

Name of meeting: Cabinet
Date: 25th February 2020
Title of report: Huddersfield Blueprint - Next Steps

Purpose of report:

The purpose of this report is to seek approval of the Huddersfield Blueprint and approval to proceed with the statutory planning process to convert the Blueprint to a Supplementary Planning Document (SPD). The report outlines areas of change to the original Blueprint arising from consultation in June - October 2019 and the timetable to convert to an SPD.

The benefit of converting the Blueprint to an SPD is that its weight as a planning tool will add greater support to the delivery of Huddersfield Town Centre Regeneration Programme including potential funding applications for the delivery of key sites and transport schemes identified in the Blueprint.

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 Expenditure >£250,000 and affects more than 1 ward (Newsome, Greenhead and Dalton)
Key Decision - Is it in the <u>Council's Forward Plan (key decisions and private reports)</u>?	Key Decision - Yes Private report - No
The Decision - Is it eligible for call in by Scrutiny?	Yes
Date signed off by <u>Strategic Director</u> & name	Karl Battersby - 17 February 2020
Is it also signed off by the Service Director for Finance?	Eamonn Croston - 17 February 2020
Is it also signed off by the Service Director for Legal Governance and Commissioning?	Julie Muscroft - 14 February 2020
Cabinet member portfolio	Cllr McBride

Electoral wards affected: Newsome, Greenhead and Dalton

Ward councillors consulted:

Cllr McBride was briefed on the report on 3rd February 2020 and was supportive of the next steps.

A Member workshop was held 23rd October 2018 to shape the Blueprint document and a briefing session prior to the launch of the Blueprint in June 2019.

Public or private: Public

Has GDPR been considered?

Yes. The report does not contain any personal data. The supporting early engagement reports referenced in Section 3 do not contain personal information. The storage of information collected in response to the proposed consultation on the SPD in March will be in accordance with the Planning Policy Privacy Note.

1. Summary

Kirklees Council launched its ambitious £250million Huddersfield Blueprint regeneration vision in June 2019.

It focuses on regenerating six key areas of Huddersfield Town Centre: Station Gateway, St Peter's, Kingsgate and King Street, New Street, the Civic Quarter and a new Cultural Heart in the Queensgate and Piazza area.

The council's vision for a new Cultural Heart, built around the Queensgate Market and library building includes; a library, art gallery, museum and live music venue in the Piazza and Queensgate area.

As part of the new Cultural Heart, the plans propose to remove buildings in the Piazza area to create a large, family-friendly open space for people to gather. The council purchased the Piazza on 14 June so this can be delivered.

In the months following the Blueprint launch, progress has already been made in delivering the vision.

SKA Developments are on site, converting 103 New Street into a student accommodation.

A bid for up to £1million from Historic England to help deliver the council's visions for Estate Buildings at St Georges Square as laid out in the Huddersfield Blueprint has been successful.

The council's engagement on the Blueprint reached more than one million people online and thousands of residents took part to share their views, to help shape it.

On 8 October Kirklees Council's Cabinet approved £5.2million plans to improve New Street – between Ramsden Street to Cloth Hall Street - as well as Cloth Hall Street and Market Place.

Forming part of the Cultural Heart, Kirklees Council is making a major investment into the iconic Huddersfield Library and Art Gallery building over the next 12 months. It will focus on a major renewal of the roof, and the top floor of the building currently housing Huddersfield Art Gallery.

The purpose of this report is to seek approval of the Huddersfield Blueprint and approval to proceed with the statutory planning process to convert the Blueprint to a Supplementary Planning Document (SPD).

The report outlines areas of change to the original Blueprint arising from consultation in June – October 2019 and the timetable to convert to an SPD.

The benefit of converting the Blueprint to an SPD is that its weight as a planning tool will add greater support to the delivery of Huddersfield Town Centre Regeneration Programme including potential funding applications for the delivery of key sites and transport schemes identified in the Blueprint.

2. Information required to take a decision

Proposed Timetable

Subject to approval by Cabinet on 25th February 2020, it is proposed to proceed to a four week public consultation commencing on 2nd March 2020 and running until 30th March 2020. Officers will analyse the comments received during April and then seek approval by Cabinet for the Huddersfield Town Centre Blueprint SPD in May/June.

Engagement and council interdependencies

The Blueprint was launched in June 2019 and has been subject to three main area areas of early engagement:

- a. Early engagement with internal and external stakeholders including council members over the period 9th August 2018 – 6th September 2019 including a launch event in June 2019.
- b. Place Standard Interviews – 1000 responses received through town centre interviews and Place Standard focus groups 12th August – 20th September 2019.
- c. Launch of a Huddersfield Blueprint on-line questionnaire and a staffed exhibition for 12 weeks 15th July – 6th October.

Feedback from the engagement is outlined in <https://howgoodisourplace.org.uk/huddersfield-town-centre/> which includes feedback from the interviews and focus groups. A further document has been produced which reports on the Huddersfield Blueprint On-line Questionnaire Feedback.

Planning Policy officers have worked throughout the process with the council's Citizen Engagement Reference Group to co-ordinate town centre engagement activity.

Following the analysis of feedback, a meeting was held with Heads of Service to review the document and allow an opportunity for further input into the document and to seek to co-ordinate town centre programmes and operations.

Officers have continued to work with partners to deliver joint outcomes from the Blueprint including regular meetings with Public Health colleagues including supporting the council's commitment to its Healthy Weight Declaration.

Simon Taylor, Head of Town Centre Regeneration is the link officer between the Policy and Implementation Board, Town Centre Board and Major Projects and Infrastructure Board. Co-ordination of activities will enable the delivery of the Town Centre Programme and the Blueprint/SPD.

Key Changes proposed to the Blueprint

The points raised through the engagement largely fall into the following categories.

1. Comments relating to further clarification of projects outlined in the SPD (these are addressed in Appendix 1).
2. Comments already addressed in the existing version of the Blueprint.
3. Comments relating to detailed actions that were considered to be more appropriately covered in future Strategies and programmes such as the Huddersfield Area Action Plan, Transport Programmes, Parking Strategy, and Climate Change Action Plan. Appendix 1 outlines text to signpost to these documents.
4. Comments relating to general operation/maintenance/repair/care/promotion of the town – which will be considered as part of an overarching 'Getting the Basics Right' approach in the Huddersfield Town Centre programme.

Summary of changes:

- Addition of new text to explain the role and purpose of a SPD.

- New section on national and local context to explain the drivers behind the Blueprint/SPD and reference to the Kirklees Local Plan policies to support delivery.
- Reference to other council strategies to explain how the council will address getting the basics right, operational issues, climate change, parking strategy etc.
- Updating of proposed projects such as TransPennine Route Upgrade, Better Connected Stations and the Market including delivery based on planning permission, funding, work with partners.
- Updating of projects and capacity in light of council's Parking Study.
- Updating of funding and delivery programme.

