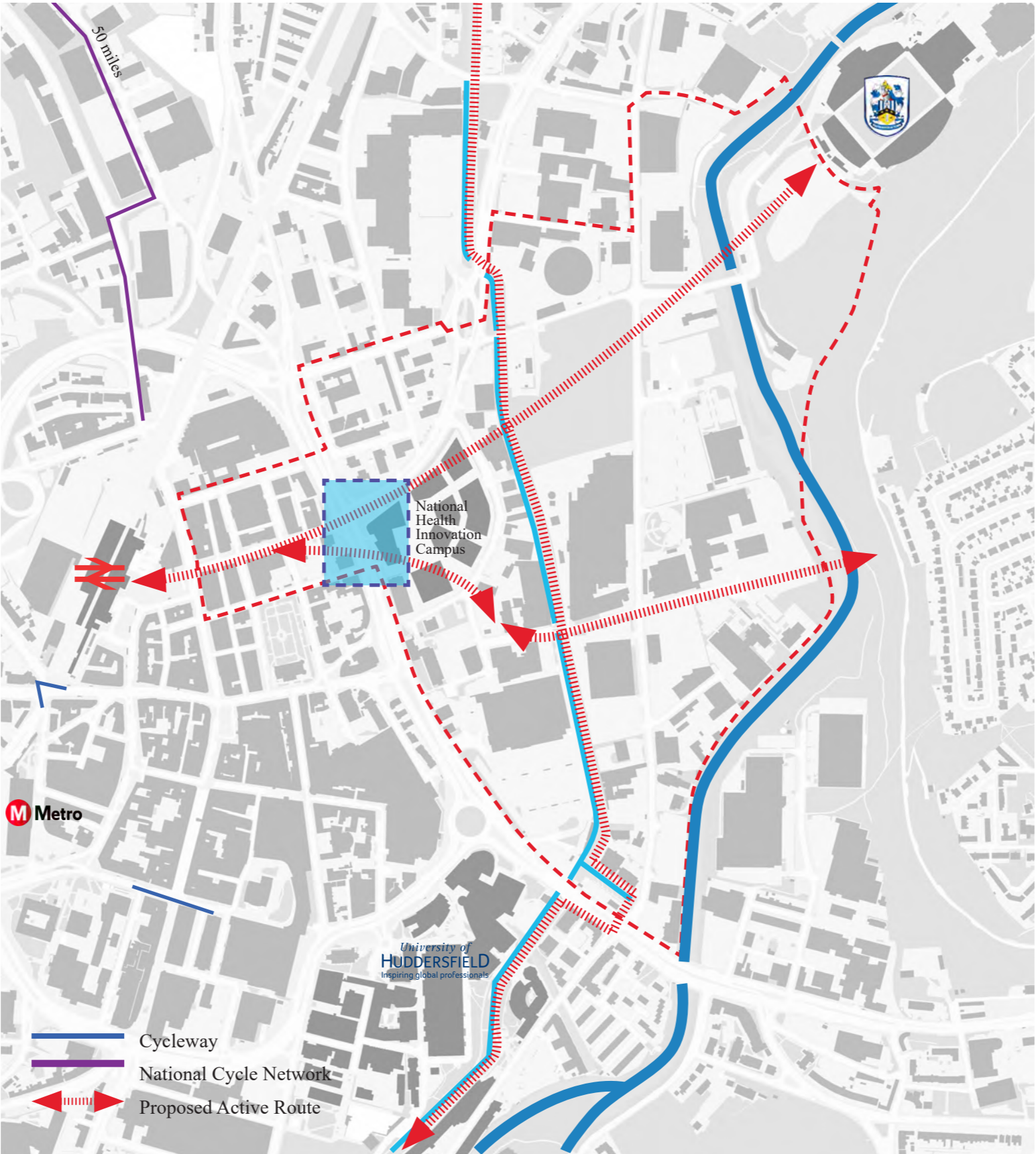
2.6 Opportunities

Active Travel

The Enterprise corridor could capitalise on the existing links to the wider Huddersfield urban fabric and adjacent communities that the canal and river network provide to the north and south of Huddersfield.

Whilst the quality and connectivity of the current network of footpaths and cycle lanes varies widely, the potential for a comprehensive loop to be created in the future should be explored. The presence of the Broad Canal and River Colne provide a strong opportunity to utilise these as active travel routes through the masterplan area and beyond.

Crossing Southgate from East to West



2.6 Opportunities Environment & Ecology

This masterplan framework area currently has a very limited extent of trees and planting within it. However, Kilner Bank to the immediate eastern side is a significant green asset - providing a prominent wooded hillside backdrop to the town.

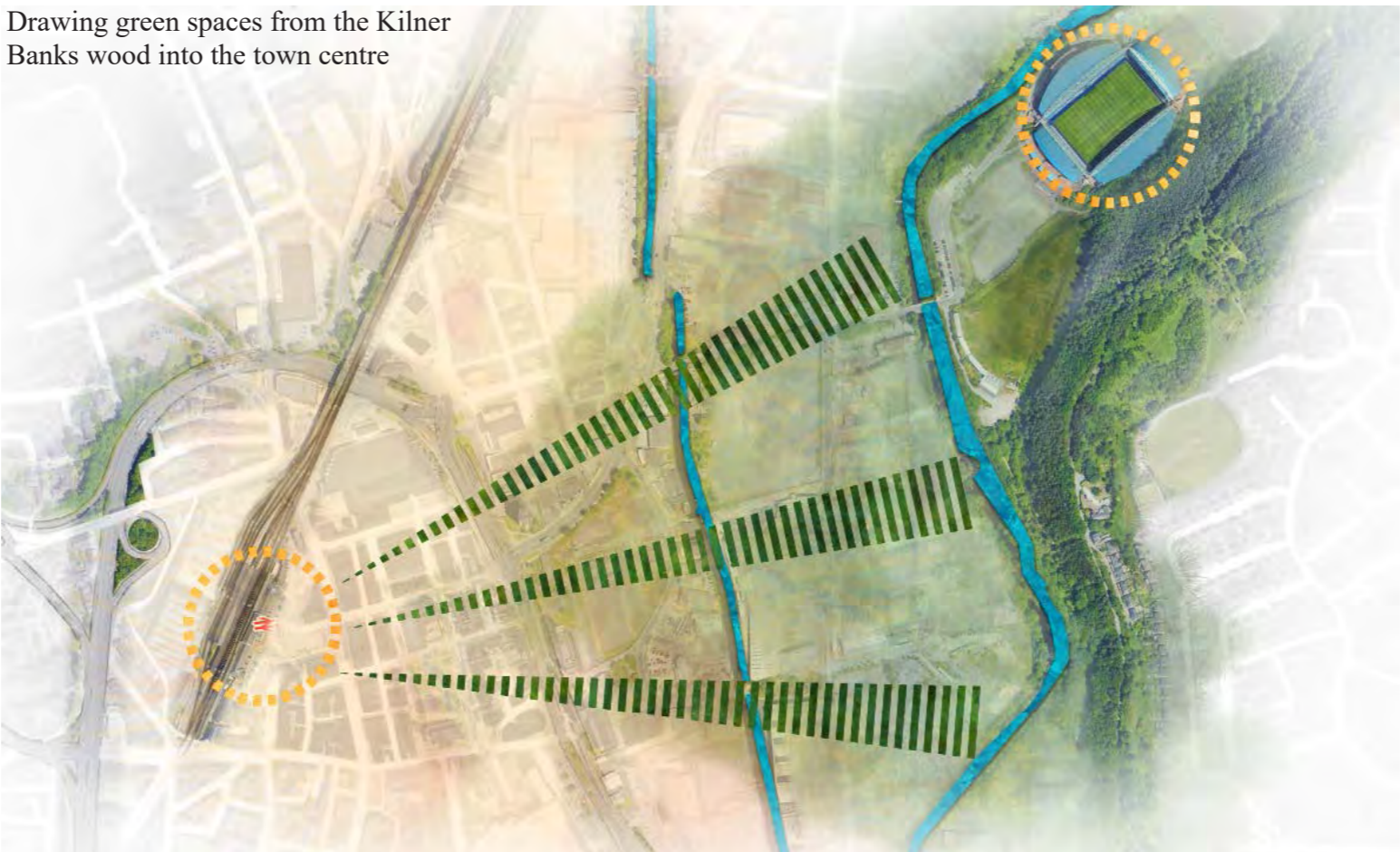
The proposal for the framework area is to draw the green infrastructure down from Kilner Bank and integrate trees and planting throughout the area.

The site is located partially within the Kirklees Strategic Green Infrastructure Network. Under policy LP31 of the Kirklees Local Plan, developments within this network should include new or enhanced green infrastructure including natural green space, woodland and street trees where appropriate. A significant portion of the site is also located within “Biodiversity Opportunity Zones” for floodplain and urban areas, which have been identified by Kirklees Council to reflect the habitats found in these areas. Under Policy LP30, development proposals should incorporate biodiversity enhancement measures to reflect the priority habitats and species identified within these zones.

The Masterplan Framework should seek to strengthen existing habitat corridors within the site, e.g. Huddersfield Broad Canal (Sir John Ramsden Canal) Local Wildlife Site (LWS) which flows through the centre of the site. Both the canal and the River Colne form part of the Kirklees Wildlife Habitat Network which has been identified by West Yorkshire Ecology as an opportunity to connect designated sites of biodiversity importance through notable habitat links. The Habitat Network has been identified in order to protect and strengthen ecological links within the district.



Drawing green spaces from the Kilner Banks wood into the town centre



The station to stadium green vision



2.6 Opportunities

Key Assets

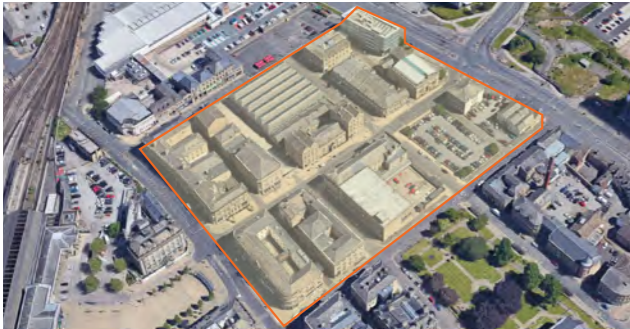
There is an array of fantastic existing buildings and features through the corridor area. These can support a sense of interest, place and journey through the corridor.

This includes 22 designated heritage assets within the boundary. There is an opportunity to improve their condition and setting within the area and the celebration of England’s industrial heritage. They also help support a masterplan area of character and interest.



1. Train Station

- Celebrate commuter and visitor to emotional journey from station to stadium



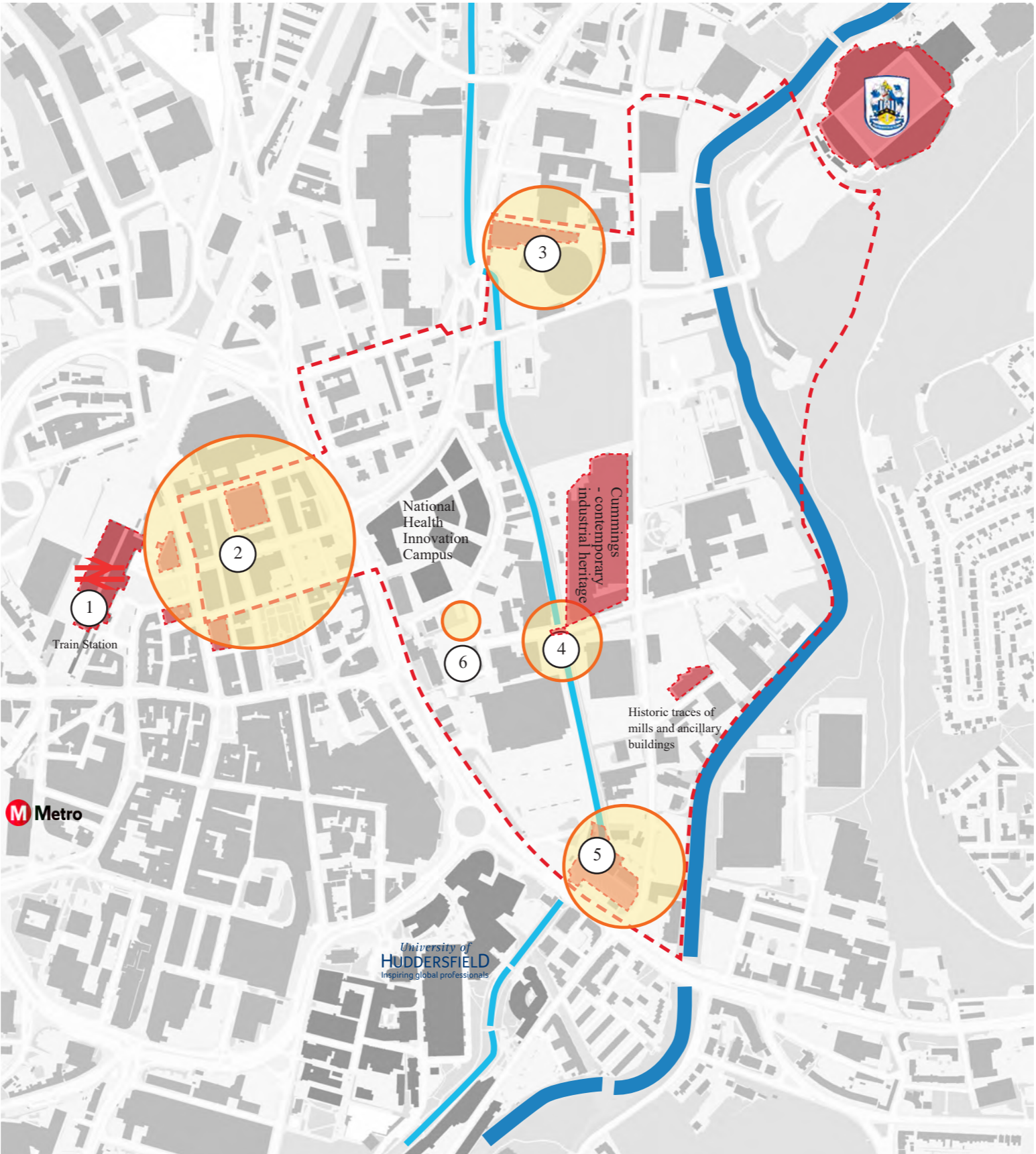
2.15 Heritage Assets

- Cluster of 15 Grade I & II listed entries and numerous historic assets around Northumberland St. within the Conservation area



3. Grade II listed former Gasworks building and the disused gas holder structure.

Adaptive reuse of captivating historic Gasworks structure



4. Around locomotive bridge

- The Locomotive Bridge itself is a Scheduled Ancient Monument that currently carries vehicles and pedestrians over the Broad Canal, adjacent to the Grade II listed Brierley’s Mill



5. Marina

- Celebrate and promote use of three Grade II listed buildings and other heritage assets and basin part of the history of canal use



6. Proposed Heat Network Energy Centre

- A business case for progression of a heat network is underway by Kirklees Council at present, as part of this, there is an energy centre proposed within the Masterplan Framework boundary in the area indicated. The heat network will be normally be supplied with heat from the waste to energy facility beyond the northern boundary of the masterplan (at Diamond Street)
- If progressed, this will provide the opportunity for a low carbon heat source for proposed and existing buildings

2.6 Opportunities

Length of leases under 10-15 years

Under 10-15 years length of the lease will provide an opportunity to accelerate development and provide enhancement of the urban environment with green space.



1. Land at Union Street / Until 20 12 2025



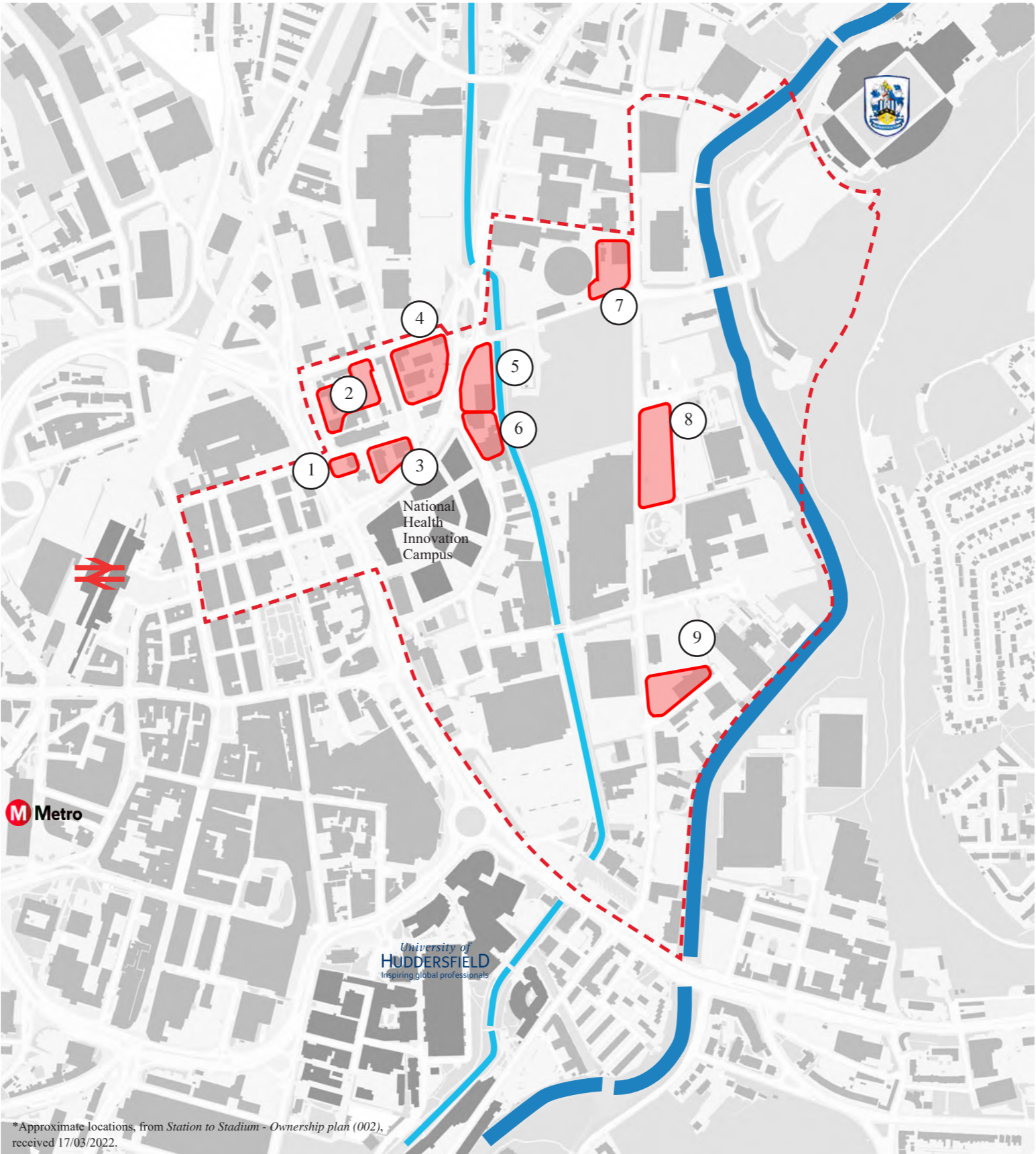
2. Land at Fitzwilliam Street, / Until 31 05 2021



3. Ajax House, 1 Leeds Road / Until 02 01 2023



Unit 1, Charlotte Court, 15 Lower Fitzwilliam St/ Until 27 04 2026



*Approximate locations, from Station to Stadium - Ownership plan (002), received 17/03/2022.



