



Name of meeting: Ad Hoc Regeneration Scrutiny Panel

Date: 22nd September 2022

Title of report: Huddersfield Station Gateway Update

Purpose of report: To provide the Panel with an update on Huddersfield Station Gateway Programmes.

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?	Not Applicable
Key Decision - Is it in the <u>Council's Forward Plan (key decisions and private reports)?</u>	No Private Report/Private Appendix – No
The Decision - Is it eligible for call in by Scrutiny?	Not Applicable
Date signed off by <u>Strategic Director</u> & name	8th September 2022 - David Shepherd
Is it also signed off by the Service Director for Finance?	N/A
Is it also signed off by the Service Director for Legal Governance and Commissioning?	N/A
Cabinet member portfolio	Cllr Graham Turner

Electoral wards affected: Newsome

Ward councillors consulted: No

Public or private: Public

Has GDPR been considered? Yes

1 Summary

This report provides the Panel with an update on Huddersfield Station Gateway which is part of the delivery programme associated with Huddersfield Blueprint.

The key projects are:

- a. Huddersfield Train Station, the Transpennine Route Upgrade (referred to as TRU) and St. George's Warehouse
- b. George Hotel
- c. Estate Buildings

The latest position on the George Hotel and Estates Building will part of a number of separate items/reports to the Panel on 22nd September 2022.

2 Information required

Background and Introduction

- 2.1 Huddersfield Station Gateway is specifically identified as one of 6 key areas for regeneration. The Blueprint identifies the following:
 - a. **Enhanced train station** - TRU will provide opportunities to enhance the station with good quality waiting areas and a choice of eating, drinking and convenience shopping. Importantly, it is an opportunity to connect St George's Warehouse with the station and the rest of the town.
 - b. **St. George's Warehouse and a new Station Square** -A new Station Square will provide an arrival space, drop off zone and new entrance to Huddersfield Train Station. St. George's Warehouse is associated with car parking, office space, apartments or other leisure uses. The aim being to make better use of this site and connect the warehouse to the town.
 - c. **The George Hotel and St George's Square** - The Council is committed to seeing the iconic George Hotel brought back into use. St George's Square will be better used to support more events which will increase visitors into the town centre.
 - d. **The Estates Building** - The Estates Buildings will be brought back into use. The ground floor is suitable for commercial, while the upper floors could be converted into apartments.

As stated above the latest position on the George Hotel and Estates Building will part of separate items/reports to this Panel on 22nd September 2022.

Huddersfield Train Station, Transpennine Route Upgrade (TRU) and St. George's Warehouse

- 2.2 The Huddersfield Blueprint acknowledges that the railway station is already a striking arrival place for visitors. TRU, including a new station platform, provides an opportunity to improve facilities in the station and to develop the Station Gateway.
- 2.3 The Blueprint says TRU will provide opportunities to enhance the station with good quality waiting areas and a choice of eating, drinking and convenience shopping. Importantly, it is an opportunity to connect St. George's Warehouse

with the station and the rest of the town.

Transpennine Route Upgrade

2.4 Over £1 billion will be spent on the eight-mile section between Huddersfield and Westtown, Dewsbury. The plans are to double the number of tracks from two to four, electrify the lines, and make significant improvements to the four stations of Huddersfield, Deighton, Mirfield and Ravensthorpe. The upgrade at Huddersfield Station includes:

- Existing platforms – re-arranged and lengthened, and platform 1 widened.
- New platform – provided on the west side of the station.
- Subway – extended, and stairs on the island platform realigned.
- New footbridge – constructed towards the northern end of the platforms.
- Parcels tunnel – part of the redundant structure infilled.
- Main train shed roof – two bays from the southern end removed, three new bays added at the northern end, the retained extent of roof strengthened, and lantern feature re-instated for weather protection.
- Island platform roof – replaced with a new roof canopy.
- Platform canopies – new canopies constructed at the northern end of the platforms, and the Penistone Line canopy extended northwards.
- Overhead Line Equipment (OLE) – introduced throughout the station (except for the Penistone Line).

St George's Warehouse

2.5 The former London & North-Western Railway (LNWR) Goods Shed was built in 1885 and is now listed for its architectural and historic interest, Grade II. A similar status also applies to the accumulator tower attached to the engine house in the corner of the former station goods yard, and the entire site is within the Conservation Area.

2.6 For the last 25 years or so, the former goods yard has been made available by the owners for pay and display car parking with a total capacity of around 180 to 200 spaces. The site is owned and managed by HD1 Developments Ltd.

2.7 There was some representation to the public inquiry for the Transport and Works Act Order (TWAO). The particular issues raised were that:

- TRU provides a 'once-in-a-generation' opportunity to provide access on the western side of the station for pedestrians and cyclists and good quality and safe cycle storage on this side of the station.
- TRU should include a new link to the western side because the lack of connectivity with the station and the town centre is seen as a significant contributory factor in the failure, so far, of any proposals for the restoration and re-use of St George's Warehouse to come to fruition.
- Huddersfield Station is deficient in terms of car parking, and inadequate parking provision acts as a barrier to rail travel from Huddersfield. As such

additional parking should be provided as part of TRU.