A schedule of comments and changes to the SPD is set out in Appendix 1. A copy of the original Blueprint can be viewed via the following link:

<https://www.kirklees.gov.uk/beta/huddersfield-blueprint/index.aspx>

3. Implications for the Council

- **Working with People**

The production of the Blueprint has involved early engagement with internal and external colleagues who will continue to be involved in the SPD process. The Blueprint/SPD has provided an opportunity for stakeholders to shape and inform the vision for the town centre and the document will enable communities to understand the focus and priorities for town centre regeneration in Huddersfield Town Centre. A key focus for the SPD is on promoting and creating opportunities for a family friendly, inclusive and welcoming town centre. This is outlined in the vision for the town centre contained in the SPD.

- **Working with Partners**

Collaboration and joint working on the Blueprint is outlined in Section 2 Early engagement and council interdependencies. The SPD will enable developers and statutory consultees to understand the council's focus and priorities for town centre regeneration, it will be used alongside the Kirklees Local Plan to promote high quality development and can be used to support funding bids for delivery.

The SPD will be used as part of the early engagement for a Huddersfield Town Centre Area Action Plan (AAP) (agreed by cabinet December as part of the revised Local Development Scheme). The AAP will be the tool to deliver allocations and detailed policies to support the delivery of town centre sites and priorities. This will address many of the detailed comments received through the Blueprint early engagement with regard to the design and implementation of key sites.

- **Place Based Working**

The use of the Place standard tool provided a valuable tool to shape and inform the Blueprint. Outcomes of this exercise can be viewed via the following link: <https://howgoodisourplace.org.uk/huddersfield-town-centre/> The Blueprint/SPD seeks to bring new uses to Huddersfield Town Centre and act as a catalyst for regeneration making it a place that people want to use for a variety of uses helping the vitality and vibrancy of the area.

- **Climate Change and Air Quality**

The Blueprint/SPD contains a strong focus on improving public transport, walking and cycling including better connections across Huddersfield to improve active/sustainable travel as a whole. This includes the Bus and Rail improvements and Cross Church Street proposals as examples. This will contribute to reducing emissions and improved air quality.

The focus on re-using town centre buildings and bringing them back into re-use will also contribute to the climate change agenda through reducing the need for new building.

- **Improving outcomes for children**

A key focus for the SPD is on promoting and creating opportunities for a family friendly, inclusive and welcoming town centre.

- **Other (eg Legal/Financial or Human Resources)**

Financial implications for the delivery of projects are identified in the Blueprint and opportunities for current/future funding bids.

Existing resources within the Planning Policy Team will be used to take the Blueprint through the statutory planning process to adopt the SPD subject to endorsement by cabinet.

The delivery of the Town Centre programme including outputs from the SPD will be managed and co-ordinated by the Head of Town Centre Regeneration.

- **Integrated Impact Assessment (IIA)** An IIA has been completed and is attached at Appendix 2. This indicates that a stage 2 assessment is not required.

4. Consultees and their opinions

See Section 2 Early engagement and interdependencies.

5. Next steps and timelines

- Proposed consultation start date 2nd March to 30th March 2020. All the documents outlined in Section 9 will be placed on the council's website and available to view at Huddersfield Customer Service Centre.
- April 2020 Officers will analyse the comments received and amend the document where required.
- May/June 2020 – seek Cabinet approval to adopt the Huddersfield Town Centre Blueprint SPD.

Whilst the provisions of the SPD become operative from the time of a resolution of Cabinet any person aggrieved by the SPD has a period of 3 months from the date of adoption to appeal to the High Court.

6. Officer recommendations and reasons

- To approve the Huddersfield Blueprint and endorse it as a council document.
- To proceed with the statutory planning process to convert the Blueprint to a SPD with consultation commencing 2nd March 2020.
- Subject to the decision on recommendation 1 above, Cabinet delegate authority to the Strategic Director Economy and Infrastructure to make any further additional modifications that relate exclusively to factual updates, grammatical and formatting corrections in the process of publishing the Huddersfield Town Centre Blueprint SPD.

7. Cabinet Portfolio Holder's recommendations

The Cabinet Portfolio Holder recommends that Cabinet:

- Approve the Huddersfield Blueprint and endorse it as a council document.

- Approve to proceed with the statutory planning process to convert the Blueprint to a SPD with consultation commencing 2nd March 2020.
- Subject to the decision on recommendation 1 above, Cabinet delegate authority to the Strategic Director Economy and Infrastructure to make any further additional modifications that relate exclusively to factual updates, grammatical and formatting corrections in the process of publishing the Huddersfield Town Centre Blueprint SPD.

8. Contact officer

Simon Taylor
Head of Town Centre Regeneration
E-mail: simon.taylor@kirklees.gov.uk
Tel: (01484) 221000

9. Background Papers and History of Decisions

- Huddersfield Blueprint June 2019
- Huddersfield Blueprint Integrated Impact Assessment (Appendix 2)
- Huddersfield Blueprint On-line Questionnaire Feedback
- Huddersfield How Good is Our Place Feedback
<https://howgoodisourplace.org.uk/huddersfield-town-centre/>
- Huddersfield Blueprint Consultation Feedback Report
- Huddersfield Blueprint Strategic Environmental Assessment

10. Service Director responsible

Karl Battersby
Strategic Director for Economy and Infrastructure
E-mail: karl.battersby@kirklees.gov.uk
Tel: (01484) 221000

Appendix 1 Proposed Amendments to the Huddersfield Town Centre Blueprint

Change Number	Page number	Proposed amendments made (additions underlined and deletions crossed out) and reason for proposed change
1	Cover	<u>Huddersfield Town Centre Masterplan-Blueprint Supplementary Planning Document (SPD) Kirklees Council 2019-2020-2031</u> June-March 2019-2020 Reason: To update reference to Supplementary Planning Document for the purpose of future consultation.
2	<u>All document</u>	Ensure all references to masterplan are changed to Blueprint SPD Reason: To update reference to Supplementary Planning Document for the purpose of future consultation.
3	<u>3</u>	Amend as the cover Reason: To update reference to Supplementary Planning Document for the purpose of future consultation.
4	5 Contents page	Amend Header to read: Huddersfield Town Centre Blueprint SPD Amend Contents to read The purpose of the Town centre Blueprint SPD at 01 and add in new section 02 Policy Context. Renumber the rest. Reason: To update reference to Supplementary Planning Document for the purpose of future consultation.
5	7	Why we need a masterplan <u>Purpose of the Town Centre Blueprint SPD 01</u> Reason: To update reference to Supplementary Planning Document for the purpose of future consultation.
6	8	0.1 Why we need a Masterplan <u>The purpose of the Town Centre Blueprint SPD</u> Insert new paragraph after title <u>The Huddersfield Town Centre Blueprint SPD sets out the vision and ambitions for the future of Huddersfield Town Centre for the period to 2031. The SPD sets a framework to capitalise and build on the unique aspects and character of Huddersfield to promote its regeneration and bring forward new uses which reflect the changing nature of our town centre.</u> <u>Objectives of the SPD are:</u> To help deliver certainty We recognise that the role of Huddersfield town centre is changing. The key to responding to this change is a strong framework for regeneration, revitalisation and investment based on an agreed vision. This masterplan <u>Blueprint SPD</u> seeks to promote and guide growth to create a vibrant, high quality environment where people