5/6. Waterloo Mills, Old Leeds Road / Until 22 12 2030



7. West side of St Andrews Road / Until 01 08 2023



8. Land leased to Cummins by Kirklees Council until 01/11/2029



9. Land lying to the north west of Lincoln Street/ Until 24 04 2029

2.7 Constraints

Flood Zones and Significant Utility Facilities

The masterplan framework development should seek to incorporate SuDS as far as reasonably practical. Their consideration is necessary under planning policy. They should also be considered in the context of the benefits they offer to the local drainage systems and wider conveyance systems by their attenuation of peak flows (reducing any capacity issues in the local conveyance system) as well as improving water quality of discharge. The inclusion of the green SuDS solutions will also provide ecological and social benefits into the area which is currently lacking green infrastructure.



1. BT Openreach Exchange and Office

Location of an existing internet/phone exchange centre, offices and associated car parking. The internet / phone exchange is the physical location for data switching. As such, any relocation of the exchange itself is likely to be prohibitively expensive.

BT Openreach offices are located on the site in two separate but joined five storey office buildings. BT Openreach van parking and access is provided directly behind the buildings and staff car parking adjacent.



2. Northern Gas Networks Gas Facility and Pipe Bridge over Broad Canal

This is an active facility associated with the gas distribution network. Modification to its extent is very likely to be prohibitively expensive. There is a high pressure gas main routing to and from this facility. The routing of this will need to be considered in the plot and road development strategies as diversion of this existing asset would most likely be cost prohibitive.



3. Northern Gas Networks Gasometer (gas holder)

The gasometer is understood to be redundant (subject to confirmation of future plans with Northern Gas Networks). Existing ground contamination risks will need to be understood given its former use.



4. Northern Power Grid Substation

This site contains and operation Northern Power Grid substation and overhead power-line connection.

The full site area is recorded as owned by Northern Power Grid; however, the area highlighted on the image above appears to have been cleared of previous use and could represent an opportunity for the masterplan.



5. Proposed Heat Network Energy Centre

The proposed heat network energy centre described in section 2.6 will be located on the above site and, subject to approval of the final business case, there will be a series of heat network pipes proposed through the masterplan area which will connect with existing intensive energy users and future development sites.

3. The Vision and Principles

Station to Stadium Enterprise Corridor

Vision

Station to Stadium Enterprise Corridor Vision

A thriving, connected and enterprising district advancing well-being and prosperity through investment in health innovation, clean growth and green networks.

We have developed five high level principles to support in delivering the vision.



Principle 1: Innovative and high value employment

Support in diversifying the local economy through attracting new innovative businesses in health tech and advanced manufacturing, generating high value jobs and increasing productivity



Principle 2: Connected and integrated

Create a place for residents, workers, students, and visitors to connect, building on its strategic connectivity and rail connections, developing stronger active travel routes, and integrating into the wider investment in the town



Principle 3: Raised aspirations, skills, and education

Create a mix of inclusive spaces for collaboration and knowledge spillovers for all of Kirklees and beyond to enable visible pathways for people to enter and progress, supporting people into employment, raising aspirations, strengthening entrepreneurship, and increasing skill levels



Principle 4: Attractive and vibrant environment

Revitalise this area and the routes between Huddersfield Station and the John Smiths Stadium. Enhance the local natural and historical environment and re-connect with key assets of the distinctive landscape setting, canal corridor, River Colne, and heritage assets



Principle 5: Sustainable and clean growth

Maximise natural assets, create a network of green corridors to connect to other areas of the town, encourage biodiversity net gain, support mental wellbeing, and embed sustainable principles throughout the district development and local businesses

4. Land-use Propositions

4.1 Land Use Plan

Land Use Zoning

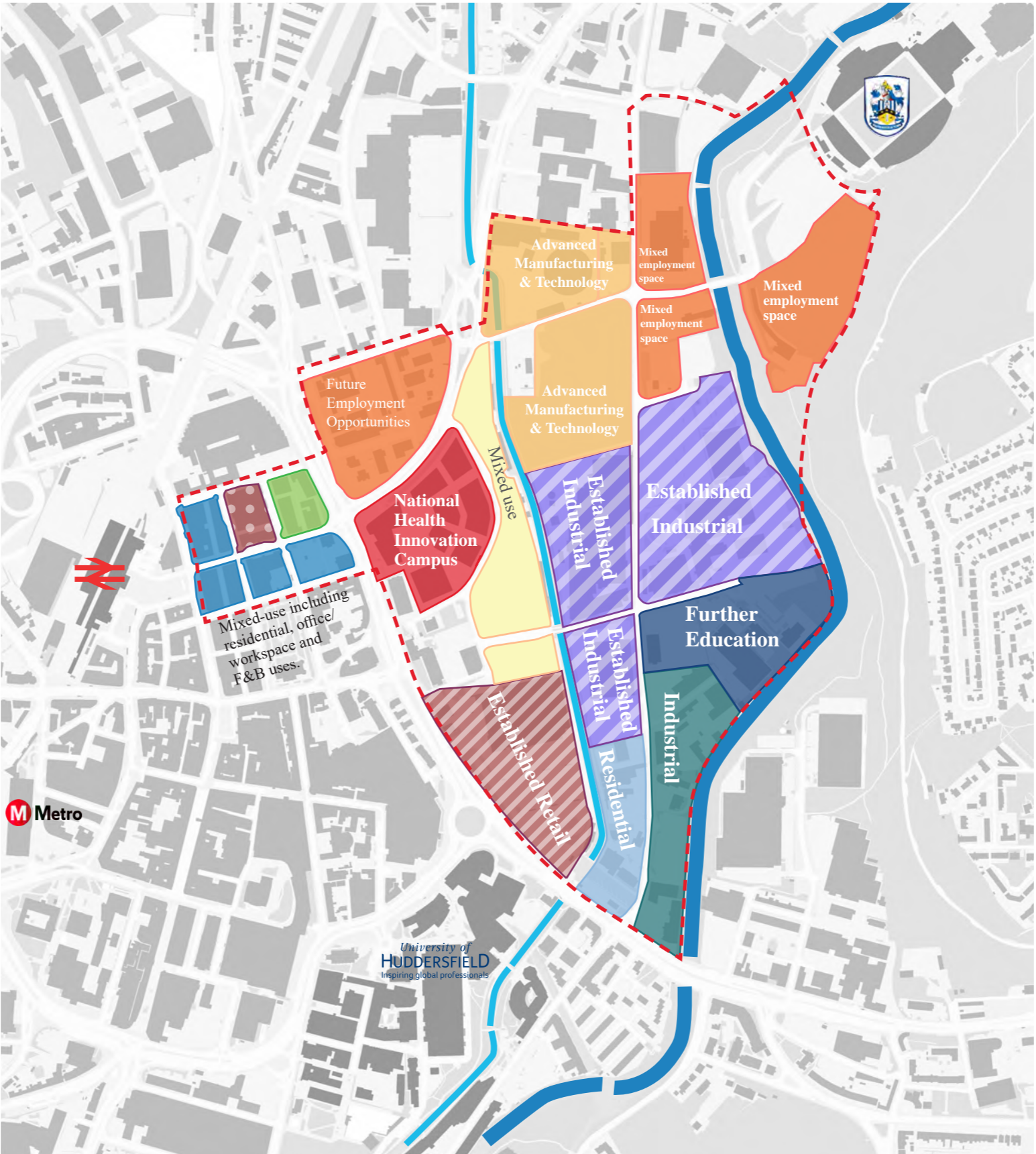
Having undertaken the market assessment and taking into consideration the results of the Stakeholder engagement, the following land uses within the masterplan are proposed.

It is key that the land uses are flexible to meet the changing needs of the market over the circa 20 year lifetime of the masterplan, this is reflected in the land use plan.

The market assessment has clearly identified a latent need for industrial land and buildings. It is proposed that development is brought forward for advanced manufacturing & technology to complement the work at the National Health Innovation Campus and create a cluster of businesses in close proximity to the town centre and with the connectivity benefits that will bring.

The National Health Innovation Campus and the advanced manufacturing sites will each provide a basis for development of the area identified as Mixed-use. It is proposed that this mixed-use area is market led and may comprise employment and/or residential. The tenure of any residential would be market facing at the time of delivery with the potential to offer homes for young professionals, families, occupiers / workers within the National Health Campus and students. Possible tenures to consider could be co-living, build to rent or even inter-generational living.

It is also noted that there are multiple occupiers/ landowners within the red line which will remain in situ in the medium / long term. Whilst it is acknowledged that these businesses have no immediate plans to relocate or rationalise their land take-up, we have considered the potential long-term uses of these plots of land which is illustrated to the right.



- National Health Innovation Campus - Being delivered by the University of Huddersfield. Submitted Phase 1 for planning approval.
- Further Education - Kirklees College and potential future expansion and/or complimentary facilities.
- Advanced manufacturing & technology
- Mixed employment uses - Continuation of the present business uses. Future potential for mixed employment uses aligning with the nearby advanced manufacturing and technology areas if possible. And/or with leisure uses for the plots near to the stadium.
- Mixed-use - Market-led employment with potential long-term options for canal-side residential.
- Industrial uses.
- Established industrial uses.
- Established retail uses.
- Established Open Market and its proposed renovation.
- Canal-side residential - Living space located at Level 1 and above with undercroft parking in flood zone area.
- Ground floor food and beverage with upper floor residential, shared workspace and employment uses.
- Glass Box and Media Centre innovation quadrant.

4.2 Development Plots

Short and Medium Term Development Planning

The framework area provides short-term development opportunities.

National Health Innovation Campus

The first phase of this exciting new campus has now been granted planning consent, with proposals for further phases at an earlier stage of development.

The University of Huddersfield are rapidly planning and preparing for the subsequent phases to build out this important catalyst site.

Development Zone 1

This core short term development area is based around the opportunities within the bounds of the Town Centre.

This area of Huddersfield has current development projects underway including the redevelopment of Northumberland Street and John Williams Street as well as the George Hotel.

Kirklees Council has submitted a bid for Levelling Up funding to create a new market and help restore Huddersfield’s historic identity as a market town. The aspiration is to create a combined new market on the existing open market site in Northumberland Street.

The new market would be vibrant and sustainable and focus on high quality independent traders with a strong emphasis on food and drink. It would also be available in the evening to help drive the night-time economy.

It is proposed that the surrounding buildings are refurbished, typically with residential, shared workspace and other employment uses on the upper floors and F&B / leisure on the ground floors. This will increase footfall and benefit from the proximity to the rail station.



Development Zone 2

This area represents a clear opportunity to meet the latent demand for industrial units. It is therefore proposed that a sustainable, light industrial advanced manufacturing scheme is brought forward in this location.

It is recommended that this proposition is led by the Council to kick-start the regeneration and develop a sustainable offer to attract advanced manufacturing and technology occupiers which would complement the National Health Innovation Campus. Delivery routes will depend on the level of control the Council would require. Options include direct development, a joint venture or disposal with planning consent. Further work to identify the Council’s objectives in relation to this Proposition would be beneficial.

Development Zone 3

It is envisaged that the proposed National Health The National Health Innovation Campus will act as a catalyst for the wider masterplan area bringing confidence to the market and help work towards a sense of ‘place’ for Huddersfield.

The land directly to the East of Old Leeds Road is a medium-term opportunity and should be reactive to prevailing market conditions and the success and subsequent requirements of the University. This will be mixed-use with employment and/or residential and capitalise on the canal-side location.

Development Zone 4

Perseverance House - This building is presently in the process of being demolished and the site readied for development opportunities.

Development Zone 5.

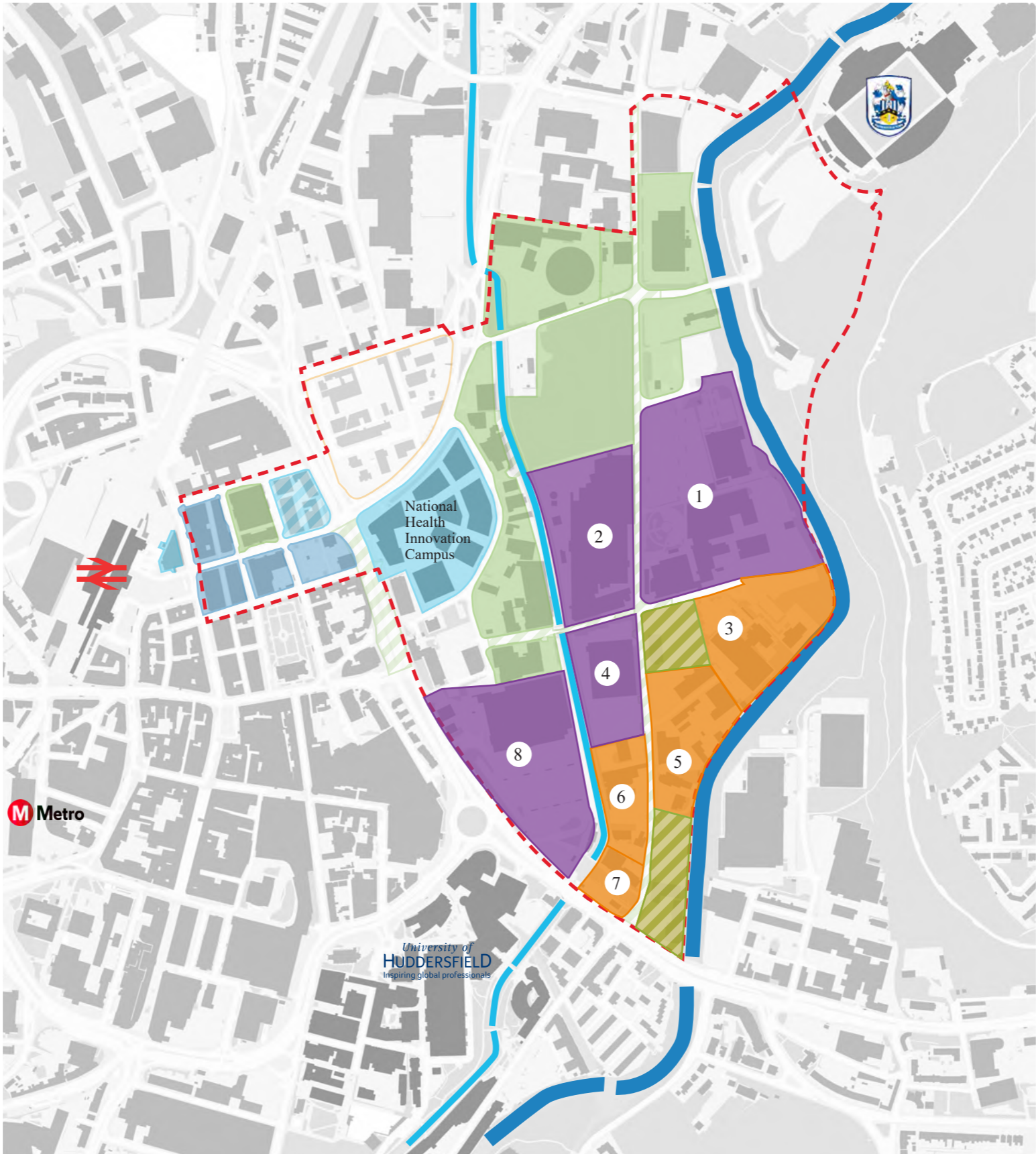
Council premises adjacent to St Andrew’s Road. This building and car park has most recently been utilised as a vaccination centre and is now becoming available for potential redevelopment opportunities.

- Short - Medium Term Development Zones:**
1. Station to Stadium Gateway
 2. Advanced Manufacturing
 3. Old Leeds Road
- Other potential sites:**
4. Perseverance House
 5. Council premises adjacent to St Andrew’s Road.

4.2 Development Plots

Long Term Development Planning

The remaining plots are considered to be medium to long term opportunities. Potential uses have been identified however they are currently constrained by third party ownership with a requirement for land assembly in some cases. This future development will be guided by the success of the short-term opportunities and be reactive to the market demand.



1. Cummins Turbo Technologies - existing employment use remaining in situ. Opportunity to be reviewed for growth.
2. Cummins Turbo Technologies - existing employment use remaining in situ. Opportunity to be reviewed for growth.
3. Kirklees College - existing use remaining in situ. Opportunity to expand and adapt into the adjoining College-owned land.
4. Polyseam Ltd – existing employment use remaining in situ. Opportunity to be reviewed in medium term.
5. Multiple business – land assembly would be required. Potential for industrial use,
6. Multiple business – land assembly would be required. Potential for residential use. Opportunity to reviewed in medium term.
7. Premier Inn and associated canal uses – no proposed change in the short term however alternative uses to be considered in the long term based on market conditions.
8. Existing Sainsburys Supermarket, PFS and associated car parking. Lease expiry 2031. Use would remain as is for the short term however consideration for alternative use based on market conditions on lease expiry.

- Established industrial / retail with longer term development opportunities
- Opportunities for longer term, piecemeal development

5. Connectivity Proposals

5.Connectivity Proposals

Green Infrastructure and Connectivity



Drawing green spaces from the Kilner Banks wood into the town centre



Existing view



Green public space, Central park, New York



Traffic-free cycleway, Helix Park, Falkirk



The station to stadium green vision



Concept: Re-greening Huddersfield



Public playground in active travel environment, Šmartinski Park, Slovenia

5.1 Routes

Improved Routes & Permeability

The enterprise corridor will capitalise on the existing links to the wider Huddersfield urban fabric, green spaces and adjacent communities that the canal and river network provide, alongside key new East to West connections.

Primary Routes

- Developing key active travel connection corridors
- Developing North to South connectivity
- Closing Turnbridge Road to traffic
- Southgate pedestrian crossing improvements
- A potential new canal crossing

Secondary Routes

- Improving permeability
- Improving the environment around Southgate
- Better utilisation of the canal route
- St Andrew’s Road improvements
- A potential new River Colne crossing

- Primary Routes
- Secondary Routes
- Potential Future Routes
- Improved Crossings
- Potential New Bridges



5.2 Active Travel

Connection to the wider green space network

Active Travel, Inclusive and clean growth Utilising The Wider Waterway and Biodiverse Network.