2.8 Network Rail's response to this was:

- It is common ground that early delivery of the TRU is a pressing objective to achieve the much-needed improvements to the operation of the railway
- Expanding the scope of the TWAO beyond its stated core objectives would inevitably entail significant delay to making of the Order, delivery and completion of TRU.
- TRU would not prevent or prejudice the future provision of a new entrance from the north-western side or the delivery of a new Station Gateway on this side of the station.
- The works proposed to Huddersfield Station in TRU make passive provision for this. The subway extension connecting the station to the new platform (9) is designed to facilitate the removal of the end wall, and the platform 5 & 6 stairs and lift have been arranged to allow for a possible further extension of the subway into the St George's Warehouse site.
- The new footbridge at the Leeds end of the station has also been designed to enable its future extension by the addition of a span link to one of either a future bay platform 7 or to a building within the warehouse site.

The Secretary of State accepted Network Rail's response in approving the Order.

2.9 As a result of the on-going TRU work and the importance of the Warehouse site and land opportunities for redevelopment of the warehouse in the short term are constrained. However, there is dialogue with the site owners about future plans and they are now part of a core set of stakeholders involved in the Station to stadium Masterplan exercise. Some details of this are set out later in this report.

West Yorkshire-plus- Transport Fund Projects

2.10 The West Yorkshire-plus Transport Fund (WY+TF) is targeted at enabling key development areas to help create 20,000 new jobs in the Leeds City Region by to 2035. Strategic transport projects will be delivered to facilitate economic growth, including enhanced rail station gateways with increased car parking capacity for park & ride.

2.11 The council has made a submission to the West Yorkshire Combined Authority (WYCA) which has included in the programme, an allocation of £10 million for Huddersfield Station Gateway. This could help maximise the benefits of TRU to Huddersfield by contributing towards the costs of:

- A subway or footbridge extension from the new station platform to the St George's warehouse site,
- A lift/ stair tower from the warehouse site to the town centre for non-rail users, and

- Park and ride on the warehouse site, for cars, motorcycles and cycles – to serve users of the station, town centre, and a re-developed warehouse and ancillary buildings.

Transforming Cities Fund Projects

- 2.12 In the meantime, the council has drawn up proposals for Huddersfield Rail Station Connections in the Transforming Cities Fund (TCF). This would help prepare the surrounding area for TRU, by making it easier for pedestrians, cyclists and bus users to travel between the station and the places where they live, learn, work or visit in the town centre
- 2.13 The £16 million scheme includes plans to improve principal streets and ring road junctions at:
- Northumberland Street – to connect the station with the university’s new health innovation campus at Southgate, and via Leeds Road to the John Smith’s Stadium.
 - John William Street – to/ from the New Market at Brook Street, and connecting to St John’s Road; and
 - St John’s Road – linking to the National Cycle Network in Beck Road, and Cambridge Road car park which the council is planning to promote to rail users when car parking at St George’s Warehouse is out of action during TRU construction.

The schemes are being developed. The programme for delivery has a strong dependency upon work associated with TRU. This will be the major consideration at this point in time.

Planning for Post Trans Pennine Route Upgrade - Station 2 Stadium Enterprise Corridor

- 2.14 The opportunities for the Southgate site in Huddersfield by the University presents an opportunity to review how that corridor between the Station and Stadium operates in terms as a focal point for high quality employment opportunities. To co-ordinate this the Council has recently begun to develop a masterplan for that area working with several key Stakeholders including the owners of Station warehouse, the University, Network Rail, Kirklees College, West Yorkshire Combined Authority, HD1 Developments Ltd. and some of the larger employers.
- 2.15 The primary objective here is to put in place a cohesive set of master plans and maximise the benefits of the area from the anticipated better connections brought about by TRU. The work is in its early phase, it is likely that the team will report back early in 2023.

3 Implications for the Council

3.1 Working with People and Partners

As part of the Huddersfield Blueprint the Council held town centre consultations and workshops during the early part of 2020. This included a town centre presence via a blueprint shop. Each project has a distinct set of consultation phase(s) as they move through the design process. The Station to Stadium master planning work involves work with key stakeholders.

3.2 Place Based Working

Developing the Blueprint and the projects within them is part of a place-based approach to regeneration.

3.3 Climate Change and Air Quality

The Council has declared a Climate Emergency and has adopted a 'net zero' carbon emissions target for 2038. All projects delivered through the Blueprint will be assessed on a case-by-case basis to ensure that the right principles are applied to ensure they achieve or come as close to this objective as possible.

3.4 Improving outcomes for children

The regeneration of Huddersfield town centre has always had a family friendly emphasis. The stakeholder engagement has reconfirmed this. The projects reflect the need encouraging families back into the town.

3.5 Other (Legal, Financial or Human Resources)

The bringing forward of core projects in the Blueprint involves considerable financial, legal and human resources to achieve. Services are reliant on a skilled core group of council staff working alongside numerous other council service areas, bringing in other specialist skills where appropriate.

3.6 Next steps and timelines

Officers will continue to progress the schemes working in partnership with all partners.

4. Officer recommendations and reasons

Officers recommend that this update is noted.

5. Cabinet Portfolio Holder's recommendations

The Cabinet Portfolio Holder has been consulted with regard to the contents of this report and supports the officer recommendation.

6. Contact officers

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7. Strategic Director responsible

David Shepherd – Strategic Director Growth and Regeneration