		<p>want to live, do business, shop and visit. Early engagement with key stakeholders supported this aim and the masterplan-SPD brings together</p> <p>Reason: To update reference to Supplementary Planning Document for the purpose of future consultation.</p>
7	8	<p>To support our cultural and commercial activities</p> <p>We must make the most of our existing cultural and commercial communities. Our first class institutions <u>organisations</u> and events programmers <u>promoters</u> deserve space to be celebrated within the heart of the town. The masterplan <u>Blueprint SPD...</u></p> <p>Reason: Clarification of partners</p>
8	8	<p>To develop a package of tangible opportunities Having a masterplan-Blueprint SPD ...</p> <p>What else you should read with our plan</p> <p>The masterplan-Blueprint SPD should not be ...</p> <p>Alongside the masterplan-Blueprint SPD we have</p> <p>The masterplanning-Blueprint SPD</p> <p>Insert new text after this paragraph to read: <u>A key message from the consultation was that while there was a high level of support for the ambitions of the Blueprint, there needed to be a focus on getting the basics right such as better maintenance of our town centre, cleaner streets and increased perception of safety. These issues will be addressed as part of a Town centre Operational Plan.</u></p> <p><u>Climate change and how this was addressed as part of the future of Huddersfield's future was also a high priority for our citizens. The Council's Climate Change Action Plan is the main document which will draw together the Council's priorities for climate change but references have been included in the Blueprint SPD.</u></p> <p>Reason: Clarification of how issues raised through early engagement/consultation will be dealt with and links to other strategies and programmes</p>
9	Insert new section 02.	<p><u>02. Policy Context</u></p> <p><u>National Planning Policy Framework (NPPF)</u></p>

The NPPF endorses local policies that support the vitality and viability of the town centre. Paragraph 85 of the NPPF aims to support the role of town centres by taking a positive approach to their growth, management and adaptation.

National Planning Policy Guidance (NPPG) Planning for town centre vitality and viability

The NPPG is statutory guidance which underpins NPPF. NPPG states that Local Planning Authorities (LPAs) can take a leading role in promoting a positive vision for town centres, bringing together stakeholders and supporting sustainable economic and employment growth. It further states that LPAs need to consider structural changes in the economy, in particular changes in shopping and leisure patterns and formats, the impacts these are likely to have on individual town centres, and how planning tools available to them can support necessary adaptation and change.

Local Policy

Kirklees Local Plan Strategy and Policies (February 2019)

The Local Plan sets out a vision and objectives for the district which shape the framework for Huddersfield Town centre. The relevant objectives which impact on the town centre are:

Objective 1: Support the growth and diversification of the economy, to increase skill levels and employment opportunities including the provision of a high quality communication infrastructure.

Objective 2: Strengthen the role of town centres, particularly Huddersfield, Dewsbury and Batley to support their vitality and viability.

Objective 3: Improve the transport links within and between Kirklees towns and the neighbouring towns and cities, giving priority to public transport, and to cycling and walking, providing an efficient highway network which supports the district's economy.

Objective 7: Promote development that helps to reduce and mitigate climate change, and development which is adapted so that the potential impact from climate change is reduced and to help the transition towards a low carbon economy.

Objective 8: Protect and enhance the characteristics of the built, natural and historic environment and local distinctiveness which contribute to the character of Kirklees.

Objective 9: Promote the re-use of existing buildings and the use of brownfield land to meet development needs and support the regeneration of areas.

		<p><u>This Blueprint SPD will supplement Local Plan Policy LP 17 Huddersfield Town Centre which sets out the focus for new development. The Blueprint SPD vision reflects the strategic framework set by the Local Plan. Other relevant Local Plan policies are: LP13 Town centre uses, LP15 Residential use in town centres and LP16 Food and drink uses in the evening economy.</u></p> <p><u>The council is also preparing a Huddersfield Area Action Plan which will provide further policy guidance for the town centre.</u></p> <p><u>Local Context</u></p> <p><u>The Blueprint SPD recognises the changing role of town centres nationally and the impact of these changes on Huddersfield Town Centre. The traditional shopping streets of Huddersfield have struggled in recent years with the challenge of internet shopping and the changing role of town centres resulting in higher vacancies and a higher proliferation of “discount” retailers. The Blueprint SPD recognises these changes and that citizens are seeking experiences through leisure and culture and provides a framework for our ambitions for the future of Huddersfield.</u></p> <p><u>The Huddersfield Blueprint was first launched in June 2019 following extensive early engagement with key stakeholders, internal council services and council members. The Blueprint was then subject to a 12 week period of engagement which involved nearly 1,000 face to face interviews with Huddersfield citizens, focus groups, a staffed exhibition in the Piazza, Huddersfield and an on-line Blueprint questionnaire. The outcomes of the engagement are set out in the following documents which have been used to shape this document which is now subject to a further 4 week consultation:</u></p> <ul style="list-style-type: none"> • <u>Huddersfield Town Centre Blueprint SPD Consultation Statement</u> • https://howgoodisourplace.org.uk/2019/11/20/how-do-you-feel-about-huddersfield-results/ • Blueprint on-line questionnaire feedback <p><u>These documents are available as part of the consultation.</u></p> <p>Reason: Clarification on the policy context for developing the Huddersfield Blueprint and the links to other planning policy documents which will support the delivery and implementation of town centre programmes which was a key issue raised through early engagement and consultation.</p>
10	13 Vision	<p>...We will promote town centre living and creative industries which will intertwine with an all year round cultural, music, arts and leisure offer and a dynamic retail mix including a thriving independent sector and promoting our markets as a destination <u>market</u>.</p> <p>A place that celebrates its heritage</p>

		<p>Change reference to masterplan to Blueprint SPD</p> <p>Reason: Clarification of role of the market in response to early engagement/consultation.</p>
11	15	<p>Open for longer ...This will include cinemas, food and drink outlets, music venues and a variety of programmed art and cultural events <u>and street animations</u> from...</p> <p>Open for business</p> <p>... We will support our people-citizens having<u>to have</u> access to good local jobs.</p> <p>Reason: Clarification of proposed activities.</p>
12	17	<p>A well-defined and convenient retail area We want our citizens to have a selection of the best high street <u>and independent</u> retailers...</p> <p>Reason: Further reference to independent retailers as part of Huddersfield's town centre offer in response to early engagement/consultation.</p>
13	17	<p>A vibrant market Huddersfield has always had a strong market presence which we will seek to retain. The energy and vitality of a strong market culture should complement the more traditional high street shops. We want to create a varied shopping and browsing experience which brings repeat visits. <u>vision for the market – a social space which offers unique, personal, ethical shopping experience alongside opportunities to test ideas, eat, learn and be entertained.</u></p> <p>Reason: Clarification of the role of the market in response to early engagement/consultation.</p>
14	20 Map	<p>Open market<u>Market</u></p> <p>Reason: Clarification of the role of the market in response to early engagement/consultation.</p>
15	22	<p>Enhanced transport hubs, with mixed-use opportunities</p> <p>The upgrades to the Transpennine Rrailway provide a key opportunity for enhanced facilities around the bus and rail stations. This will include opportunities to make better use of the buildings surrounding the railway, including St George's Warehouse and the George Hotel. We support the refurbishment of the bus station and <u>improved</u> car parking to create an inspirational arrival point.</p> <p>Re-imagined Civic Quarter and bus station improvements</p> <p>In the short term the role of the Civic Centre buildings will not change, but in the long term we have considered the opportunity for residential development which would link with our other ambitions for <u>housing</u> residential</p>