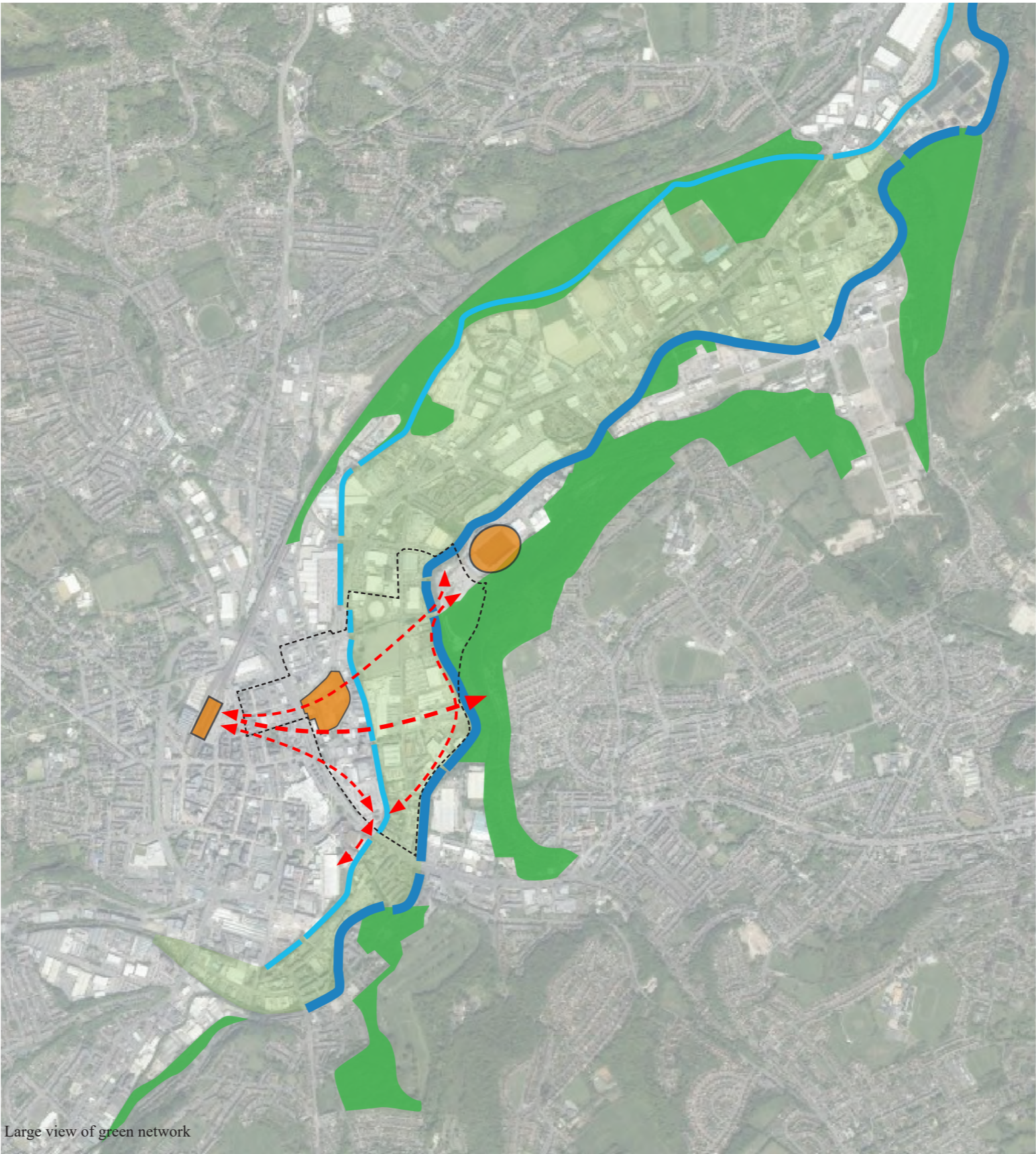
The Enterprise corridor could capitalise on the existing links to the wider Huddersfield urban fabric and adjacent communities that the canal and river network could provide to the north and south of Huddersfield.

Whilst the quality and connectivity of the current network of footpaths and cycle lanes varies widely, the potential for a comprehensive loop to be created in the future should be explored. The presence of the Broad Canal and River Colne provide a strong opportunity to utilise these as active travel routes through the masterplan area and beyond.

A similar network was created in Nottingham in recent years with the establishment of the ‘Big Track’, where a 10-mile loop for has been created for leisure, amenity and commuting purposes along the city’s existing river and canal networks.

The enterprise corridor acts as a conduit, providing an opportunity to easily connect to key destination points and employers across the city from nearby communities and the wider environs.

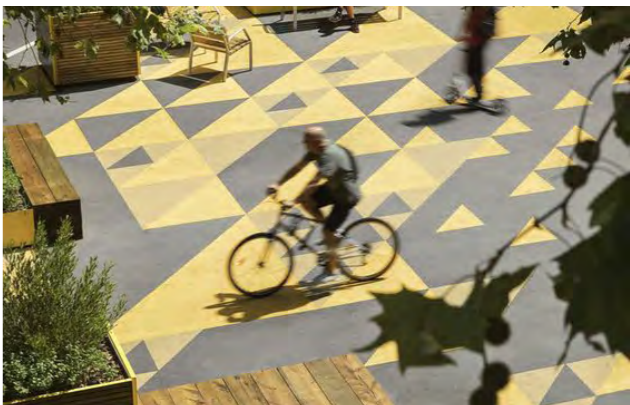
Development of the green space/active travel network will complement and add value to the National Health Innovation Campus by actively encouraging walking and cycling as an integral part of the health and well-being focus of the area.



Large view of green network



Improved Pedestrian and Active Travel Environment



Improved Cycle Route and Active Travel Environment



Improving the active travel environment and providing leisure opportunities, Canal side, Nottingham

5.3 Green infrastructure

Green Network

The ‘Green Network’ will support health & well-being, environmental improvement and higher value through re-connecting the green hillside landscape towards the town centre.

Refer to Masterplan Propositions 6 and 10 to show how this is proposed to be taken forward within the Turnbridge Road area and also to interconnect across the River Colne.

Drawing green spaces from Kilner Banks wood (and the potential Huddersfield Riverside Nature Park) into the town centre:



The station to stadium green vision:



Public Realm Enhancements



Celebrating the Waterfront



Outdoor Activities and Leisure



Bridge links & Raised Parks

6. Masterplan Propositions

6 Masterplan Propositions

Overview

The following propositions have been developed as active interventions that can be taken to support and catalyse development and enabling the vision for the framework area.



1. National Health Innovation Campus (Section 2.2)



2. Gasworks Street site and sites to the North and East



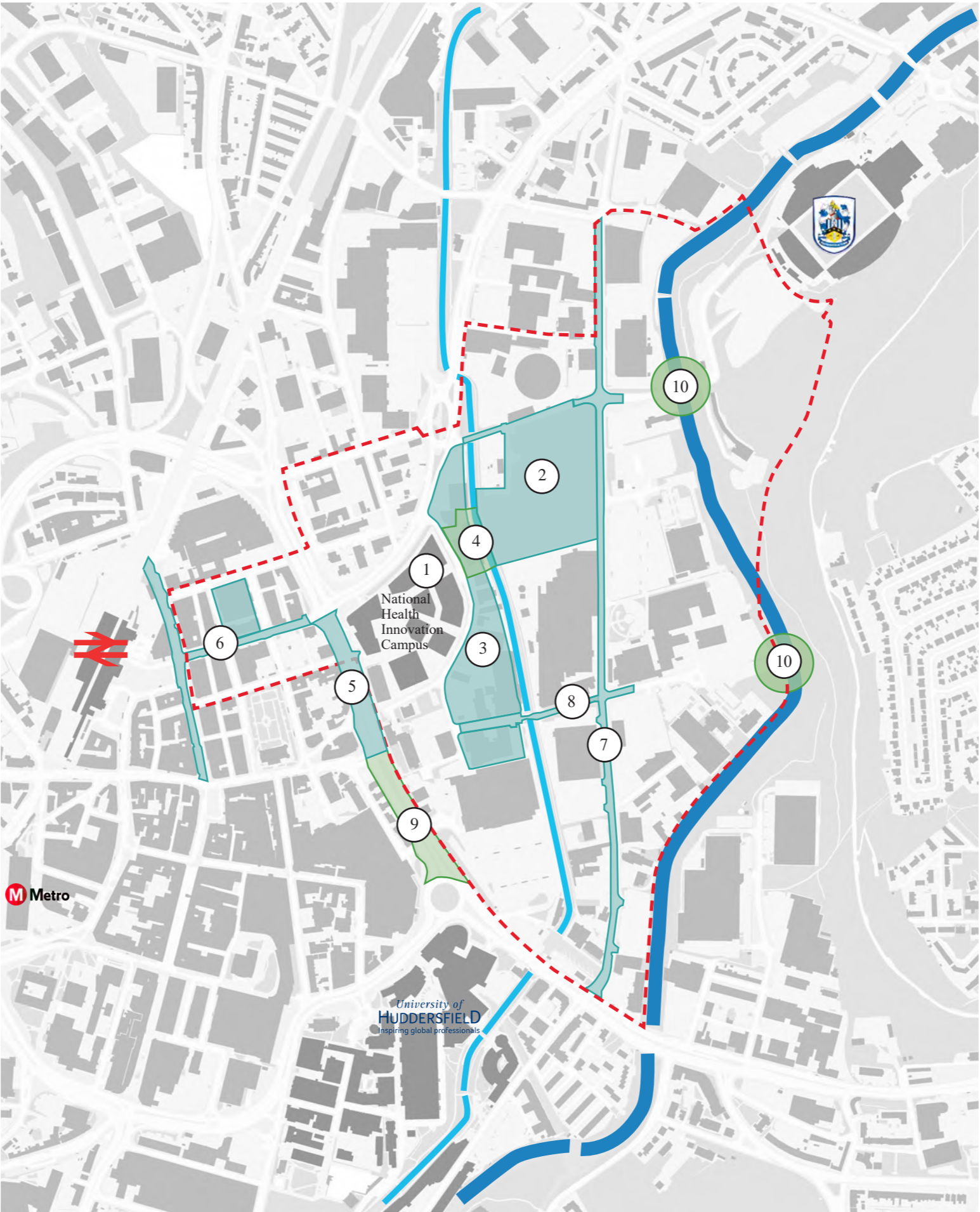
3. Old Leeds Road development area



4. A new potential canal crossing



Southgate crossings both North and South



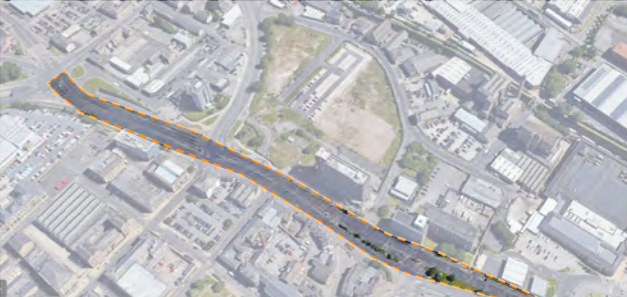
6. John William Street, Northumberland Street & Huddersfield Open Market (on-going)



7. St Andrew's Road



8. Turnbridge Road – Closure of the lifting bridge to vehicles to form a dedicated active travel route



9. Larger-scale Southgate crossing interventions



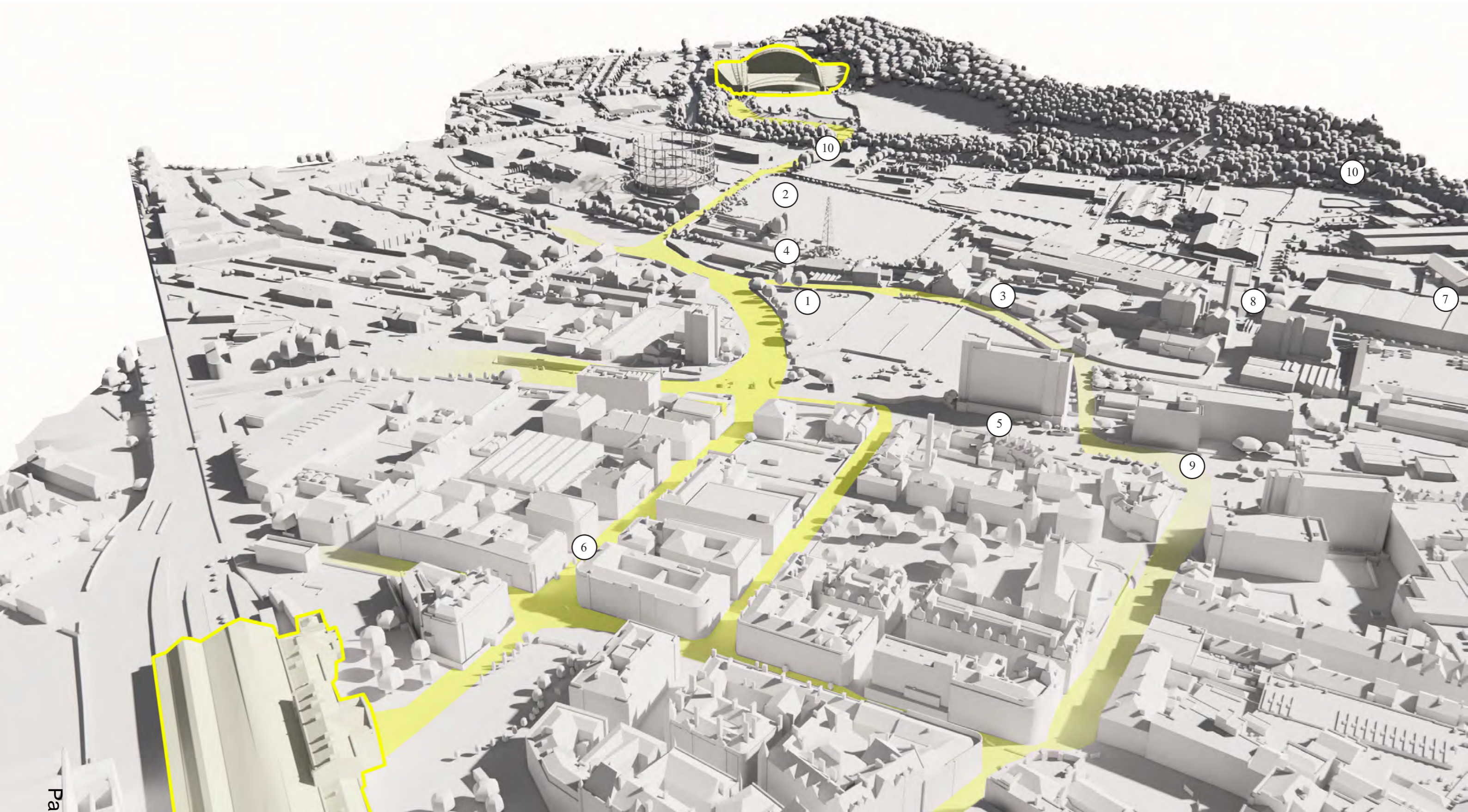
10. River crossings and connectivity to Kilner Banks wood and the active travel network

11. Creating focus for innovation and enterprise

12. Developing workforce skills for the future

6. Masterplan Propositions

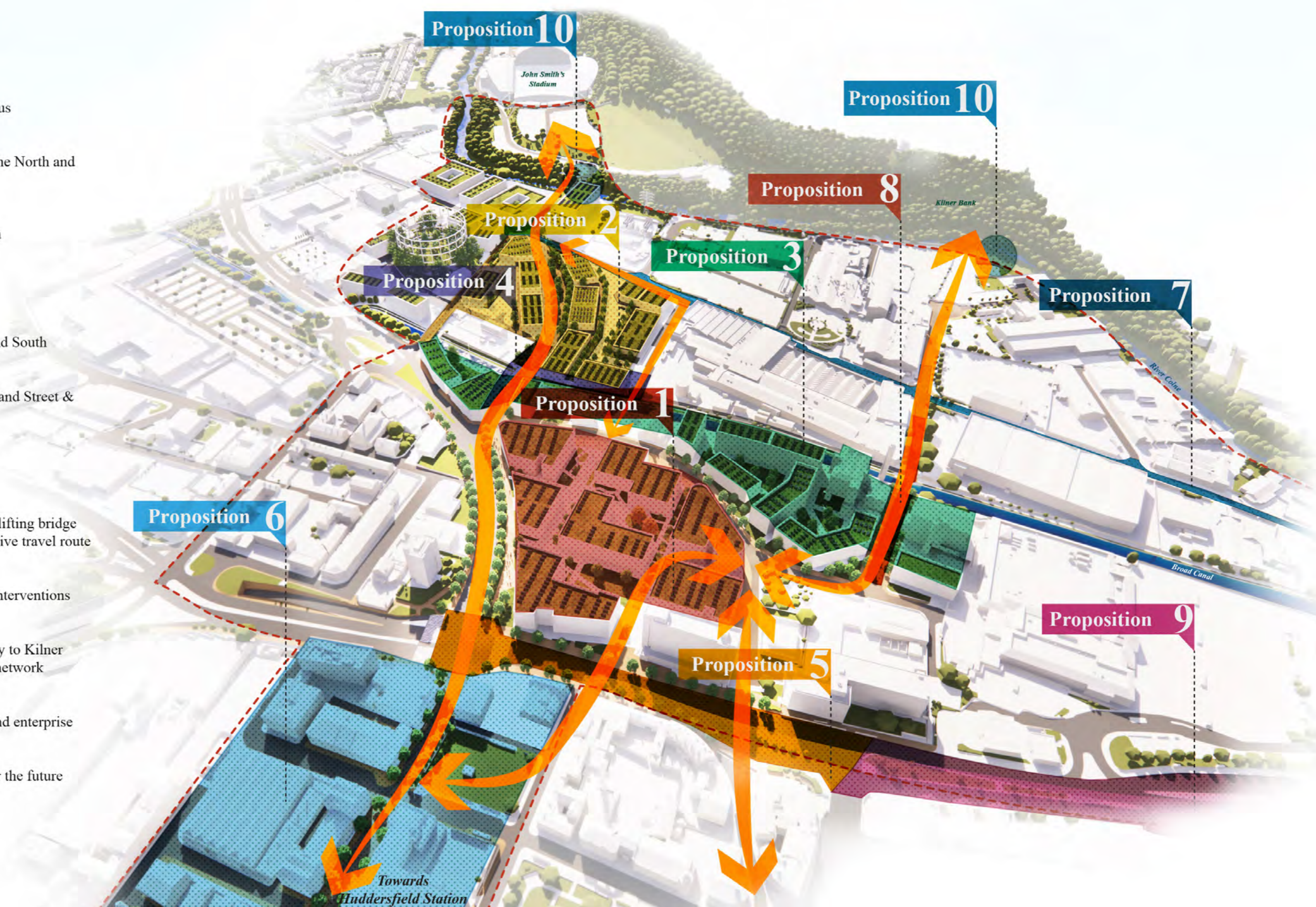
Overview Existing - Station To Stadium



6. Masterplan Propositions

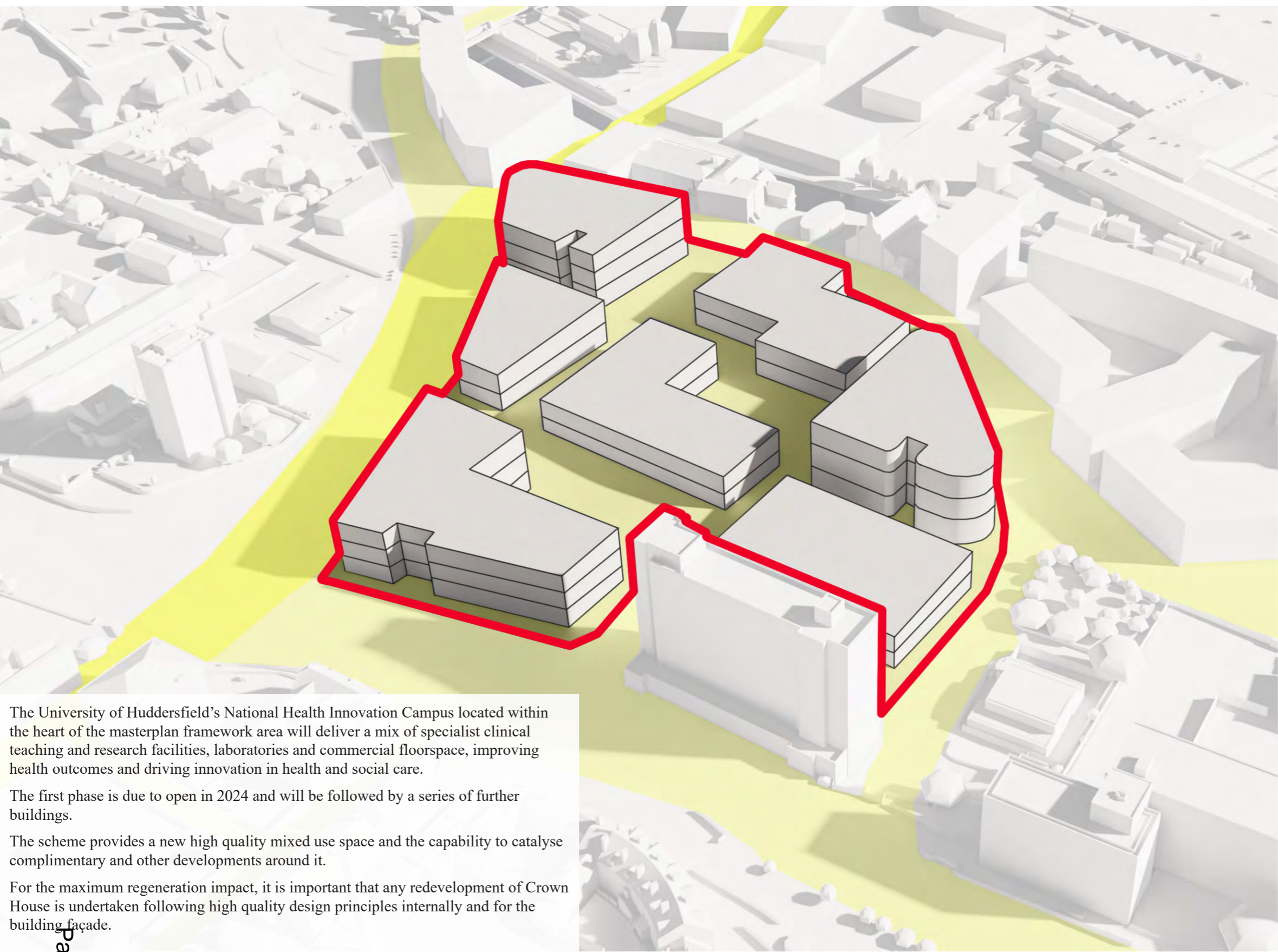
12 Propositions:

- 1. National Health Innovation Campus
- 2. Gasworks Street site and sites to the North and East
- 3. Old Leeds Road development area
- 4. A new potential canal crossing
- 5. Southgate crossings both North and South
- 6. John William Street, Northumberland Street & Huddersfield Open market
- 7. St Andrew's Road
- 8. Turnbridge Road - Closure of the lifting bridge to vehicles to form a dedicated active travel route
- 9. Larger scale Southgate Crossing interventions
- 10. River crossings and connectivity to Kilner Bank's wood and active travel network
- 11. Creating focus for innovation and enterprise
- 12. Developing workforce skills for the future



Masterplan Proposition 1

National Health Innovation Campus (see section 2.2 for further details)



The University of Huddersfield’s National Health Innovation Campus located within the heart of the masterplan framework area will deliver a mix of specialist clinical teaching and research facilities, laboratories and commercial floorspace, improving health outcomes and driving innovation in health and social care.