		<p>within the town centre. The main focus will be on improvements to the bus station and car park and links to the railway station.</p> <p>Reason: Project update to project in light of the council's Parking Strategy.</p>
16	22	<p>A cultural heart This masterplan <u>Blueprint SPD</u> is promoting a consolidated leisure, music arts and cultural heart offer focussed in the Queensgate and Piazza area. Key to the success of this ambition is the provision of an art gallery, a museum, archive and sound space as well as high quality public realm <u>in which events can take place</u> supported by event space food and drink outlets. We particularly want an area where all our citizens can visit and enjoy the town centre experience. By <u>offering more for families to do</u> aiming to be a family friendly town we hope to bring <u>attract more visitors who stay longer</u> into the area and create an environment where parts of the town are vibrant for longer <u>and feel safe</u>.</p> <p>Reason: Clarification of proposed town centre offer and focus for offering more for families to do.</p>
	23	<p>Key arrival gateways: the bus station and connections to the railway: Station Link</p> <p><u>Huddersfield The bus station is the busiest in West Yorkshire, but the</u> space around the bus station is well worn and past its best. With the predicted enhancement and facilities at the railway station, significant benefits might be made by improving the environment around the bus station/car parking and <u>creating defining a 'Better Connected Stations' link between bus and from the rail hubs way along St George's Street and Upperhead Row, and redefining better spaces around the bus station.</u> This will make better use of capture car parks to take <u>vehicles cars</u> out of the town centre network earlier, and to allow people to access destinations and public transport better.</p> <p>Parking network and strategy</p> <p>We have commissioned a p<u>Parking study Strategy</u> to look at the links between and distribution of our current car parks <u>and on-street spaces and facilities for cycle parking</u> so that we can use them more efficiently. We also want to improve the quality of parking so that it is convenient, safe and secure alongside measures to promote accessibility for pedestrians and cyclists.</p> <p>We will promote the use of new technology to help support efficient use of our town centre car<u>parking</u> and traffic management. The use of App-based <u>smart</u> technology to manage traffic around the town, better pricing of our car<u>parking</u> and the introduction of electric <u>vehicle</u> charging points will be key considerations in <u>enhancing</u> balancing the attractiveness of the town centre.</p> <p><u>The study will lead to the production of a town centre parking strategy and delivery plan for cars, motorcycles and cycles that would seek to strike an appropriate balance between economic, environmental and social objectives.</u> The strategy and plan will also reflect the needs of different town centre user groups, including</p>

		<p><u>shoppers, leisure visitors, commuters working in the town centre, users of park and ride from the railway station, town centre residents and educational users.</u></p> <p>Downgrading the ring road</p> <p>Our ambition is to reduce the impact of the ring -road as a barrier to our citizens visiting and using our town centre. We will provide enhanced crossing points suitable for pedestrians and cyclists, while seeking to introduce traffic management measures to reduce the level of traffic on the ring road as a whole through App technology to assist car parking management.</p> <p>Reason: Project update in light of the council's Parking Strategy and to provide clarification in response to early engagement and consultation responses.</p>
17	31	<p>We want to create a new cultural heart which contains a museum, library, <u>archive</u> and art gallery, sound space...Options to deliver a museum, library, art gallery and archive facility include refurbishing the existing library and art gallery and <u>an extension providing extended or new accommodation for the museum</u>, relocating all activities to a single site or dispersed across various sites and buildings.</p> <p>A National Lottery Heritage Fund (NLHF) Heritage Lottery Fund (HLF bid) is being prepared for long term investment in a resilient heritage programme for Huddersfield and the wider area.</p> <p>Reason: Project update in light of further viability work and to update reference to funding mechanism.</p>
18	33	<p>Creativity</p> <p>The creative scene is thriving in Huddersfield. The Temporary Contemporary initiative offers an engaging use of vacant space within the indoor market and <u>on the Piazza and</u> maintains some short term momentum...</p> <p>The two town centre markets <u>Mill facilities</u> are recognised as having unrealised potential for creative industries., as do the mill facilities typical to the local area.</p> <p>Music</p> <p>Our music industry is recognised as an important contributor to the regional and local economy. <u>HCMF//</u>- Huddersfield Contemporary Music Festival is the UK's largest international festival of new and experimental music and is held in the town centre in November each year. The University of Huddersfield has one of the most comprehensive prospectus of undergraduate music courses in the UK <u>and is ranked 25th globally for its performing arts courses.</u></p> <p>The ambition is to develop <u>deliver</u> strategies to support new music talent and connect the town and its organisations more strongly...</p>

		Reason: Update to projects and clarification on the role of the market in response to early engagement/consultation and feasibility work
19	37	<p>Wellbeing and Social Integration and Family Friendly</p> <p>The regeneration of Huddersfield town centre provides an opportunity to influence and impact upon the physical and mental health of people visiting, working or living within the town. It will also be an opportunity to increase civic pride in Huddersfield. There are a range of factors which need to be considered within this, much of which crosses over to other themes:</p> <ul style="list-style-type: none"> - Ensuring that walking and cycling is easy and accessible throughout the town; - Ensuring easy access to public transport; - Ensuring that roads are easy to cross; - Providing adequate and pleasant places to rest; <u>and</u> - Ensuring there is plenty of green space and opportunities for children to play in a car free environment. <p>Reason: To correct typographical errors.</p>
20	41	<p>Improved leisure, culture, music and arts <u>activities</u>...</p> <p>Reason: To correct a typographical error.</p>
21	43	<p>Regional connections</p> <p>Huddersfield is on the Transpennine rail line, just 20 minutes by train to Leeds and 35 minutes to Manchester. The Transpennine Route Upgrade will enable us to improve connection times and deliver an enhanced passenger environment.</p> <p>We will support plans to open up the railway station and provide better access to our town centre. St George's wWarehouse, located adjacent to the station, offers a significant regeneration opportunity given its size and prominence along the rail line.</p> <p>Local connections</p> <p>The bus station is located within the ring -road, to the west of the town centre and serves a wide range of routes across Kirklees and beyond. We support the refurbishment of the bus station and car park and enhanced public space to improve the attractiveness of this area.</p> <p>There are a number of large public car parks around the ring road, while shops provide customer parking at Sainsbury's Market Street and Shorehead sites in the west and south-east respectively, Tescos at Viaduct Street</p>

		<p>(north-east) and Kingsgate (east). A number of other private sites currently provide temporary parking pending re-development.</p> <p>Arrival and dwell time in Huddersfield Town Centre</p> <p>At present, the links between the bus station, the rail station and the town centre are unclear or difficult to navigate and are being addressed through the Better Connected Stations <u>scheme link</u>. We will support enhanced public transport and walking and cycling opportunities to access our town centre alongside a review of our town centre car parks.</p> <p>Performance headlines: Transport</p> <p>The masterplan aims to...</p> <ul style="list-style-type: none"> - Increase the accessibility to transport links; - Increase modal choice into and around the town centre; - Provide active travel infrastructure and networks; - Complement <u>contribute to</u> a new parking strategy <u>for within</u> the town centre; - Relieve pressure on the road network; - Encourage walking and cycling within the town centre; - Strengthen the arrival experience into Huddersfield; and - Enhance the rail and bus station facilities. <p>Reason: To correct typographical errors.</p>
22	51	<p>Open Market Huddersfield</p> <p>Open Market is operating successfully. Huddersfield cannot sustain two markets and so it is proposed to combine the indoor and outdoor markets on the existing outdoor market site. However, we <u>We want to work with local traders to reinvigorate the market; look at ways of increasing increase footfall, extend the daytime offer into the evening and create a more social and cultural space alongside an interesting retail experience, and linking it to evening uses.</u> There is currently a limited food and drink offer and there is thought to be an opportunity to improve this offer by providing small units within the market itself elongating the potential opening hours and tying into the evening economy around Wood Street.</p> <p>Reason: To update the text in relation to the future of the Market in response to early engagement and consultation.</p>

Key Sites and Opportunities for Change:**A) St George's Warehouse**

This is a major development opportunity, ~~currently comprising the~~ a largely vacant Grade II listed former London & North Western Railway goods warehouse (1885), a listed accumulator tower and engine house, and an unmarked surface car park on the site of the station goods yard. The property could be suited to mixed use, comprising offices, complementary commercial use and car parking development, due to its scale and proximity to the railway station. Improving the physical connections between this employment site, the station and the town centre would turn this into a regeneration scheme benefitting the wider area.

D) Southgate

Southgate is a cleared site which provides a considerable opportunity for major mixed use (potential residential/ educational/ commercial use development with car parking). It is well located with good access to the town centre and links to wider road networks via the Huddersfield ring road, and is a key priority for redevelopment in the short to medium term.

G) Post Office & Car Park

This site currently comprises ~~the recently closed a~~ Post Office, operational Royal Mail sorting delivery office and depot, and adjacent privately-operated surface car park. With the relocation of current occupiers the site will become available for new uses. It is in a well-connected location within the town centre and is situated in an area which is gaining a reputation for high quality independent A1/A3 retail. As such, the site could be suited to a mix of uses including residential, commercial and ancillary retail/leisure uses.

~~The combining the site with the adjacent surface car park in Lord Street currently supports people working at or visiting the Open Market, The Media Centre, the Parish Church and other businesses in the quarter. Parking here could also support re-development of the Post Office and sorting office. The retention of parking on the Lord Street site will therefore be an important ingredient in helping to regenerate the St Peter's Quarter. could provide a space of sufficient scale to maximise the potential for development in this area. Alternatively, the adjacent car parking could potentially be developed to provide multi storey car parking.~~

H) Queensgate Neighbourhood

The Queensgate neighbourhood currently comprises Queensgate indoor market, Market Hall car park, the Piazza shopping centre and Huddersfield library and art gallery. There is an opportunity to regenerate this area with a focus on creating a cultural heart for the town centre.

		Reason: To update the projects in the light of feasibility work and the council's parking strategy and to add clarification in response to early engagement/consultation.
23	58	<p>Graphic</p> <p>The graphic shows a footbridge from the railway station to the surface car park and on to St George's Warehouse, and a new Station Square between the surface car park and the warehouse. The graphic needs amending to:</p> <ul style="list-style-type: none"> • Delete the footbridge; • Show a new western entrance for the station emerging in an above-ground (glass) building at the end of the proposed subway extension; and • Show two routes, one for cars from the surface car park to the parking in the lower levels of the warehouse, and the second for emergency vehicles to the trackside, at both sides of the new Station Square (i.e. alongside the trackside and alongside the retaining wall). <p>Reason: To update the project details in the light of comments received from Historic England.</p>
24	61	<p>Objective 3: A strong commercial offer</p> <p>Many of the buildings fronting St George's Square are either inactive or vacant, undermining the functionality and sense of place in this area. Lively commercial activity on both sides of the station is desired to present a strong commercial offer on arrival by train. As one of the most accessible locations within the town, there is an opportunity to build a hub around the station which better links to other parts of our town.</p> <p>St George's Warehouse to the west of the station represents a significant opportunity for potential office and commercial use, which could capitalise on the footfall and pedestrian traffic through the <u>railway train station, with car parking to serve the development, the station and the town centre.</u></p> <p>Objective 4: A multi-modal hub</p> <p>We are seeking to support a multi-modal movement hub through clear links to the bus station, and enhanced car parking facilities. The facilities at the bus station need attention and the route between the bus and <u>railway train station (Station Link)</u> is not easy to find and could benefit from improved design and wayfinding.</p> <p>To the west of the railway line, and the bus station better connections and <u>improved increased</u> car parking need to be considered. <u>The railway station is the second busiest in West Yorkshire but has only around 50 dedicated car parking spaces to the east off St George's Square. The surface car park on the other side of the tracks at the privately-owned St George's Warehouse provides another 200 spaces for rail and town centre uses, but only on a temporary basis pending development of the building.</u></p>

		Reason: To update the projects in the light of the council's parking strategy and in response to early engagement/consultation.
25	62	<p><i>Page 62</i></p> <p>1. The Railway Station</p> <p>With the expected Transpennine <u>Route</u> Upgrade, we are seeking improvements to the <u>railway</u> station to raise the profile of Huddersfield as a destination on this line. We have the following aspirations for the station:</p> <ul style="list-style-type: none"> - A new iconic western entrance; - A new platform; - Better circulation; - Connections between <u>the town and St George's Warehouse; and</u> - <u>In the longer term, to connect the warehouse with St George's Square.</u> <p>To compete with other regional destinations, our station will provide a comfortable environment for travellers, and include good quality waiting areas and a choice of eating, drinking and convenience shopping to align with consumer expectations.</p> <p>We imagine the station to be served by two distinctive public spaces; St George's Square to the east and a new 'Station Square' to the west, adjacent to St George's Warehouse. Based on our early feasibility work, proposed movement will be encouraged from the station into these two spaces.</p> <p>Reason: For clarification.</p>
26	63	<p>2. St George's Warehouse including Station Square</p> <p>The Grade II listed warehouse represents the biggest empty building in the town centre, and there are definitely challenges around viability and the <u>re-use of such a large structure, while respecting its heritage value and the setting of the neighbouring Grade I railway station and the Conservation Area within which both are located.</u></p> <p><u>The warehouse has two unique selling points, one is its large floorplates which are much wider than in the textile mills typical of the area, and the other is significant space for on-site parking in a town centre location. The most pragmatic options for the building include converting the low levels into deck parking alongside surface parking to provide the greater capacity close to the station. The long-term plan ambition is to bring find a uses for all the three upper floors into use for offices and ancillary commercial activities, with a sensitively designed central lightwell serving characterful new commercial spaces with natural light and ventilation. Pedestrian access would be from the courtyard off New North Parade. The upper floors can be considered for a variety of uses, which will be market driven and could deliver a range of spaces for.</u> The derelict former engine house adjoining the listed</p>