The first phase is due to open in 2024 and will be followed by a series of further buildings.

The scheme provides a new high quality mixed use space and the capability to catalyse complimentary and other developments around it.

For the maximum regeneration impact, it is important that any redevelopment of Crown House is undertaken following high quality design principles internally and for the building façade.



Existing Site:

Health Innovation Campus
proposed plot

Area: 26238 m²



Masterplan Proposition 2

Gasworks Street Site and surrounding plots to the north and east (Existing)

At the centre of the masterplan area sits a significant area of development land around Gasworks Street and St Andrews Road which can be brought forward in the short to medium / long term.

The key short term/ medium term opportunity relates to plot 4.

The sites are geographically close to the centre of Huddersfield and the wider road network.

- 1. York House Car park
- 2. Gas holder site
- 3. Car Dealership (DM Keith)
- 5. Car Dealership site (Trust Ford)
- 6. Car Rental (Thrifty)
- 7. A Sub station. No redevelopment anticipated

Plots 1-3, 5 and 6 in this area have present operational uses on them without plans for relocation / rationalisation; however, in the circa 20 year time-frame of this Masterplan Framework, these areas may potentially present development opportunities over time.

Further survey and investigations will be required to full understand the detail of the site constraints.

The Council could potentially identify funding streams and bring forward development themselves and retain as an income producing asset or work in partnership with the private sector and procure a development partner. Examples of successful Council interventions for industrial led development can be found at Aurora Stockport and Kingsway Business Park, Rochdale.

Development at this plot could act as a catalyst for further industrial development to the north once vacant possession of car dealerships is achieved.



Gaswork Street to East



Gaswork Street to West



Gasworks Site



Masterplan Proposition 2

Gasworks Street Site & surrounding plots to the north and east (Proposed)

This area presents a significant short-term opportunity to catalyse development in the Masterplan Framework area.

Proposals:

- Advanced manufacturing / light industrial units of 5,000 to 10,000 sq ft with complimentary offices
- Targeted to complement the National Health Innovation Campus, nearby existing industrial occupiers such as Cummins and Polyseam and/or new occupiers
- Capitalising on the latent demand for high quality industrial employment space across Kirklees

The sites will have excellent connections to the station via a new pedestrian and active travel corridor and will be ideal for employment uses.

The potential formation of a new crossing over the canal at Old Leeds Road provides further opportunity to improve access onto and through these sites and incentivise development further.

We have therefore identified Plot 4 as a short-term opportunity for light industrial / research and development / manufacturing providing units of 5,000 – 10,000 sq ft. The occupiers could be targeted to complement the University’s health and innovation campus. The site is cleared and within the ownership and control of the Council.

Other benefits and opportunities:

- An enhanced canal side, new public realm and a green space could be created at the heart of these sites
- The gross area of all of the sites is in the region of 6.7 hectares
- The sites will have good access to leisure uses around the stadium
- Good service access via St. Andrews Road
- As well as being in close proximity to the river and canal side
- Providing active travel and walking routes to the outlying areas of Huddersfield
- With good connections to woodlands and open, green space
- The sites are in close proximity to existing large scale employers, including Cummins, University of Huddersfield

Existing historic structures and buildings on the sites, including the gasometer tower provide an opportunity to create a new, characterful landmark on the site.

There are opportunities for sensitive refurbishment/conversion of heritage buildings, sensitively integrated with new development, potentially for a mix of workspace and residential uses. This part of the study area will play an important role in connecting the new University campus with the canal and adjoining large development site at Gasworks Street

Items requiring further investigation include the following:

- Level of decontamination and remediation works required
- Dealing with existing infrastructure and utilities constraints, including existing sub stations and gas pipe networks adjacent to and through the sites
- Plot 6 - flood risk mitigation



Precedent Imagery



Masterplan Proposition 2
Gasworks Street Site

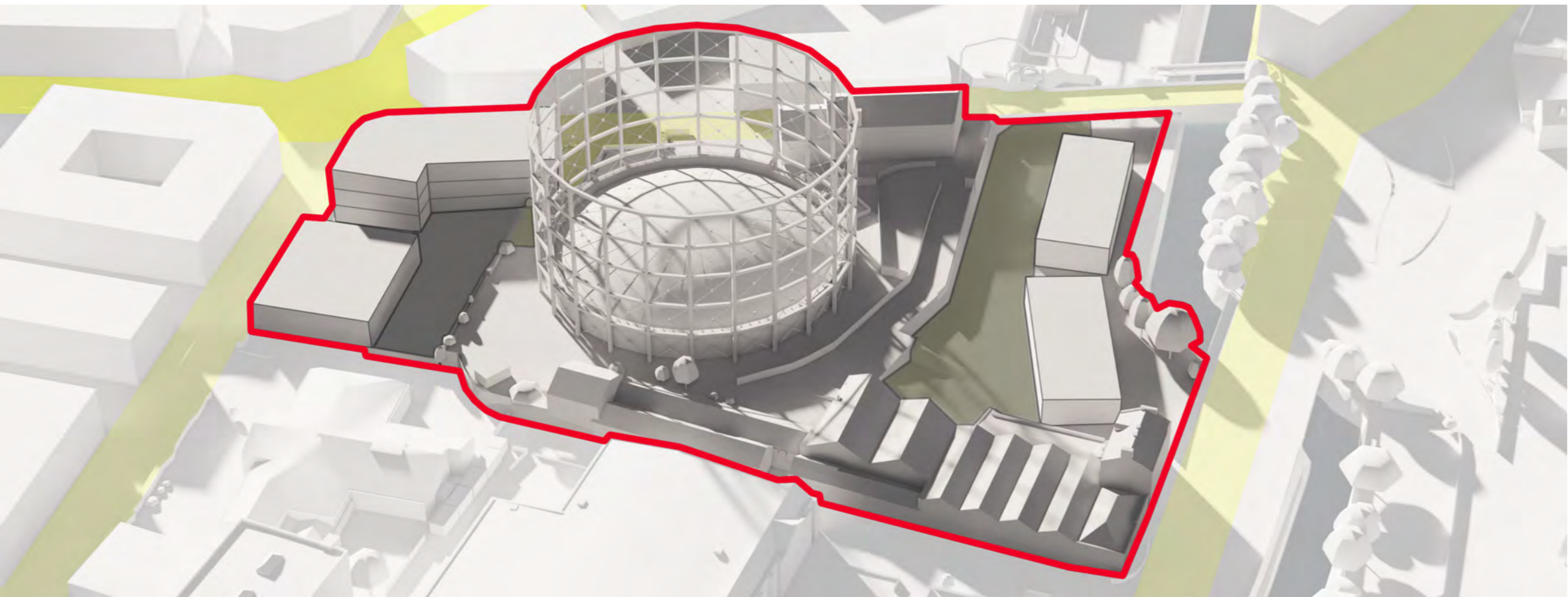


Plot 4 - Gasworks Street South Site
Area: 27474 m²
Gross Internal Area (MP): 17241 m²
GFIA: Plot Area: 41.8%



Masterplan Proposition 2

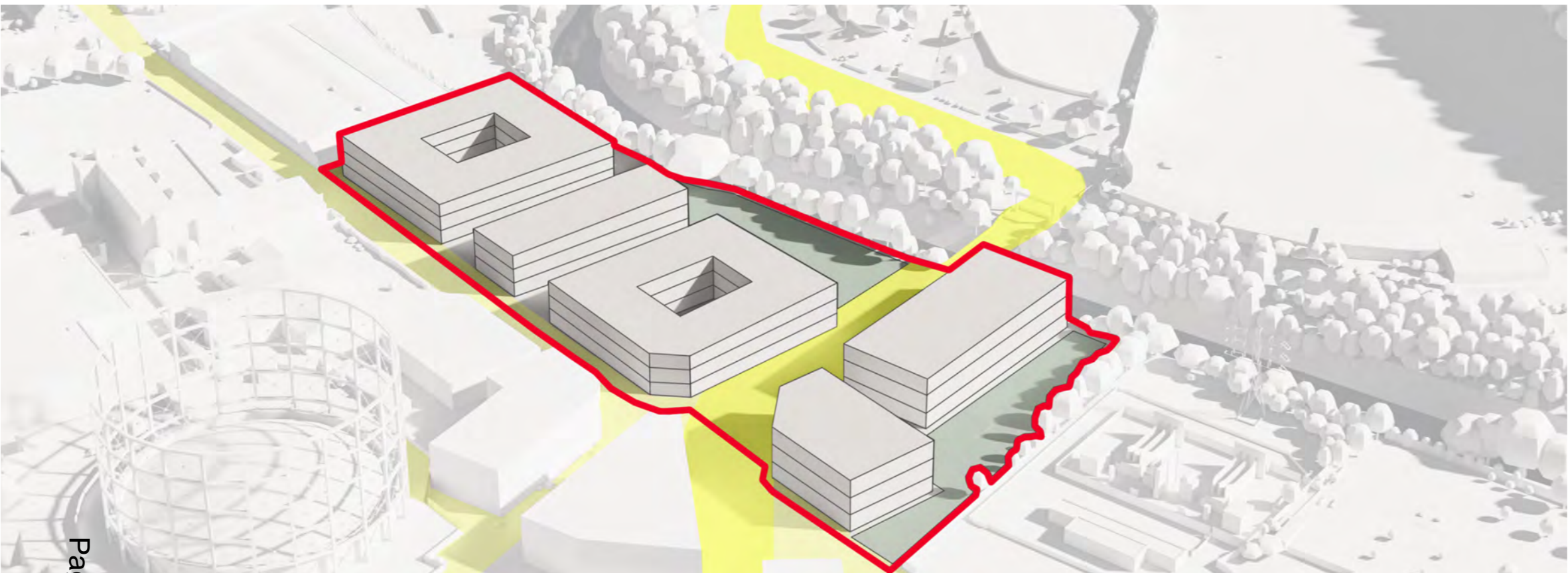
Plots 1,2,3,5 and 6 Masterplanning - Longer Term Development Potential



Plot 1 - Gasworks Street West Site
Area: 8768 m²
Gross Internal Area (MP): 7717 m²
GIA: Plot Area: 41.9%

Plot 2 - Gasworks Site
Area: 7630 m²

Plot 3 - Gasworks East Site
Area: 3517 m²
Gross Internal Area (MP): 6802 m²
GIA: Plot Area: 48.4%



Plot 5 - Stadium Way North Site
Area: 12906m²
Gross Internal Area (MP): 16108.2m²
GFIA: Plot Area: 41.6%

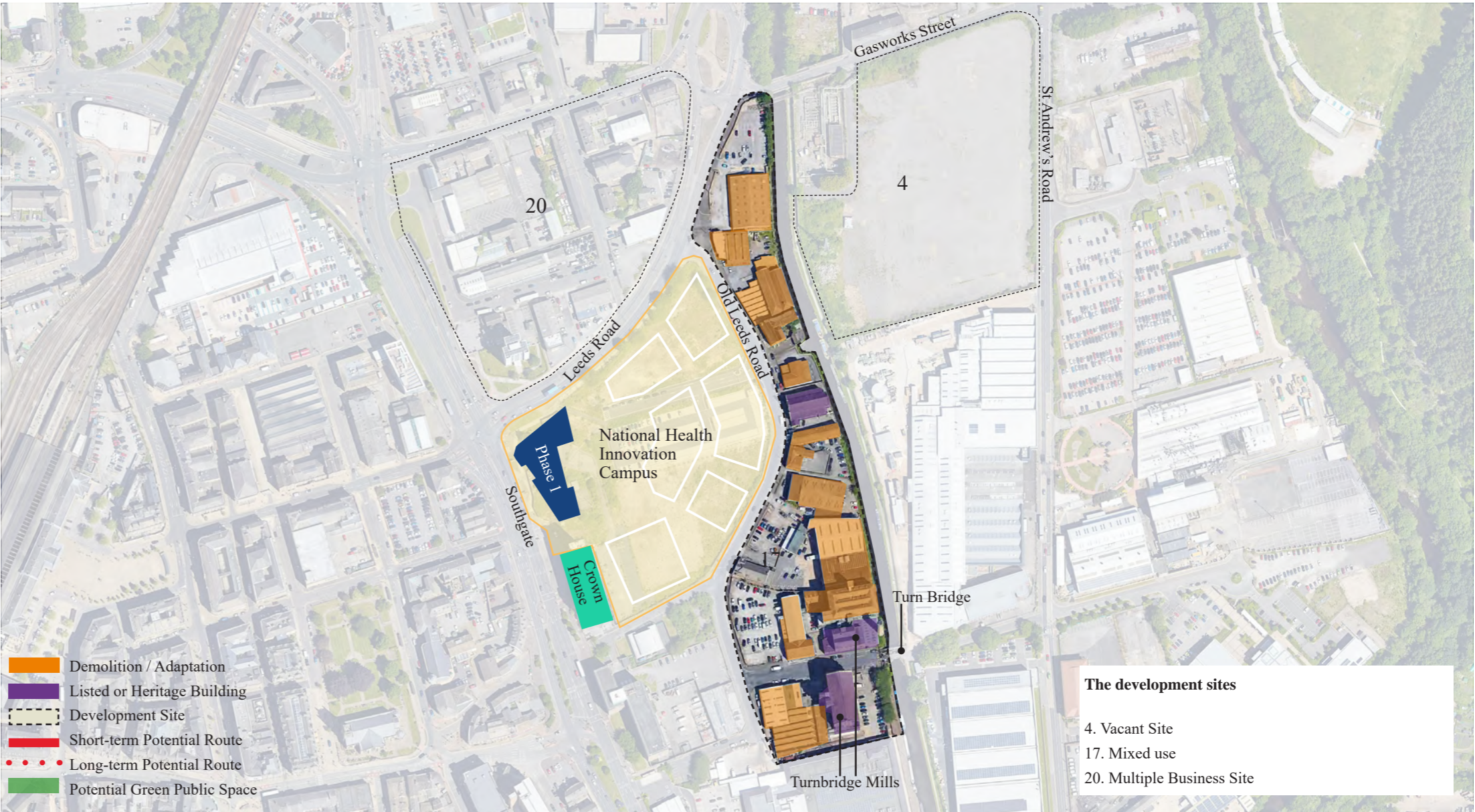
Plot 6 - St. Andrew's Road East Site
Area: 6094 m²
Gross Internal Area (MP): 3188 m²
GFIA: Plot Area: 37.9%

Masterplan Proposition 3

Old Leeds Road Development Area (Existing)

The area between Old Leeds Road and the Broad Canal contains a selection of use types as well as several buildings that are currently vacant, underused and/or dilapidated at present.

Given the adjacent development of the National Health Innovation Campus on one side and the development of the Gasworks Street site on the other, with the potential to link via an active travel crossing of the canal, **this area has significant scope for regeneration in the medium/long-term.**



Masterplan Proposition 3

Old Leeds Road Development Area (Proposed)

Whist some buildings are of low value or low visual merit, there are several buildings of note in this area which have significant historic value.