		<p>accumulator tower would be brought into complementary commercial or leisure use. Accommodation, residential apartments or an alternative location for a hotel. It is likely <u>that occupiers would be attracted by high quality modern accommodation in a historic setting, with</u> will be stimulated by <u>proximity to car parking the station and improved connectivity</u> to the station and town centre. a mixed use commercially lead proposition driven by proximity to the station.</p> <p><u>One option for permanent parking to serve the development, park and ride for the station, and the town centre could be to build a multi-storey car park alongside the warehouse. However, this would impact on heritage and be costly to construct. A better option would be to convert the lower levels of the warehouse below New North Parade, into decked parking alongside surface parking, all accessed off Fitzwilliam Street. In this way, parking for up to 400 cars, together with motorcycles and cycles, could be delivered.</u> accommodated by the partial use of the warehouse and external surface parking.</p> <p>The parking would serve the uses in the upper floors of the warehouse, the railway station and the town centre. The site would be connected to the railway station by extending the existing pedestrian subway and creating a new western station entrance. A new 'Station Square' to provide an arrival space with drop off/pick up and taxi parking, will be designed to link to the new accommodation in the warehouse and the engine house.</p> <p><u>A lift and stair tower next to the warehouse would help create a walking route for non-rail users between the car parking and Trinity Street-Westgate.</u> The derelict former engine house adjoining the accumulator tower would be brought into complementary commercial or leisure use. Conversion of the buildings. However, this will be subject to a full technical survey and protection of historic features to be confirmed. A new "Station Square" will provide an arrival space and drop off and will be designed to link to accommodation in the warehouse and the engine house. There is also an ambition to create a direct link between the site and St George's Square, without compromising station security.</p> <p>Reason: To update the projects in the light of feasibility work and the council's parking strategy</p>
27	67	<p>6. Southgate Site</p> <p>Although not directly located within the Station Gateway focus area, the Southgate site is considered to be a key influencer on the town centre and as such has been considered in this section of the masterplan.</p> <p>The Southgate site is well connected and will come forward for a number of uses, which could include residential although commercial uses including research and development is an early preference. <u>There is also potential, as part of any redevelopment, to include public parking to serve the nearby St Peter's Creative Quarter if existing parking elsewhere is lost to redevelopment.</u></p> <p>Given its key location at the Northumberland Street/ A62 corridor, development will have a significant impact on the vitality of the town centre. Development of this site must be cognisant of aspirations to reinforce a strong physical relationship to the town centre, and respond well to the intersection of Southgate and the A62. It is</p>

		<p>expected that pedestrian routes through the site will improve the area's permeability to other destinations such as the stadium.</p> <p>Reason: To update the projects in the light of feasibility work and the council's parking strategy</p>
28	71	<p>Objective 2: Protect and support the outdoor market <u>Redevelop the Market</u></p> <p>The outdoor market brings much social value and character to the north of the town centre. Its place in the town will be preserved and celebrated as a unique focal point. As well as accommodating undercover stalls, the extended pedestrianised space along Byram Street and Brook Street can allow activities to spill out and encourage movement up to the north of the town.</p> <p><u>A new market experience will be developed on the site of the existing outdoor market which retains the social value and character of our markets. A focal point for both daytime and evening economies, the market will offer unique, personal, ethical shopping experience alongside opportunities to test ideas, eat, learn and be entertained. The site will comprise a food hall, street food traders; spaces for dining, drinking and cultural activities and stalls selling a wide range of vintage and new goods.</u></p> <p>The architecture and aesthetic of this Grade II* asset <u>market canopy should be respected. The extended pedestrianised space along Byram Street and Brook Street can allow activities to spill out and encourage movement up to the north of the town.</u> the role it plays in confirming the use of this part of the town centre protected.</p> <p>Reason: To update the project in the light of feasibility work and in response to early engagement/consultation.</p>
29	74	<p>8. Market improvement area</p> <p>The area of hard standing to the north of the main market building could be used in a number of ways to support the viability of the market. This can include pop up stalls, parking and or a semi-permanent food/drink maker units. Examples of this include Hatch on Oxford Road in Manchester, and cafés in the public square at Reading Station.</p> <p><u>There is parking nearby, on-street in Brook Street and Lord Street, and in the Brook Street car park, and the market scheme should take into account the future needs of shoppers for short-stay car parking, and traders for long stay van parking.</u></p> <p>Reason: To update the projects in the light of the council's parking strategy.</p>
30	77	<p>11. The Post Office and sorting office</p> <p>The Post Office and sorting office in St Peter's could provide the opportunity to deliver bespoke new residential development. It is understood that <u>The Post Office counter main office has recently moved to New Street, will be vacated and the old building which on its own could deliver in the region of 60 one and two bed apartments.</u> If the sorting office is also vacated, this could provide around a further 60 units and offer a rare opportunity to create a new artisan living space.</p>

		<p>It should be noted though <u>that although the location is relatively close to the railway station, any new residential development could increase the demand for parking in the area.</u> could increase, as St Peter's is an easy walk to the new station facilities. Alongside the parking requirements for any new residential properties, consideration to intensify the parking on the adjacent car park would need consideration. A well-designed multi-storey car park accommodating around 230 spaces could fit on this site.</p> <p>Reason: To update the project in the light of feasibility work and to add clarity to residential offer.</p>
31	81	<p>Objective1: A new street market <u>Opportunities for New Street</u></p> <p>New Street (north)...One of the best ways to ensure this is by developing a platform for events, <u>cultural activities</u> and <u>occasional specialist markets</u> ...</p> <p>Reason: To add clarity to leisure offer.</p>
32	85	<p>15. New possibilities for living in the town centre</p> <p>We want to promote new residential offer on New Street (south). There are some 1970's buildings which, in the longer term, could provide an interesting split level residential development. On the eastern side of the street, <u>the upper floors of the Wilko's building</u> may lend <u>themselves</u> itself to a sensitive conversion in keeping with similar proposals to the adjoining <u>1930's eCo-operative building</u> <u>at</u> -103 New Street.</p> <p>If both areas were brought forward for residential development, about 170, one and two bed apartments could be delivered. The parking provision could be partially met through intensifying the parking provided off Albion Street and New Street.</p> <p>Reason: To update the project to add clarity to the proposal and to update in light of council's Parking Strategy.</p>
33	88	<p>Queensgate Neighbourhood Focus Area</p> <p>This focus area is the most significant in size and captures a large area to the south-west of the town centre, both within and outside the ring road. It encapsulates the current Library and Art Gallery, Piazza, Queensgate Market and Market Hall car park. These are all considered to be Key Sites and Opportunities for Change.</p> <p>The influence of the University of Huddersfield, Bates Mills and other surrounding retail and commercial units mean that these have also been included in the focus area boundary.</p> <p>Reason: To correct a typographical error.</p>
34	91	<p>Objective 5: Rethinking Queensgate Market <u>Building</u></p> <p>The masterplan <u>Blueprint SPD looks to</u> ...With reconfiguration, the market <u>building</u> has the capacity...</p>