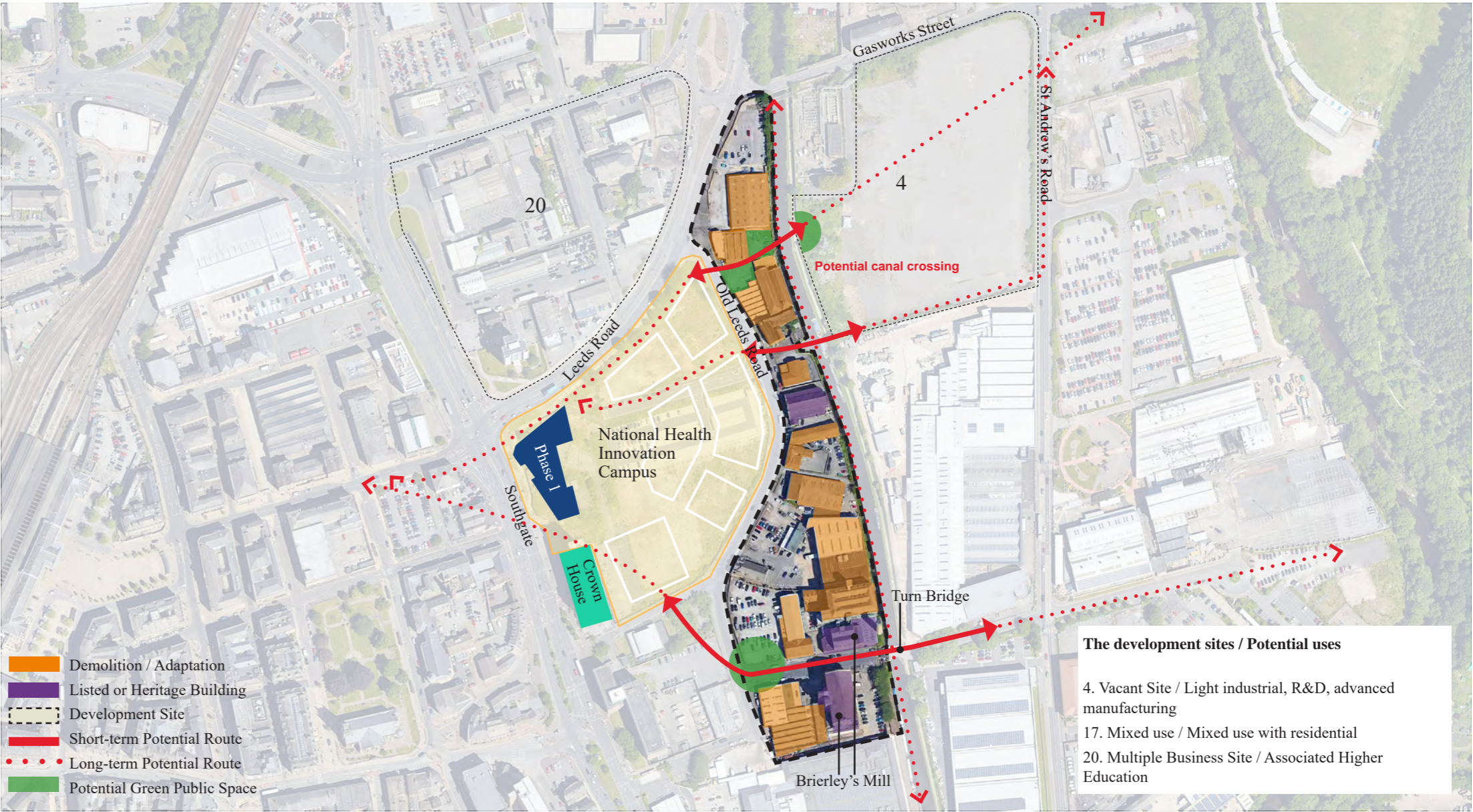
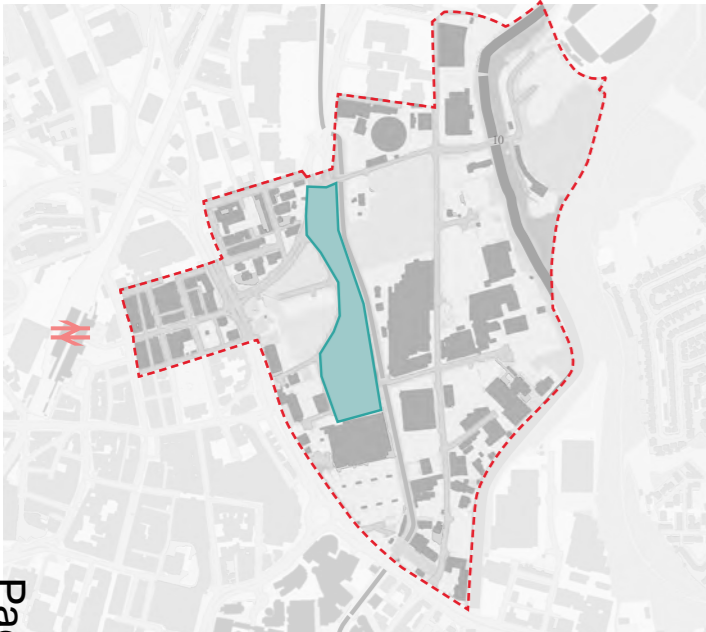
These could be retained and converted (in part or in full) alongside new build redevelopments to contribute to a unique character which is of Huddersfield.

This includes the Turnbridge Mills site which sits alongside the Scheduled Monument Lift Bridge to the north and south of Quay Street. These combined landmarks would act as the centrepiece to regeneration to this part of the masterplan.

Potential redevelopment could span across a range of flexible sectors, including leisure, commercial, residential, student and food and beverage.

Of particular note, The University of Huddersfield is in the process of developing a masterplan for new Health and Innovation on the plot of land bounded by Old Leeds road to the East, Leeds Road to the North and Southgate to the west.

Works are due to commence on site for the first, Phase 1 building which was granted Planning Approval in August 2022. Located in a prime, gateway position at the junction of Southgate and Leeds Road, it will act as a catalyst for development across surrounding sites.



Climate Innovation District, Leeds



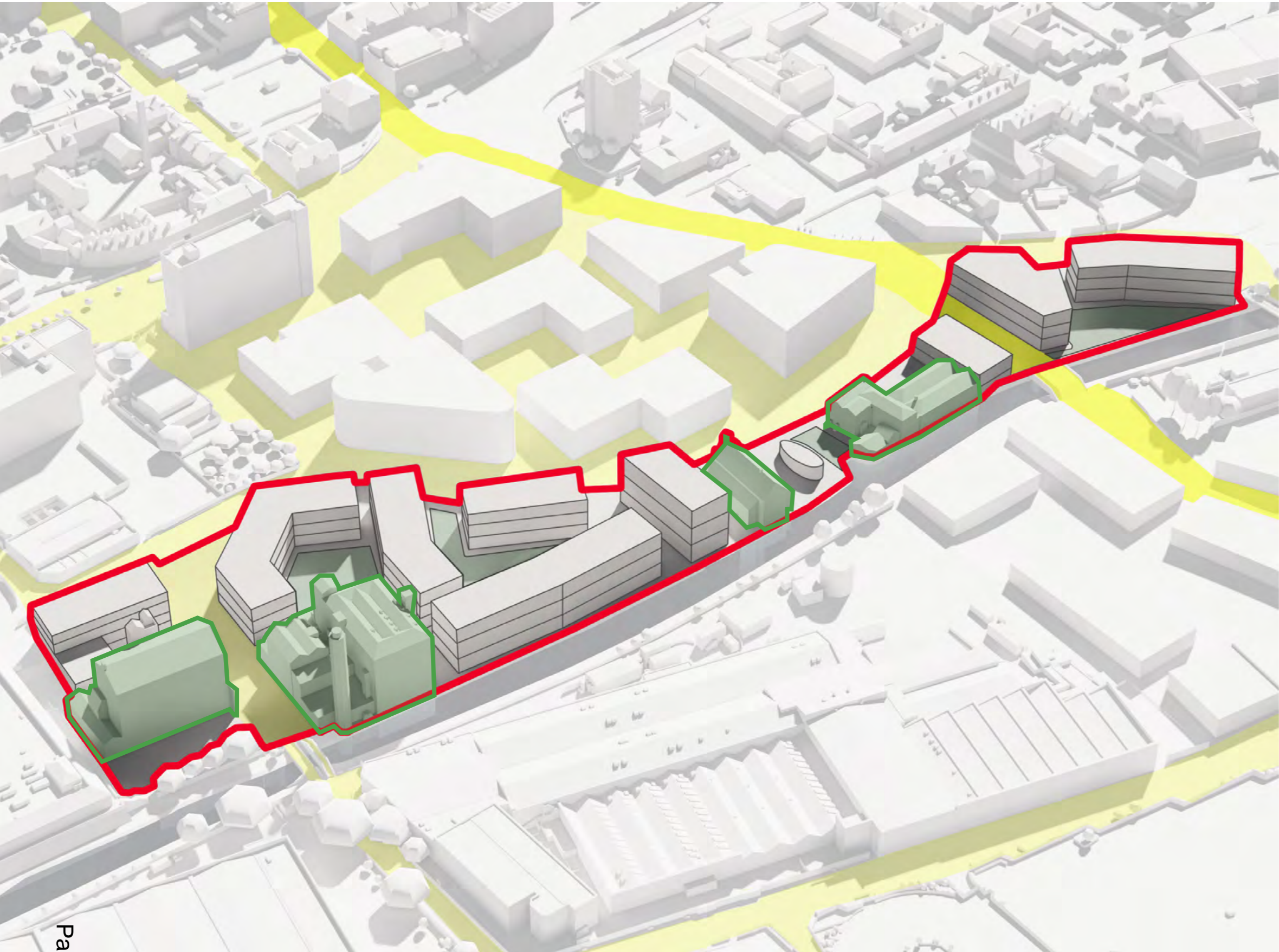
Brandon Yard, Bristol



Globe Mill, Slaithwaite



Masterplan Proposition 3
Old Leeds Road Site



Plot 17 - Old Leeds Road Site
Area: 27010 m²
Gross Internal Area (MP): 46420 m²
GFIA: Plot Area: 37.9%



Masterplan Proposition 4

Potential canal crossing as a part of the wider active travel network (Existing)

Pedestrian and cycle connectivity from west to east of the Broad Canal is limited to Gasworks Street, Turnbridge Road and Wakefield Road dual carriageway.

This Masterplan Framework proposes alterations to Turnbridge Road to improve the attractiveness of that route.

Gasworks Street is a tightly constrained corridor between listed buildings and an operational gas facility with narrow footpaths on both sides. This presents an unattractive route for both pedestrians and cyclists.

This Masterplan Proposition is to provide a new pedestrian and cycling crossing over the canal to provide a strategic connection between the town centre and National Health Innovation Campus to the west and the Gasworks Street development site, existing occupiers and the stadium to the east.



Masterplan Proposition 4

Potential canal crossing as a part of the wider active travel network (Proposed)

A new pedestrian and active travel crossing to the canal along the main station to stadium corridor would improve access and the development potential for numerous key sites, some of which are currently vacant.

In particular:

- Sites around Gasworks Street
- Sites between the Health and Innovation Campus and the Canal side, along Old Leeds Road

Two indicative locations have been identified but would be flexible to respond to further phases of the National Health Innovation Campus and the Gasworks Street site development.

The formation of a crossing also has the potential to create a waterfront public realm focal point to complement the proposed mix of uses.

It could act as a key node for leisure, health and well-being activities and food and beverage facilities to support new industrial, commercial and technological uses, alongside the University Health and Well-being Campus at all times of the day.

The bridge and canal side space would be used by local residents, workers, University Students & Employees and visitors to the stadium.

The river crossing also has the potential to instigate regeneration of the dilapidated canal side buildings which back on to Old Leeds Road. The heritage of these buildings provides scope to create a place with a character which is of Huddersfield.



Somers Bridge, Regents Canal



Kings Cross



Footbridge, Paddington

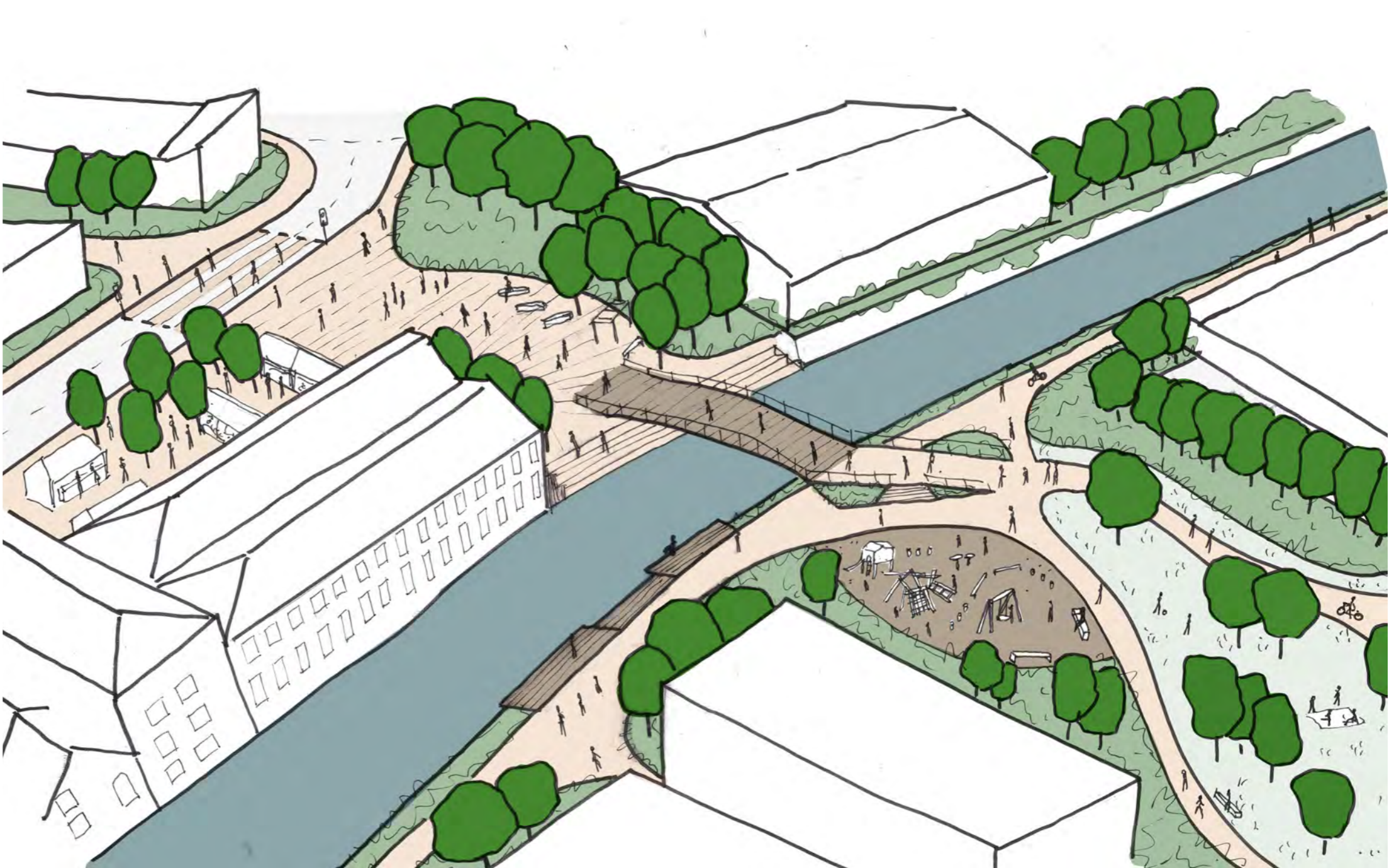


Masterplan Proposition 4

Potential canal crossing as a part of the wider active travel network (Proposed)



Aerial view of the existing conditions at the Canal and the lack of integration with its surroundings



Sketch view showing the potential for improvements by opening up the canal to the public and investing in the waterfront area

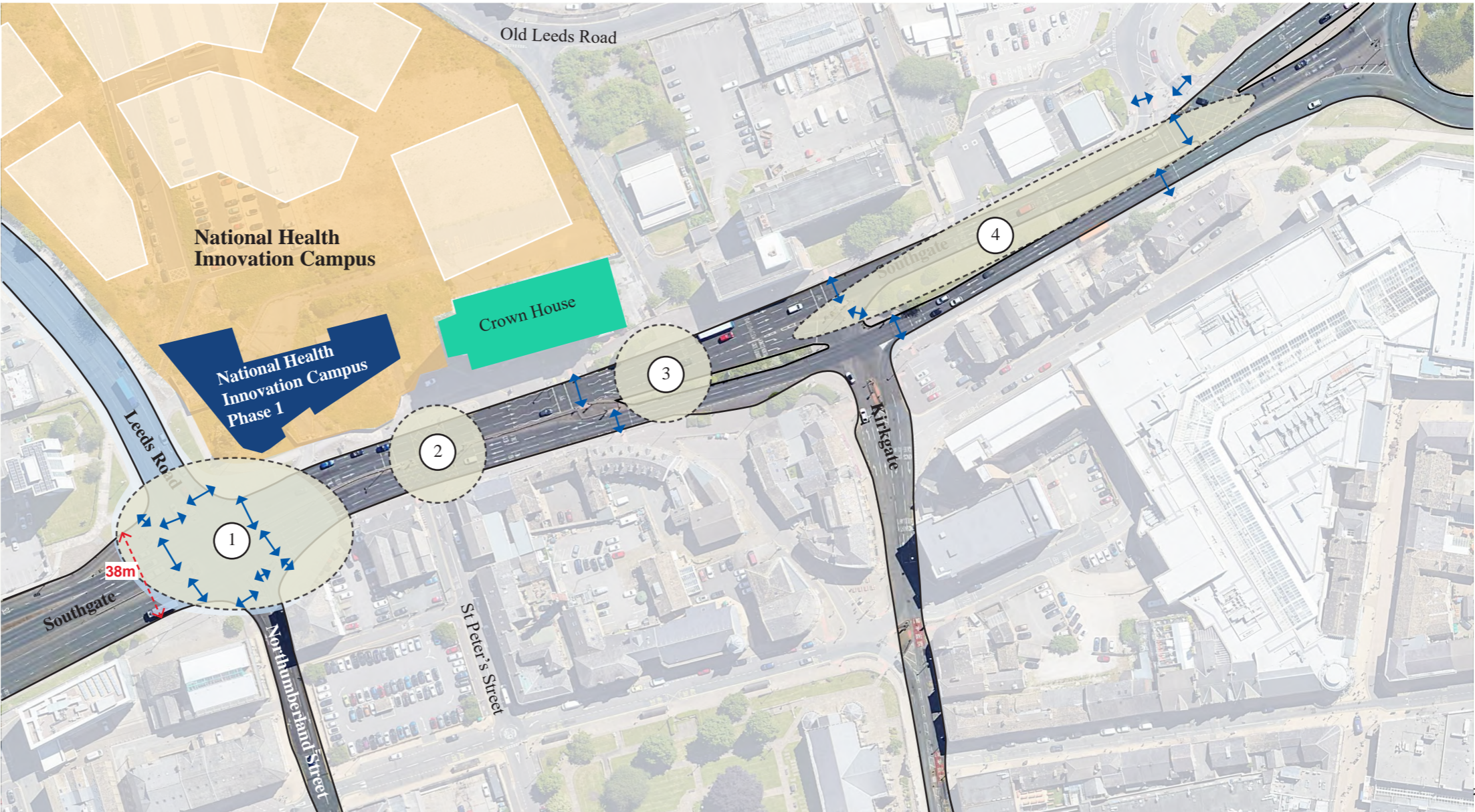
Masterplan Proposition 5

Smaller-scale Southgate crossings (Existing)

Southgate presents significant pedestrian and cyclist severance between the two sides of the road.

The crossing arrangement is presently convoluted, multi-stage crossings with narrow pedestrian refuge.

The present Leeds Road Improvement Works will support increased connectivity at the junction between Southgate, Leeds Road and Northumberland Street.



1. Southgate crossings



2. View from Crown House



3. Beast Market to Crown House



4. Southgate



Masterplan Proposition 5

Smaller-scale Southgate crossings (Proposed)

Lessening the barrier that Southgate presents to pedestrians and cyclists.

Enhancements to provide better connectivity between Huddersfield Town Centre, the National Health Innovation Campus and the wider area to the east. Integrating the two sides of Southgate to form a larger, integrated core and act as a further catalyst for development.

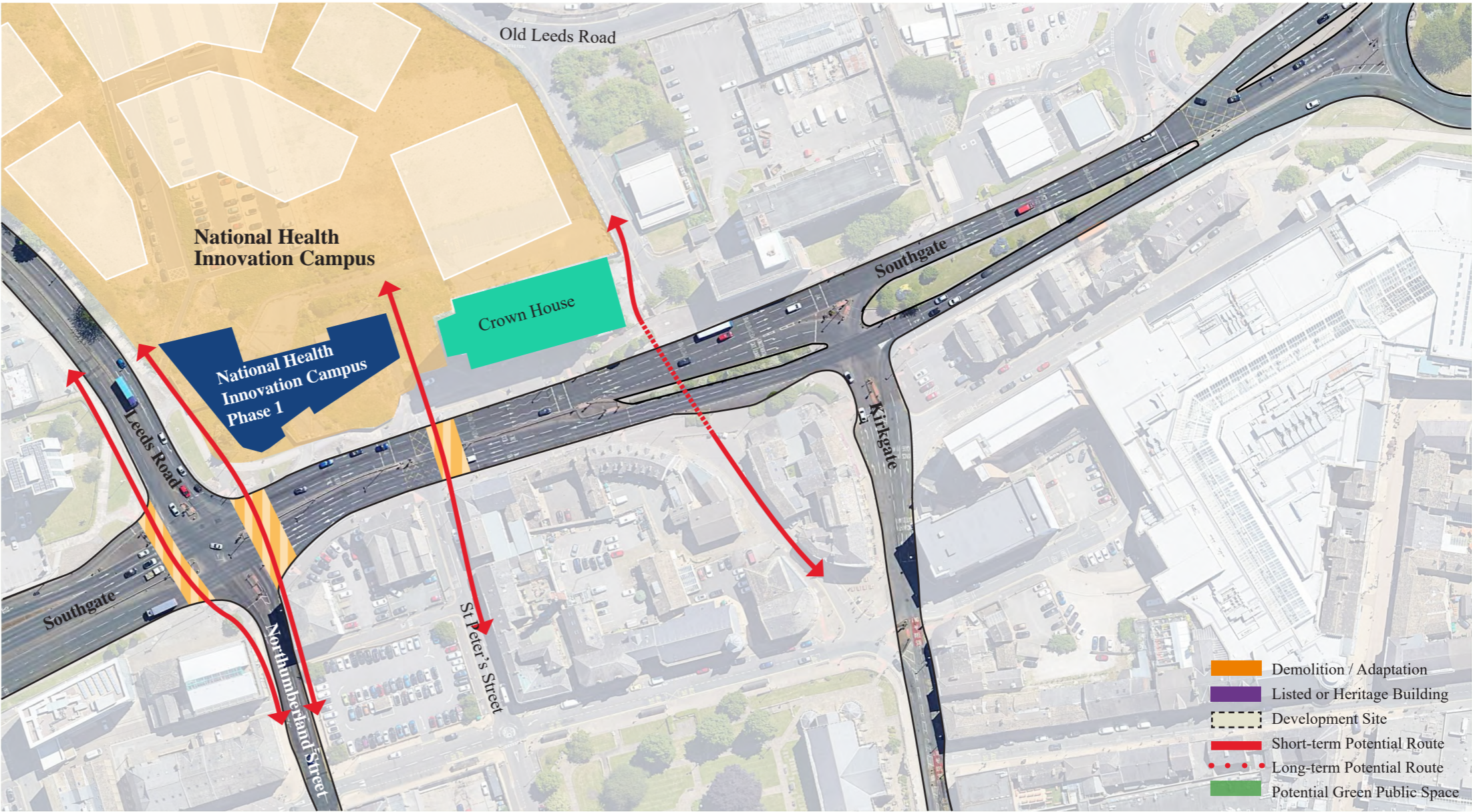
To the south, improved crossings could be established to create a stronger east-west link between the town centre, Cummins and Kirklees College and encourage regeneration around a rejuvenated Crown House.

Council-led improvements to cycle ways, footways and crossings will be implemented, largely within the constraints of existing road layout, with improved materials and attractive surfacing at crossing points. Landscaping improvements and planting can be utilised to provide an attractive buffer between traffic and pedestrian zones and to conceal existing barriers at crossings.

This would reduce the perceived and actual crossing distance and allow greater areas of public realm and planting along Southgate, for a more welcoming, less intimidating crossing experience.

The re-opening of the existing underpass between Beast Market and Crown House to be explored (with suitable lighting and CCTV) to provide a safe pedestrian route.

Further consideration could also be given to traffic lane arrangements and the central island with a view to reducing the overall road width between crossings in the zone between Leeds Road and Beast Market.



Sheffield City Centre, Sheffield



Sheffield City Centre, Sheffield



New York Presbyterian & Columbia University Medical Campus



Masterplan Proposition 6

John William Street, Northumberland Street and Huddersfield Open Market (Proposed)

Activating the ground plane and providing homes and jobs in the stories of the historic buildings above.

Northumberland Street and John William Street

Under present Kirklees proposals, these streets will be altered and become tree-lined boulevards with a 20mph speed limit. Cycling infrastructure and segregation would be improved.

The features and benefits would be

- Easier and more pleasant for people walking with wider, high-quality pavements
- Safer for people walking with improved crossing facilities, including zebra crossings and raised junctions
- Safer and more accessible for people cycling with a new cycle route and lower speed limits for vehicles
- New disabled parking
- New loading bays

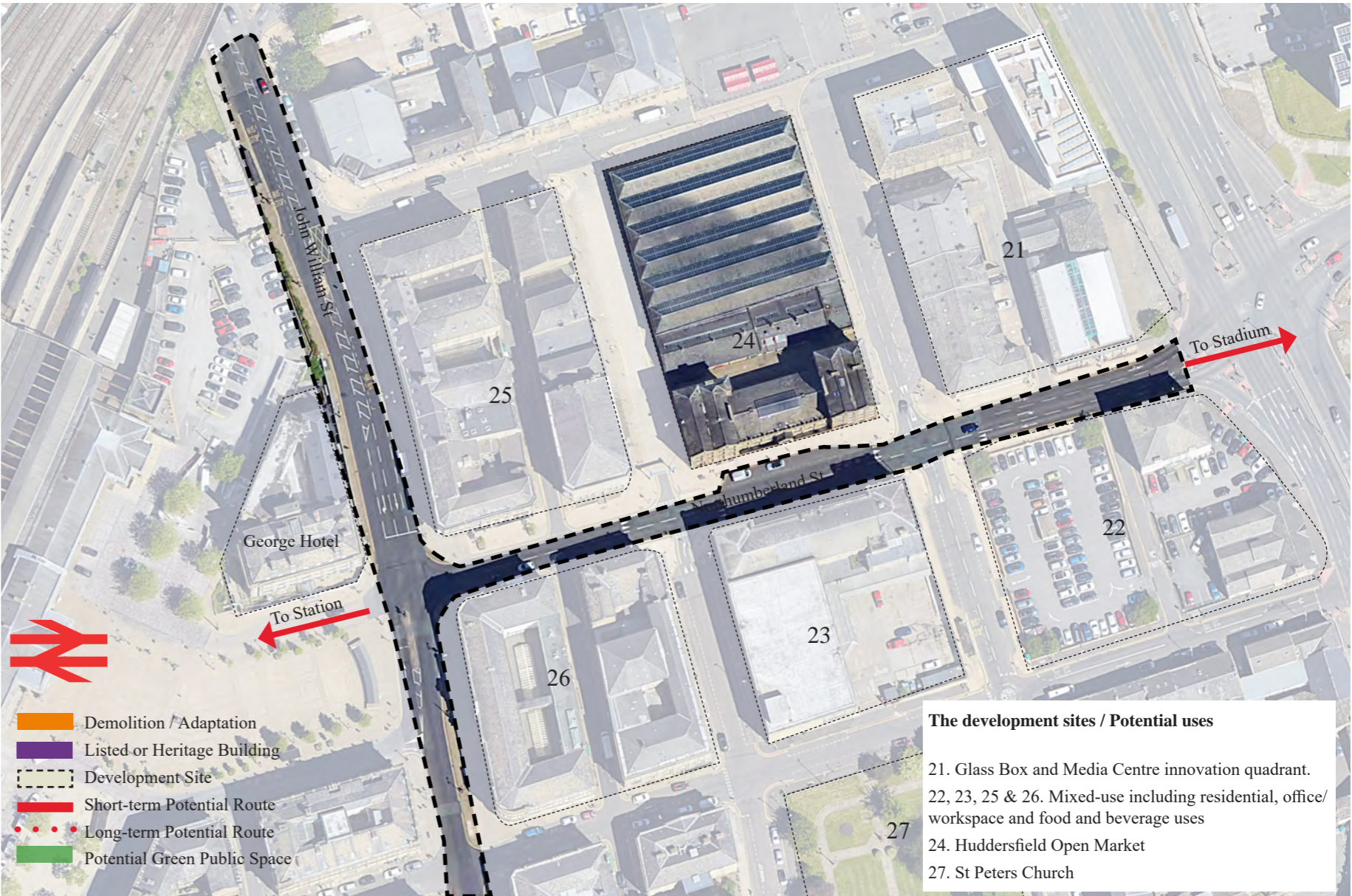
Huddersfield Open Market

Located on Brook Street, between the railway station and Southgate, The Victorian, Grade 2* listed open market will be significantly refurbished as the main market site in the centre of Huddersfield with an £18 million investment.

As part of the transformation, the current indoor market at Queensgate will be amalgamated with the open market.

Traders in the 1970’s Queensgate site are scheduled to move out by February 2023 as the building transforms into a food hall as part of the £210m ‘cultural heart’ project, which is at the core of the Huddersfield Blueprint Project.

The transformation of the open market will create a vibrant hub around Brook Street. “The market will be a social space that can offer a unique, personal, and ethical shopping experience alongside opportunities to test ideas, eat, learn and be entertained” with greatly improved visibility and accessibility.



John William Street - Proposed Enhancements



Northumberland Street-Proposed Enhancements



Preston Market



Masterplan Proposition 7

St Andrew's Road (Existing)

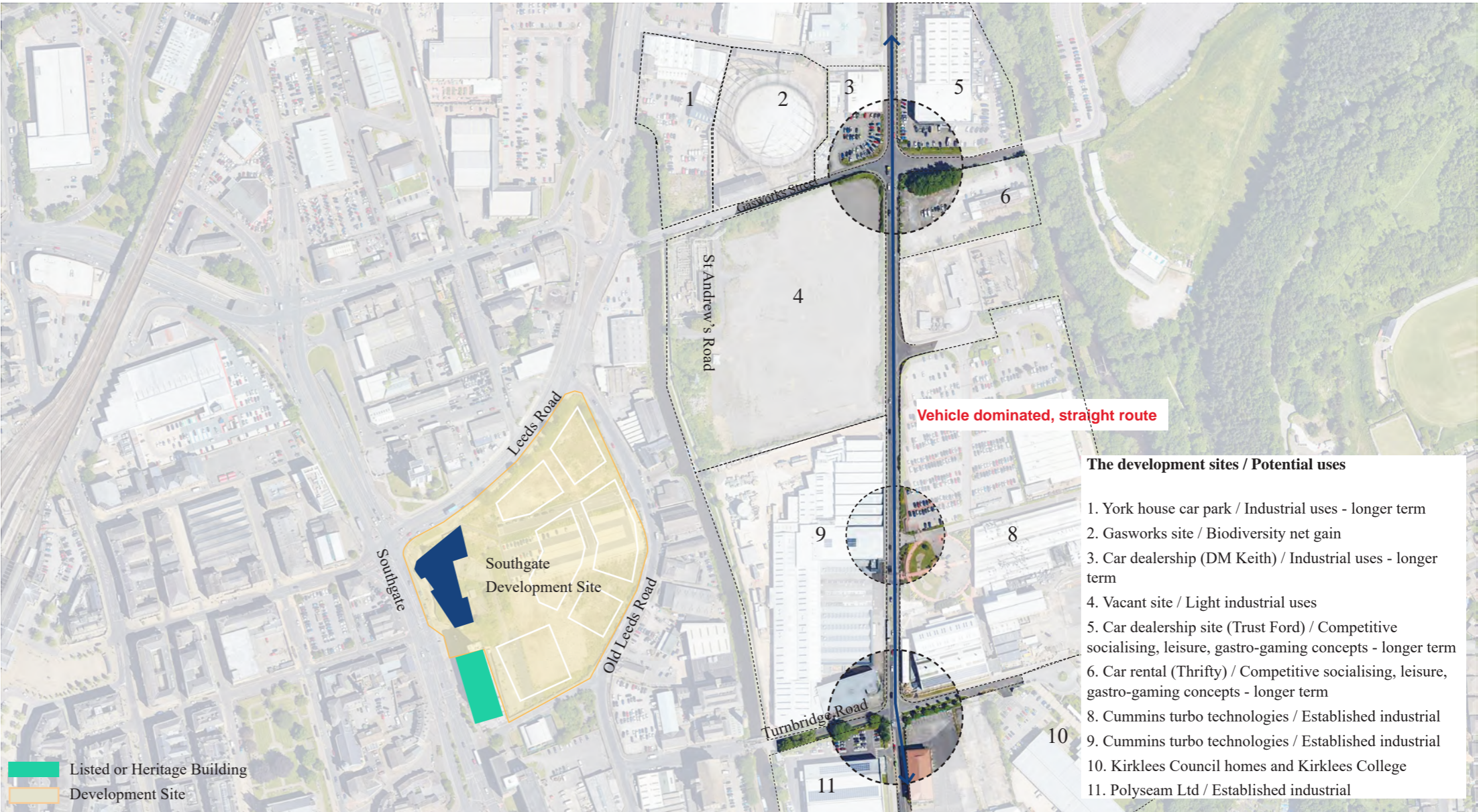
St Andrews Road runs in a north-south direction through the centre of the masterplan study area, parallel to Southgate.

It is a key access route for employers across the site including Cummins, Polyseam and Kirklees College.

Whilst relatively narrow, it is very straight and has little in the way of pedestrian activity or crossings. It is largely enclosed by adjacent site boundary walls and fences which exaggerates its tunnel like feel.

Speeding drivers and cruisers are a particular concern along this stretch and present a safety issue, with numerous serious crashes having taken place in recent years.

The present arrangement of St Andrew's Road adds an additional layer of severance from west-east connectivity across the framework area.



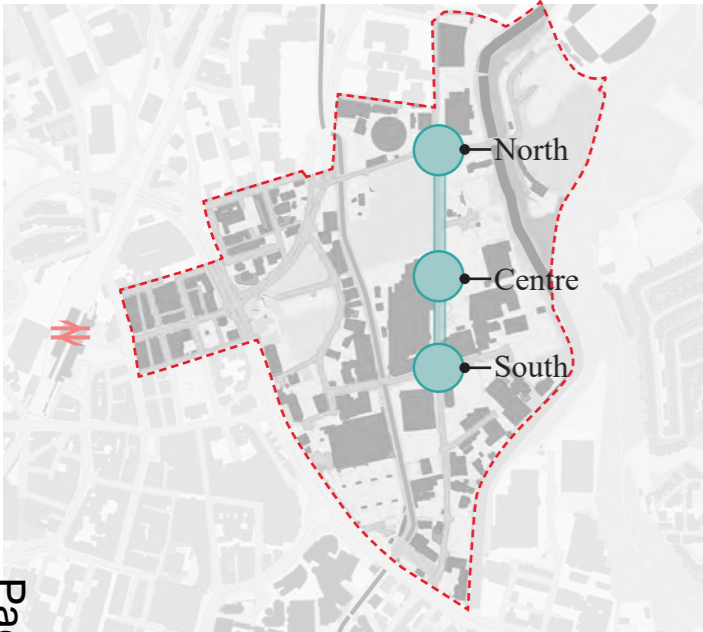
Masterplan Proposition 7 St Andrew's Road (Proposed)

As the masterplan evolves, improvements to the environment of St. Andrews Road and the safety of pedestrian and active travel uses is a key issue to resolve to alleviate the barrier it presents to access to the east of the masterplan.

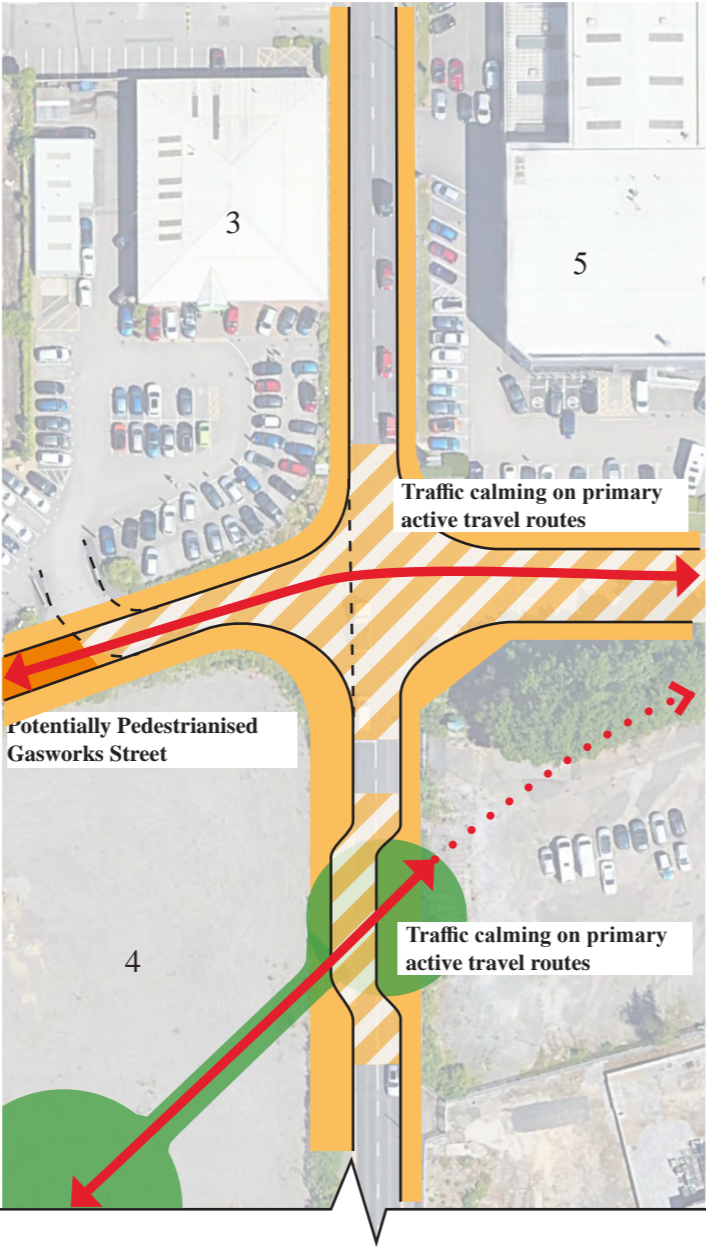
It is important to retain access to the existing businesses and employers for workers, servicing and deliveries.

The interventions proposed would a combination of hard and soft landscaping and additional pedestrian crossings coupled with traffic calming. The aim would be to slow the speed of traffic while minimising the overall capacity of this road linkage.