		<p>Our objective is to bring the <u>market building</u> back into effective use ...</p> <p>Objective 7: Gateway opportunities...</p> <p>The location lends itself... This prime location should be explored and capitalised on, with any development adopting a strong aesthetic and clear functionality, supporting the use of the Queensgate <u>market building</u> and the wider Queensgate area.</p> <p>Reason: For clarification.</p>
35	91	<p>Objective 7: Gateway opportunities</p> <p><u>Work on developing a Parking Strategy for the Town Centre shows the importance of the Market Hall car park at Queensgate/Alfred Street in both supporting existing facilities and supporting the proposals for a new Cultural Heart is emerging as an opportunity site with a key position on the ring road. The underpass at the top of Queen Street South site means the facility enjoys vehicle access from the ring road in either direction. However, the car park structure is 50 years old and approaching the end of its economic life. The site is at a key gateway on the ring road, Despite the many development options a site of this size offers, and efforts should therefore be made to ensure that a replacement multi-storey car park is iconic and influential in its design.</u></p> <p>The <u>prime</u> location lends itself to a building which demands a strong and high quality facade. This prime location should be explored and capitalised on, with any development adopting a strong aesthetic and clear functionality, supporting the <u>re-use</u> of Queensgate <u>Market Building</u> and the wider Queensgate area.</p> <p>Reason: To update project in light of council's parking strategy and public concerns about a potential hotel development in this location.</p>
36	93	<p>17 The Piazza</p> <p>This development is well located close to the <u>Lawrence Batley Theatre</u>, as well as the proposed new cinema at Kingsgate and the proposed new <u>cultural centre (incorporating a museum, gallery, library and archive centre)</u>. This promotes the opportunity to re-think this development either via a refurbishment or with a new build as a leisure-led site and may offer a home for one of Huddersfield's desired music venues. Some bold interventions</p> <p>Reason: For clarification.</p>
37	95	<p>19. Market Hall Gateway</p> <p>The structural deterioration of the Market Hall car park <u>highlights the need</u> opens up the opportunity to redevelop for the development of this site. As a gateway site which we can influence, we feel that <u>a replacement multi-storey car park here</u> whatever is brought forward here should set a strategic direction for Queensgate in keeping with a bold vision.</p>

		<p>The existing car park opened in 1970 with 588 spaces, which gives an indication of the capacity of the site to re provide parking in <u>A</u> a replacement facility of similar scale but designed to present-day standards could provide around 550 spaces. new structure. Re is the site capacity for either: A large hotel and conferencing facilities; A youth zone 160 apartments; or A re-provided car park.</p> <p>The preference is that whatever the development, <u>The proposal to continue a parking it-use in a new facility on the site is well aligned with the cultural, arts and music opportunities for the Queensgate area. It could also continue to provide visitor parking to the university campus immediately opposite.</u></p> <p>Reason: To update project in light of council's Parking Strategy</p>
38	96	<p>20 Queensgate Market Building The structure is listed... Considered options include the retention of the market with space allocated to the creation of a new sound space as part of the overall ambition for the cultural heart.</p> <p>Alternatively, space could be allocated for a re-located library, <u>archive</u> and art gallery...</p> <p>Other uses include the conversion of the <u>market building</u> into events space, if aligned with a business hotel on the Queensgate site. Taking in the Piazza units adjoining the <u>Queensgate building</u>, this could provide in the region of 81,000sqft and is comparable to other large events space in the region. It might be that a mixed development accommodation either the art gallery or museum, combined with other events/conferencing space and bespoke market and retail space might present a combined solution.</p> <p>Reason: To update in light of review of requirement for potential archive space and consistency within the document.</p>
39	97	<p>21 Heart of the Queensgate Neighbourhood There is capacity here subject to relocation of some units for a small hotel, conference rooms and supporting food and drink offer. Further if the Piazza units can be removed, this would also provide a new public space for <u>small events and festival activities</u> as part of a new Town Park (Queensgate Lawns)....</p> <p>Reason: For clarification.</p>
40	103	<p>25. Improving the bus station</p> <p>We will help to make this a comfortable and pedestrian friendly interchange which is well integrated to the town and makes public transport more attractive. The bus station also includes, <u>on the upper decks</u>, town centre parking that is reasonably close to the rail station. <u>An upgrade would</u> As well as improving-improve the current bus passenger commercial and parking experiences-offer, and introduce new commercial opportunities.</p>

		<p>It is important to see that the investment is complemented by public realm well connected to other parts of the town centre, in particular through the proposed noted stations link.</p> <p>Reason: To update project in light of the council's Parking Strategy and early engagement/consultation.</p>
41	105	<p>Area Objectives: Kingsgate and King Street</p> <p>Objective 2: Operating diversity</p> <p>There- are opportunities within Kingsgate to diversify the current offer. With emerging plans for additional leisure uses within Kingsgate Shopping Centre, and potential to promote the evening economy along King Street, <u>parking in the area is critical and should be optimised for 24 hour use.</u></p> <p>Reason: To update project in light of the council's Parking Strategy.</p>
42	106	<p>26. Leisure offer & car parking</p> <p>The Kingsgate Centre is changing, with plans to develop a cinema and leisure extension. New uses would help to strengthen the Centre beyond its retail dependence, but it also offers an opportunity for the owner to reconsider the current parking provision. Increasing leisure uses across Cross Church St/ Queen Street would locate the Kingsgate parking facilities centrally to these functions. Alteration to closing times could provide capacity for evening uses, without the requirement to develop additional parking facilities.</p> <p>Reason: To update project in light of the council's Parking Strategy.</p>
43	110	<p>In terms of the Cultural Heart, the strategy for this area is to reinvent it into a cultural and visitor based economy centred on the repurposed <u>Queensgate</u> and Library Buildings.</p> <p>To develop this concept further, this project was the basis of the Council's <u>Future High Street Fund</u>...</p> <ul style="list-style-type: none"> - Produce a preliminary design and technical study to determine the constraints and reusability of the <u>Queensgate</u> building. - Produce an <u>options</u> appraisal to determine the preferred use. <p>Reason: For clarification.</p>
44	110	<p><i>Page 110</i></p> <p>Priority Projects and Programmes</p> <p>Our investment framework focuses on the project specific actions required to bring forward each scheme. The key priorities for the Council stand out as:</p> <ul style="list-style-type: none"> - The Cultural Heart; and