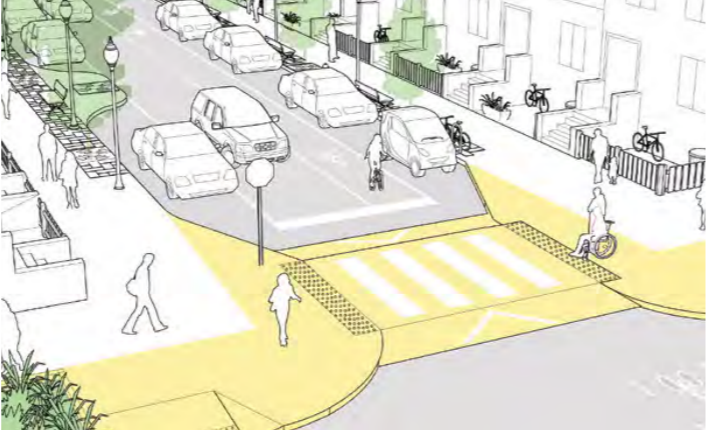
- Public Realm
- Short-term Potential Route
- Long-term Potential Route
- Potential Green Public Space



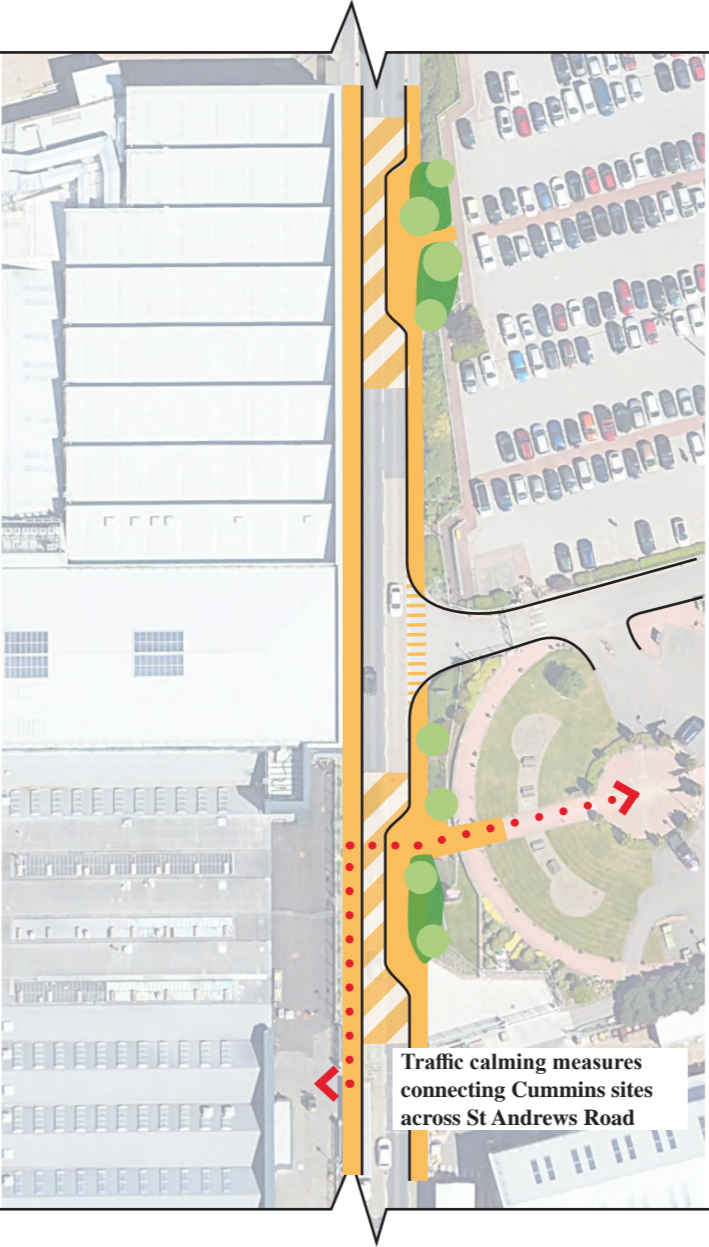
St Andrew's Road, North



Prioritising pedestrians



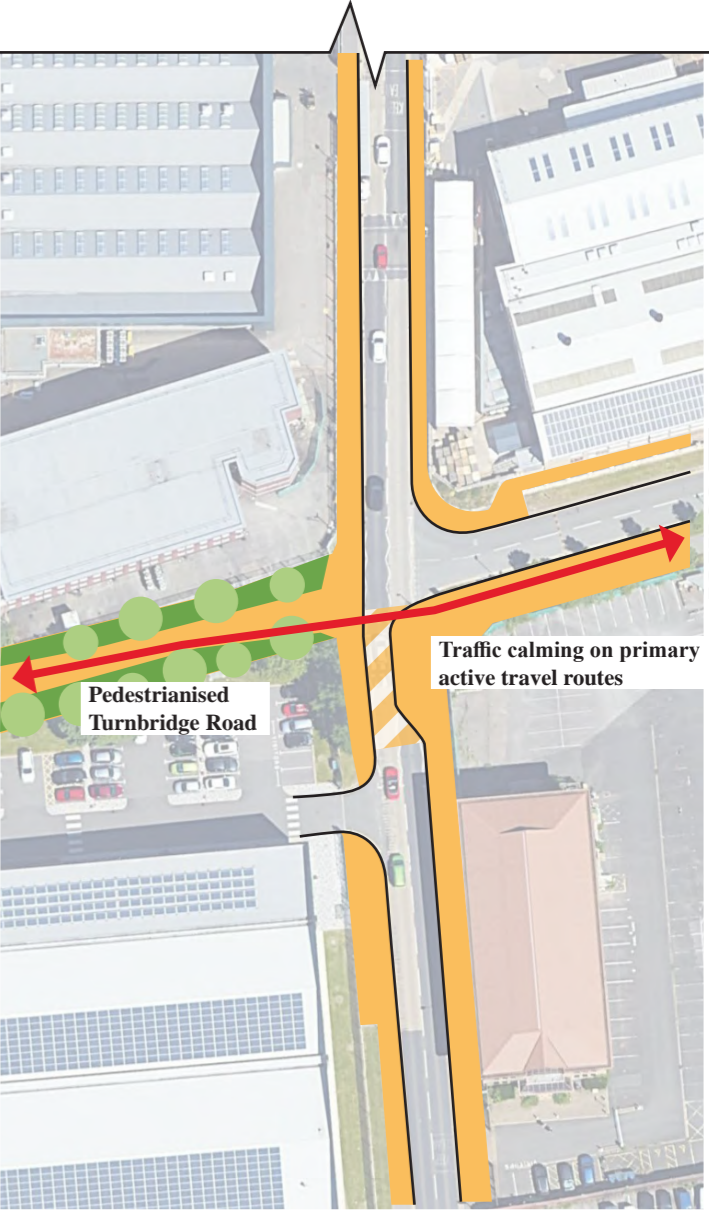
St Andrew's Road, centre



Reducing vehicle speeds



St Andrew's Road, South



Encouraging active travel & reducing the dominance of the vehicle



Masterplan Proposition 8

Active Travel Route towards St Andrew’s Road, including closure of Turnbridge Crossing to vehicles (Existing)

The Turnbridge Lift Bridge (a locomotive lift bridge) spans the Huddersfield Broad Canal, linking Quay Street to the West and Turnbridge Road to the east

It is categorised as a Scheduled Ancient Monument.

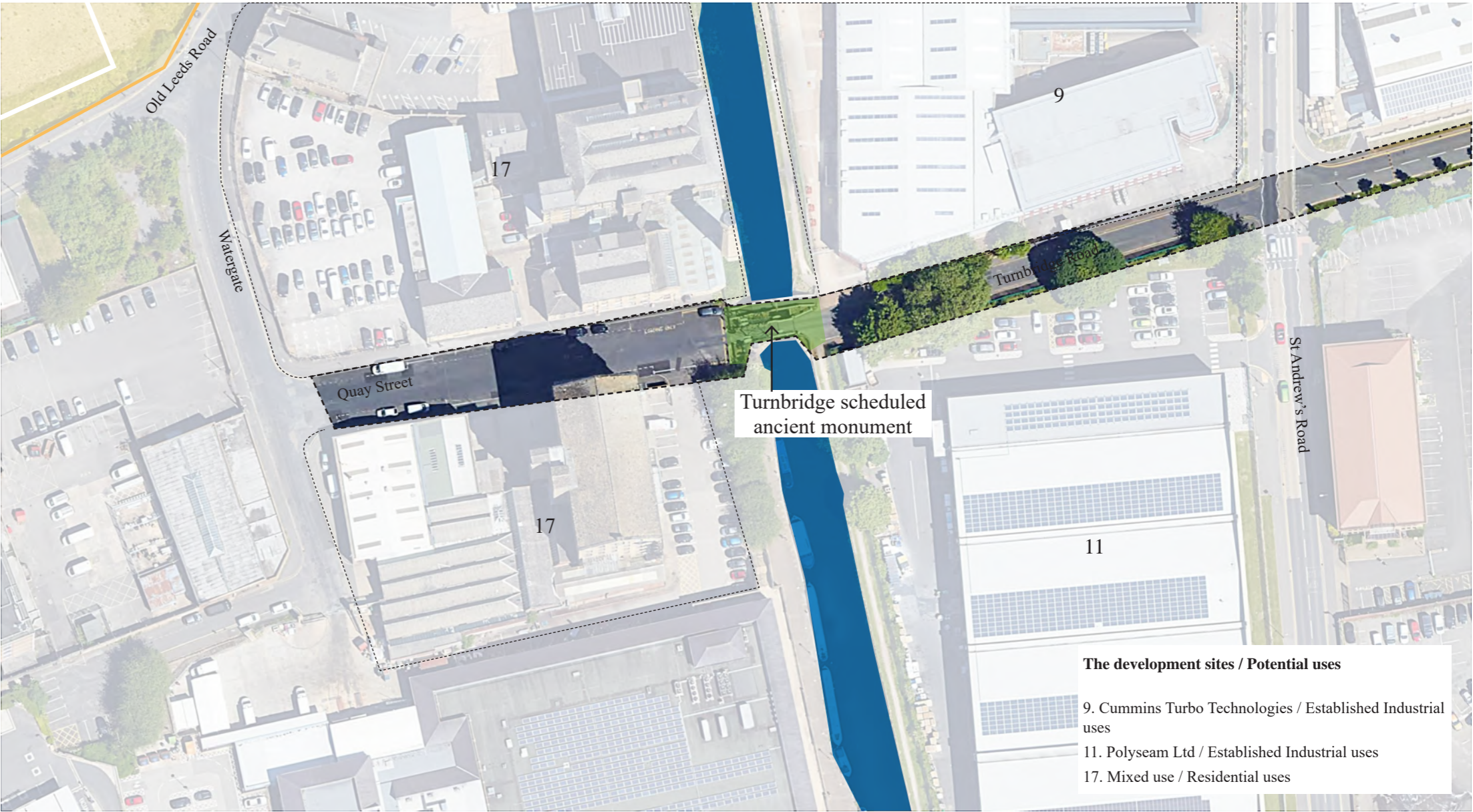
It presently accommodates pedestrian and vehicular (single lane) traffic across it.

Vehicular traffic across it is low; however, the presence of vehicles significantly restricts space available for pedestrians.

Quay Street to the west is wide corridor between the property boundaries with the majority of the space provided for the very limited number of vehicles. No green infrastructure exists on this stretch of Quay Street.

There is no cycleway provision along this route.

There is significant opportunity to improve active travel and green infrastructure provision along this route to greatly improve connectivity and sense of place along this key linkage from town centre to the established industrial and educational facilities to the east.



Masterplan Proposition 8

Active Travel Route towards St Andrew’s Road, including closure of Turnbridge Crossing to vehicles (Proposed)

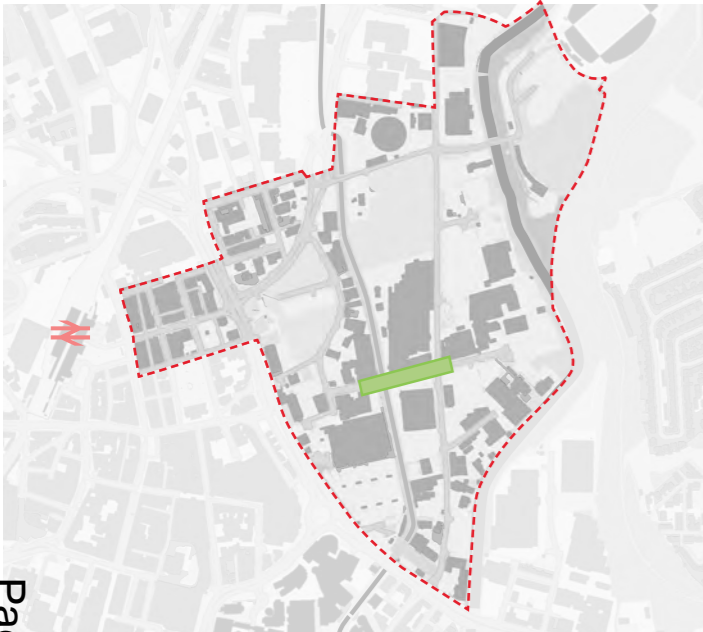
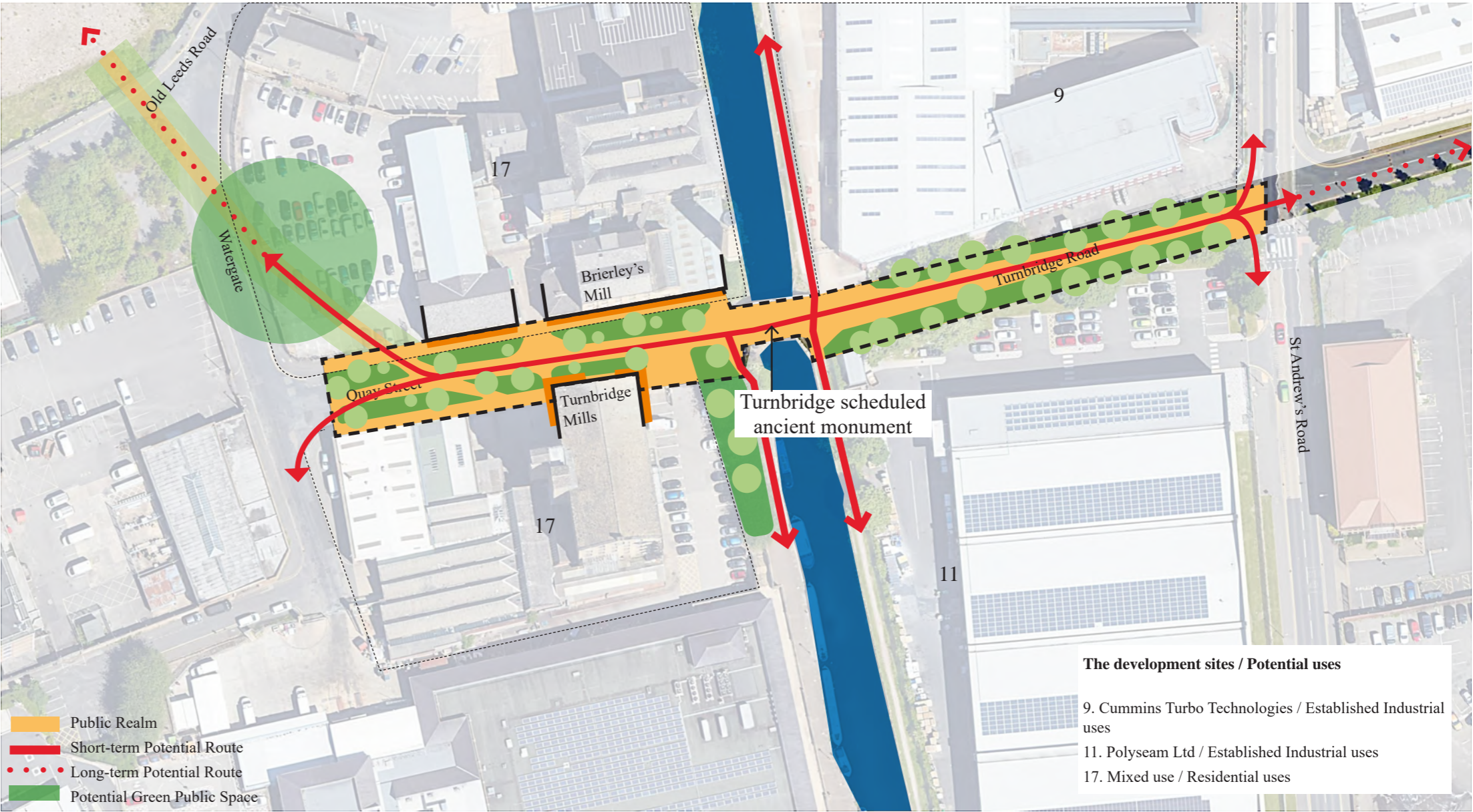
An opportunity has been identified to close the Lift Bridge to vehicles to form a dedicated active travel route.

This would provide a further incentive to redevelopment to the surrounding area, including sites along Quay Street, Turnbridge Road and beyond via a greatly improved public realm, active travel and green network along this route (whilst maintaining vehicle access to Turnbridge Mills from Old Leeds Road/ Watergate).

A strong east-west route can be established between the town centre, crossing at Beast Market across to the river.

The benefits are as follows:

- Opening up vacant sites between Kirklees college and Cummins.
- Providing direct active travel routes to the existing sites and businesses in this area to support the reduction in private vehicle usage.
- Providing access to the frontage of the River Colne and (pending) re-established riverside walks and link to a proposed nature trail.
- Improved access to the canal side walkways
- Improved setting of this important heritage feature



Skyline Park, Manchester



Bristol Harbourside



Nottingham University Round House



Masterplan Proposition 9

Larger-scale Southgate road interventions (Indicative)

The section of Southgate running between Leeds Road and Beast Market is a key route for active travel connections within the masterplan framework on both north-south and east-west axes.

Reductions in road width by removing traffic lanes and central reservations would improve the environment.

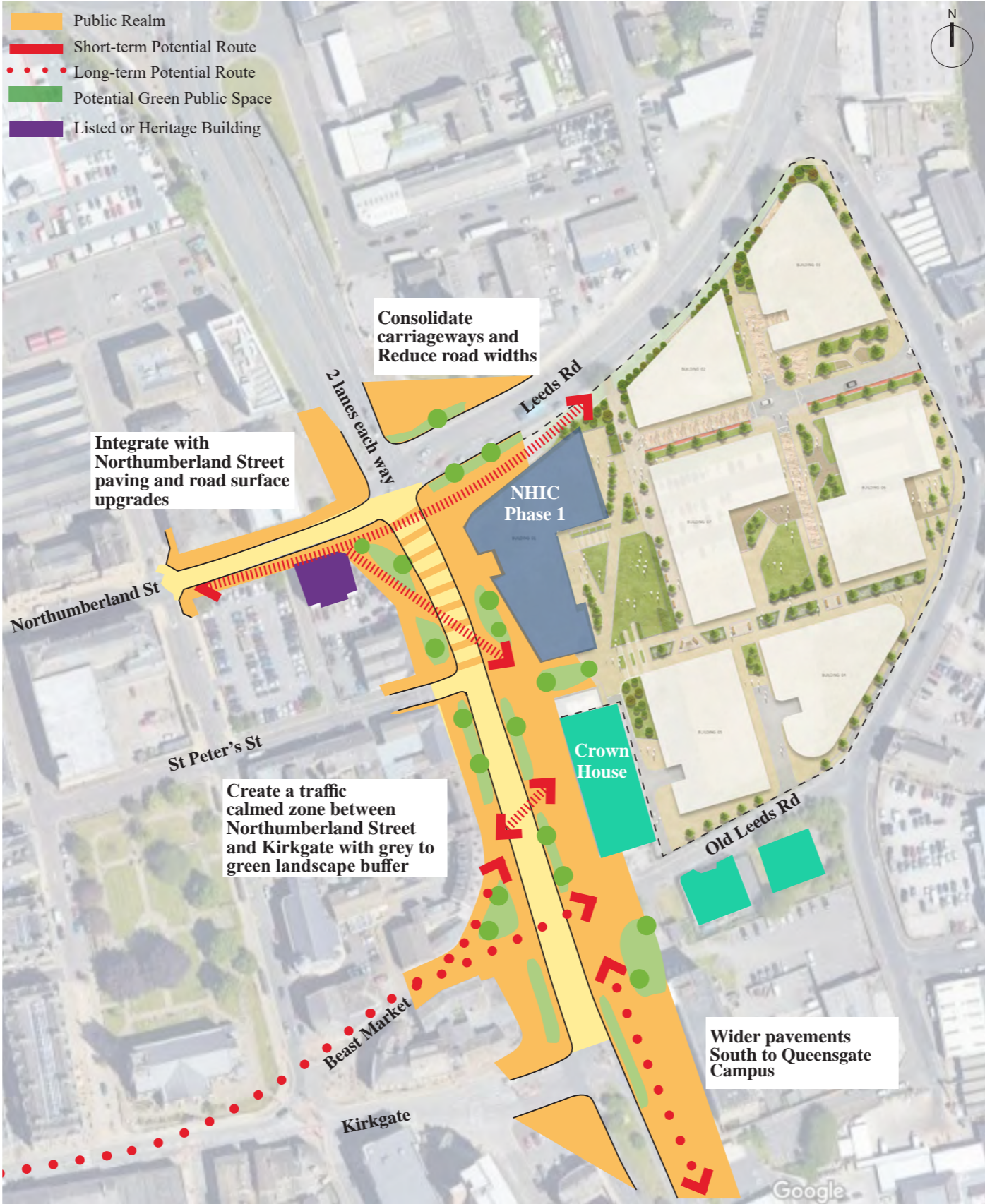
Traffic lane arrangements and the central island could be reviewed with a view to reducing the overall road width between crossings in the zone between Leeds Road and Beast Market.