		<p>- Station Gateway.</p> <p>These are key locations where the Council has the ability to exert control and can underpin growth and regeneration in the town centre.</p> <p>In terms of the Cultural Heart, the strategy for this area is to reinvent it into a cultural and visitor-based economy centred on the repurposed Market Hall and Library buildings. The removal of existing Piazza buildings will create a high-quality public/ park space that links better to the University across Queensgate and to the Lawrence Batley Theatre. To develop this concept further, this project was the basis of the <u>council's Future High Streets Fund bid</u> made earlier in the year. Land assembly has been a priority for the Council so far. Completion of this element of the project will be followed by detailed feasibility that will:</p> <p>The Station Gateway will be shaped in the medium term by the aspirations for the <u>Transpennine Route</u> Upgrade. This project presents opportunities for a remodelled station, with entrances facing to the west as well as east on to St George's Square. The Development of connection of the <u>St George's Warehouse</u>, <u>connecting the site</u> with the town, <u>and providing parking</u> will provide an opportunity to regenerate the area significantly. With respect to <u>the St George's Warehouse</u>, the Council already have <u>has</u> an ongoing dialogue with the owners of the site to discuss the various routes and mechanisms for delivery. This will lead to a robust delivery plan that will realise the repurposing of this important asset. The council has <u>has</u> already appointed a property advisor and procured further technical studies and preparation of business cases to pursue external funding.</p> <p>Reason: To update in relation to typographical errors and in the light of the council's Parking Strategy.</p>
	Section 8 Delivery	<p>A Funding and Delivery Programme</p> <p>The Plan has identified a range of interventions that That... <u>The programme for delivery can be seen in Time-line of transformation diagram and the tables below.</u> The later <u>These</u></p> <p>Reason: To correct typographical errors.</p>
45	111	<p>A Funding and Delivery programme</p> <p>The plan has identified a range of intervention. That that ... <u>The later</u> <u>These</u> summarise...</p> <p>Reason: To correct typographical errors.</p>
46	111	<p>Each of the tables below set out ambitions for delivery. However, the programme will evolve over time and be influenced by funding availability and opportunities. It will be the Council's <u>s</u> role to keep this up to date and communicate progress.</p> <p>Reason: To correct typographical errors.</p>

47	111	<p>To supplement this... Feedback on the submission is expected later in 2019 and This may realise upto £25m. This has also been supplemented by a heritage element to the Fund which could bring in between £5000,000 and £2m- will net up to £1m for projects around St George's Square.</p> <p>Reason: To update project information and funding.</p>
48	111	<p>The Council is also... As part of a larger bid it is hoped to secure funds for other works around the town centre including the refurbishment of Huddersfield Bus Station. <u>The Kirklees element will bring forward up to £66m in funding across Huddersfield and Dewsbury.</u></p> <p>To complement capital funding, the Council are currently developing its music offer using an allocation of £30K from the Business Rates Pool administered by WYCA Heritage Lottery Fund (HLF) have supported a bid submission to develop a cultural heritage aspiration to the value of £285k. Both of these elements will support the cultural heart project.</p> <p>As funding opportunities become available the council will make bids to deliver its programme.</p> <p>Reason: To update project information and funding.</p>
49	112	<p>Early delivery</p> <p>Amend Southgate disposal Project Description to: Employment – land disposal process advanced – preferred bidder Delete 2020 from Estimated cost</p> <p>Medium Term Projects</p> <p>Amend Indicative timeframe for Kingsgate Cinema to 2021 Delete N/A from Estimated Cost</p> <p>Delete the following rows in the table:</p> <ul style="list-style-type: none"> • Northumberland Street • Wood Street & St Peter's Garden – refurbishment • Market Place and Cloth Hall Street improvements • Macaulay Street – Playful Huddersfield <p>Amend Cross Church Street Public Realm Estimated Cost from £1.6m to £2m</p> <p>Amend Open Market Refurbishment to New Market Refurbishment. Amend Progress to Date to delete Procurement stage to Design Stage</p>

		<p>Amend Project Description for Sound Venue to Delivery of music venue in time for Year of Music 2023-Amend Indicative Timeframe to 2023 onwards</p> <p>Amend New Street Garden Street Indicative Timeframe to 2021 onwards</p> <p>Amend George Hotel Project Description Determine Planning application and works with owner to deliver to<u>Help to deliver approved scheme</u></p> <p>Amend George Hotel Indicative Timeframe to 2021-22</p> <p>Delete Youth Zone row</p> <p>Huddersfield Bus Station Amend Estimated Cost to read: Funding likely from Transforming Cities Fund</p> <p>Estate Buildings Amend Progress to Date to: In development</p> <p>Estate Building Amend Estimated Cost to FHSF-HAZ</p> <p>Reason: To update project delivery, funding and implementation information.</p>															
50	112	<p>Timeline of Transformation</p> <p>Delete this page</p> <p>Reason: This information has now been incorporated as part of changes to pages 111 and 114</p>															
51	114	<p>Long Term and Transitional Projects</p> <p>These are complex projects that require additional funding and third parties to deliver. The council will ensure that milestones and changes are communicated to show progressive delivery.</p> <table border="1"> <thead> <tr> <th>Project</th> <th>Project Description</th> <th>Indicative Timeframe</th> <th>Progress to Date</th> <th>Estimated Cost</th> </tr> </thead> <tbody> <tr> <td><u>Transpennine Route Upgrade</u></td> <td>Major Rrefurbishment of Huddersfield <u>Railway Station</u></td> <td>2022-</td> <td>Engagement by Network Rail</td> <td></td> </tr> <tr> <td><u>St George's ation Warehouse</u></td> <td>Various work to <u>warehouse land and station west entrance</u> –</td> <td><u>2022-</u></td> <td>Bidding Stage</td> <td>In part through - WYTF</td> </tr> </tbody> </table>	Project	Project Description	Indicative Timeframe	Progress to Date	Estimated Cost	<u>Transpennine Route Upgrade</u>	Major R refurbishment of Huddersfield <u>Railway Station</u>	2022-	Engagement by Network Rail		<u>St George's ation Warehouse</u>	Various work to <u>warehouse land and station west entrance</u> –	<u>2022-</u>	Bidding Stage	In part through - WYTF
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52	20	<p><u>Images</u> Figure 1: Big Moves Plan</p> <p>Key: Parking Network (parking linked by strategic routes)</p> <p>QUEEN STREET GATE-SOUTH</p> <p>Car park at Thomas Broadbent & Sons Delete as this is a private works car park.</p> <p>Car park at Bus Station - Delete the addition of parking decks as this has not been shown to be feasible e.g. through any structural survey.</p> <p><i>Pages 20, 51, 56, 62, 63, 64, 65, 66, 67, 68, 74, 75, 76, 77, 78, 80, 83, 84, 85, 86, 88, 93, 94, 95, 96, 97, 98, 100, 101, 102, 103, 106 and 107</i></p> <p>Line drawings</p> <p>and...</p> <p><i>Pages 94, 95 and 98</i></p> <p>Computer generated images</p> <p><i>Amend from current appearance of a (very tall) hotel to that of a well-designed car park with a capacity of around 550 spaces.</i></p> <p>Reason: To reflect project updates and proposed written amendments outlined in this schedule.</p>					