This would reduce the perceived and actual crossing distance and allow greater areas of public realm and planting along Southgate, for a more welcoming, less intimidating crossing experience.

The masterplan also demonstrates the opportunity to combine pedestrian routes within this zone with key green corridor interventions, including:

- New public space on the existing surface car park adjacent to Northumberland Rd.
- A new public space at the heart of the Southgate Health and Innovation Campus
- A green corridor along Turnbridge Road and Quay Street running East to West, linking the riverside and Town Centre

A greater scale of change along Southgate would impact vehicle flows across a wider area of the ring road and connecting roads. Further, wider-scale transportation modelling is necessary to understand the opportunity and impact of these larger-scale interventions. This further modelling would require a suitable large-scale strategic transport model to cover the impacted areas.



Masterplan Proposition 9

Larger-scale Southgate road interventions (Indicative)



Aerial view of the existing A62 Ring road and pedestrian junctions



Sketch view showing the potential for improvements by reducing the impact and dominance of the ring road

Masterplan Proposition 10

Potential River Crossings - Connecting the Green (Existing)

New river crossing to the east of Kirklees college to connect the city centre to the green corridor and nature walks around the river Colne:

- Site 1**
Enlarged bridge crossing to the stadium site at the end of Gasworks Street.
- Site 2**
To the east of Kirklees College to connect the town centre to the green corridor and nature walks around the River Colne. This can spawn new leisure use, and active travel opportunities.



Masterplan Proposition 10

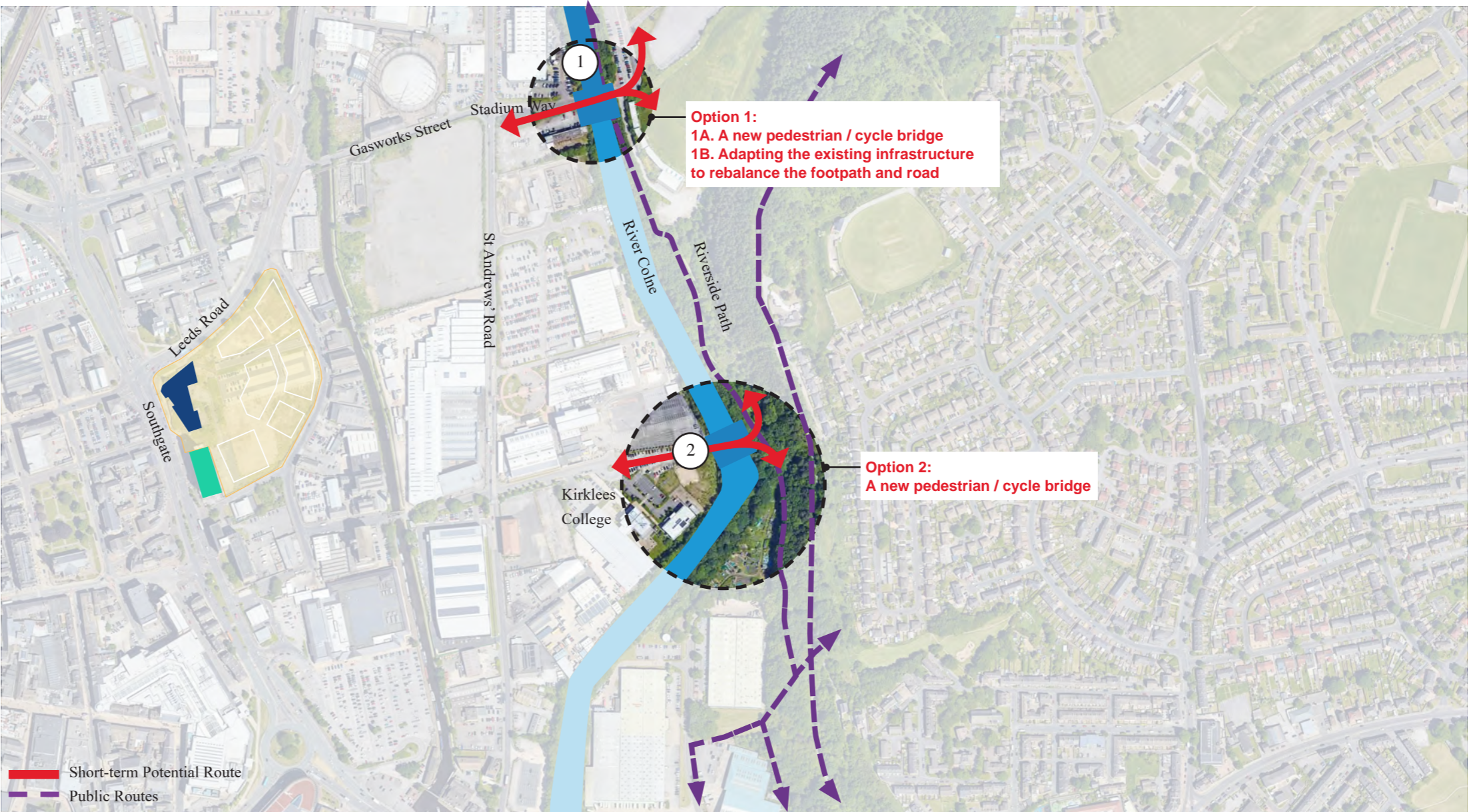
Potential River Crossings - Connecting the Green (Proposed)

Option 1

To the north an improved crossing to the stadium from Gasworks street has the potential to improve accessibility to the stadium and sites around, whilst creating a more enticing environment around the river frontage to the Colne and placemaking potential.

Option 2

The river crossing adjacent to the River Colne would connect the town centre to the riverside woodland walks and nature trail that is currently being established. This will provide amenity and leisure space for employees and nearby residents. A place for fresh air, to relax and to exercise. Also with the potential to provide active travel connections for pedestrians and cyclists who commute via the riverside routes from nearby towns and villages.



Treetop Walk Neckertal, Mogelsberg



Citu bridge, Leeds



Skyline park, Manchester



Masterplan Proposition 11

Creating Focus for Innovation & Enterprise

The Station to Stadium area is already home to a number of significant economic assets including

- Cummins Turbo Technologies which manufactures diesel turbochargers for the commercial vehicle sector and has its group research and development function on site at St Andrews Road, with net zero market demand transition plans.
- Polyseam, a rapidly growing SME manufacturing fire safety materials and equipment for the construction sector which also carries out its R&D activities on site
- The Glass Box small business centre, owned and operated by Kirklees Council and an important focus for the Council’s start-up and SME business support activities in Huddersfield with plans
- Kirklees College’s Engineering and Process Manufacturing Centres which provide state of the art facilities and equipment support specialist manufacturing and engineering training and businesses, including a processing plant and automotive workshop.

The development of the National Health Innovation Campus at Southgate, with its planned mix of specialist clinical teaching and research facilities, laboratories and commercial floorspace creates a major opportunity to promote the Station to Stadium area as nationally significant focus for innovation and enterprise.

The attractiveness of the area to investors will be further enhanced by substantial improvements in rail connectivity to Leeds and Manchester via the Transpennine Upgrade programme; and the revitalisation of the town centre through key projects including the Cultural Heart and George Hotel.

The Council, University and other key partners will develop an integrated package of land and premises, business advice and financial support to attract inward investors to the area and enable the expansion of existing businesses. This will include:

- Facilitating development of the site at Gasworks Street for health innovation or other advanced manufacturing/engineering uses, in partnership with private sector developers/investors
- Exploring opportunities to co-locate further University research centres in the Station to Stadium area in health and wellbeing, precision engineering and other disciplines where this has the potential to attract inward investment or support the growth of existing employers
- Further developing the role of the Glass Box as a physical focus for start-up, innovation and other business support in the area including establishing a pilot incubator programme to accelerate the growth of innovative start-ups in health and wellbeing, engineering and other sectors
- Continuing to support the growth of existing manufacturing employers in the area including Cummins, Polyseam and Westin, and increasing the number of businesses in the area accessing business advice/support through the Council’s Growth Managers
- Working with the University, WYCA and other key partners to raise awareness of and promote the Station to Stadium area to both UK and international developers and investors through a coherent place marketing programme
- Exploring the provision of financial support, including discretionary business rate relief, to help attract inward investment to the area or support the expansion of existing businesses.



Masterplan Proposition 12

Developing workforce skills for the future

The Station to Stadium area will become a focus for learning and skills in health and social care and advanced manufacturing/engineering through the emerging National Health Innovation Campus and future growth of the Kirklees College campus in Turnbridge Road.

The National Health Innovation Campus will create a major new centre for training and development of the NHS and social care workforce of the future, delivering programmes in nursing, midwifery and allied health professions in partnership with local hospitals and care providers. Following completion of the initial phase of teaching accommodation by September 2024, future proposals include:

- A mock up ‘residential home’ for use by occupational therapy, paramedic science, mental health nursing and other learners where community-based simulated teaching can take place
- Psychology labs
- Sports specialist teaching facilities.

Kirklees College’s Turnbridge Road campus is focused on the Engineering and Process Manufacturing Centres which provide state of the art facilities and equipment for specialist manufacturing and engineering training, including a processing plant and automotive workshop.

The site includes capacity for further expansion. In future, the College is keen to develop its offer around net zero/green skills development on the site including for example electric/hydrogen vehicles, renewable energy provision and energy efficiency.

Access to a skilled talent pool, linked to the development of these facilities, will be a key driver in the attraction of inward investment to the area in future and the expansion of existing businesses. The Council will work with the University, College and other partners to

- Develop talent pathways to increase access to higher level learning in key sectors including health and care and advanced manufacturing/engineering, including pre-Apprenticeships and Apprenticeship programmes
- Develop effective partnerships with employers across the Station to Stadium area to increase access to skilled labour and address recruitment challenges
- Promote the Station to Stadium area to both UK and international developers and investors through a coherent place marketing programme.



7. Illustrative Masterplan

7.1 Illustrative Masterplan

Illustrative Development Layout
& Density (Selective Plots)



7.2 Illustrative Masterplan
Aerial Views



7.2 Illustrative Masterplan
Aerial Views



7.2 Illustrative Masterplan
Aerial Views



8. Next Steps

8. Next Steps

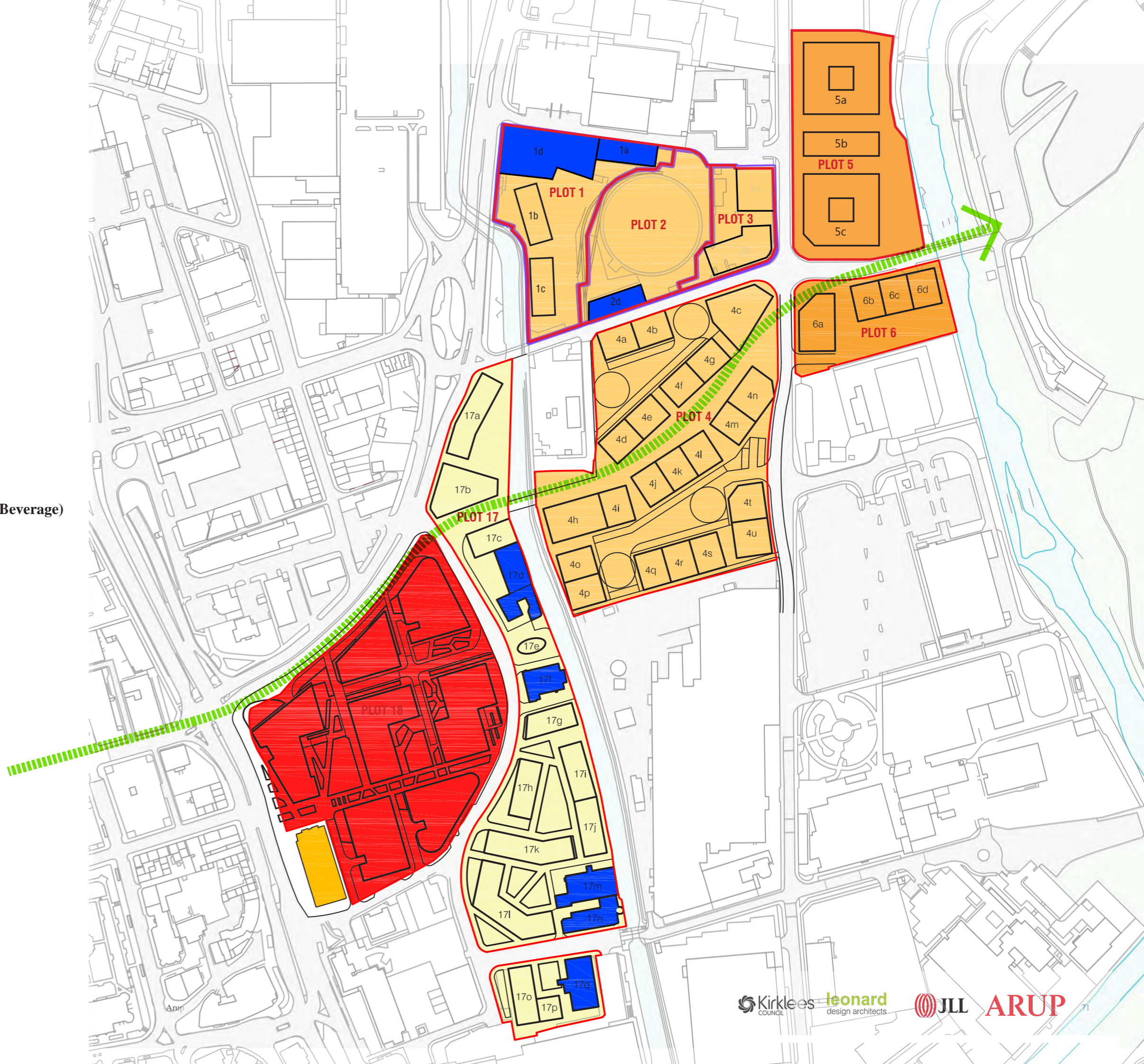
The masterplan sets out a framework that will help to guide investment and land use planning decisions over a long-term (20 year) period for the study area, to create certainty for prospective investors and developers. When adopted by the Council, the masterplan will be afforded a limited degree of weight in determining planning applications.

In the short-term, the Council will:

- Undertake a programme of public consultation on the draft masterplan to augment the engagement with key stakeholders that has informed the content of the plan
-
- Continue engagement with key landowners in the study area to encourage them to bring forward development which is in accord with the principles of the masterplan
-
- Further develop the land use planning framework for the area, including consideration of simplified planning processes (for example the use of Local Development Orders); adoption of supplementary planning documents to serve as a material consideration in the determination of planning applications, and the future review of the Local Plan
-
- Work with key partners including the University to promote the investment opportunities in the Corridor to developers and investors through a coordinated marketing programme, and to implement the other business support and workforce skills proposals (propositions 11 and 12) set out in the masterplan
-
- Undertake further project development and develop business cases to secure investment in the key public realm, highways and active travel propositions set out in the masterplan
-
- Carry out further, town centre wide transport modelling and assessment to explore the impact of the proposed longer-term interventions to the ring road at Southgate; and identify other potential opportunities to improve pedestrian connectivity and active travel links at key nodes along the ring road.

Appendices

Appendix A
Overview - Plot Areas



**PLOT 1,2,3,4: Advanced
Manufacturing**



**PLOT 6: Mixed Employment
Space**



**PLOT 17: Mixed Use
(Student/Residential/Workspace/Food & Beverage)**



**PLOT 18: National Health
Innovation Campus**



Existing Buildings



Crown House

Appendix A

Plot Area Information

Plot	Plot Description	Plot Area
1	Gasworks Street West Site	
		8768sqM

2	Gasworks Site	7630sqM
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3	Gasworks Street East Site	3517sqM
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4	Gasworks Street South Site	27474sqM
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5	Stadium Way North Site	12906sqM
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Block no.	Block Description / Use	GEA / Footprint (sqM)	GIA @ 95% GEA (sqM)	No. Of Floors	GIA / Block (sqM)
1a	Industrial / Tech	600	570	4	2280
1b	Industrial / Tech	636	604.2	4	2416.8
1c	Industrial / Tech	635	603.25	4	2413
1d	Existing Building	2000	1900	5	9500
				Total GIA	16609.8sqM

2a	Existing Building	525	498.75	3	1496.25
				Total GIA	1496.25sqM

3a	Mixed Use	804	763.8	4	3055.2
3b	Mixed Use	986	936.7	4	3746.8
				Total GIA	6802sqM

4a	Industrial / Tech	500	475	1.5	712.5
4b	Industrial / Tech	500	475	1.5	712.5
4c	Industrial / Tech	1164	1105.8	1.5	1658.7
4d	Industrial / Tech	500	475	1.5	712.5
4e	Industrial / Tech	500	475	1.5	712.5
4f	Industrial / Tech	500	475	1.5	712.5
4g	Industrial / Tech	500	475	1.5	712.5
4h	Industrial / Tech	1000	950	1.5	1425
4i	Industrial / Tech	500	475	1.5	712.5
4j	Industrial / Tech	500	475	1.5	712.5
4k	Industrial / Tech	500	475	1.5	712.5
4l	Industrial / Tech	500	475	1.5	712.5
4m	Industrial / Tech	500	475	1.5	712.5
4n	Industrial / Tech	717	681.15	1.5	1021.725
4o	Industrial / Tech	500	475	1.5	712.5
4p	Industrial / Tech	500	475	1.5	712.5
4q	Industrial / Tech	500	475	1.5	712.5
4r	Industrial / Tech	500	475	1.5	712.5
4s	Industrial / Tech	500	475	1.5	712.5
4t	Industrial / Tech	593	563.35	1.5	845.025
4u	Industrial / Tech	625	593.75	1.5	890.625
				Total GIA	17241.075sqM

5a	Industrial / Tech	2368	2249.6	3	6748.8
5b	Industiral / Tech	1008	957.6	3	2872.8
5c	Industiral / Tech	2276	2162.2	3	6486.6
				Total GIA	16108.2sqM

Appendix A

Plot Area Information

6	St. Andrew's Road East Site
6094sqM	

17	Land Adjacent to Old Leeds Road
27010sqM	

6a	Industrial / Tech	928	881.6	2	1763.2
6b	Industiral / Tech	500	475	1	475
6c	Industiral / Tech	500	475	1	475
6d	Industiral / Tech	500	475	1	475
Total GIA					3188.2sqM

17a	Mixed Use	950	902.5	4	3610
17b	Mixed Use	1103	1047.85	4	4191.4
17c	Mixed Use	553	525.35	4	2101.4
17d	Old Factory A (Exst)	972	923.4	3	2770.2
17e	Pavillion	157	149.15	1	149.15
17f	Huddersfield Spiriualist Church (Exst)	518	492.1	4	1968.4
17g	Mixed Use	559	531.05	4	2124.2
17h	Mixed Use	636	604.2	4	2416.8
17i	Mixed Use	634	602.3	4	2409.2
17j	Mixed Use	632	600.4	4	2401.6
17k	Mixed Use	1000	950	4	3800
17l	Mixed Use	1298	1233.1	4	4932.4
17m	Renovated Factory A (Exst)	763	724.85	4	2899.4
17n	Renovated Factory B (Exst)	597	567.15	7	3970.05
17o	Mixed Use	640	608	4	2432
17p	Mixed Use	256	243.2	1	243.2
17q	Old Factory B (Exst)	702	666.9	6	4001.4
Total GIA					46420.8sqM

Contact:

Andy Jackson
Associate | Infrastructure
t: +44 (0) 161 602 9267
e: andrew-n.jackson@arup.com
Admiral House Rose Wharf, 78 East Street
Leeds, LS9 8EE, United Kingdom