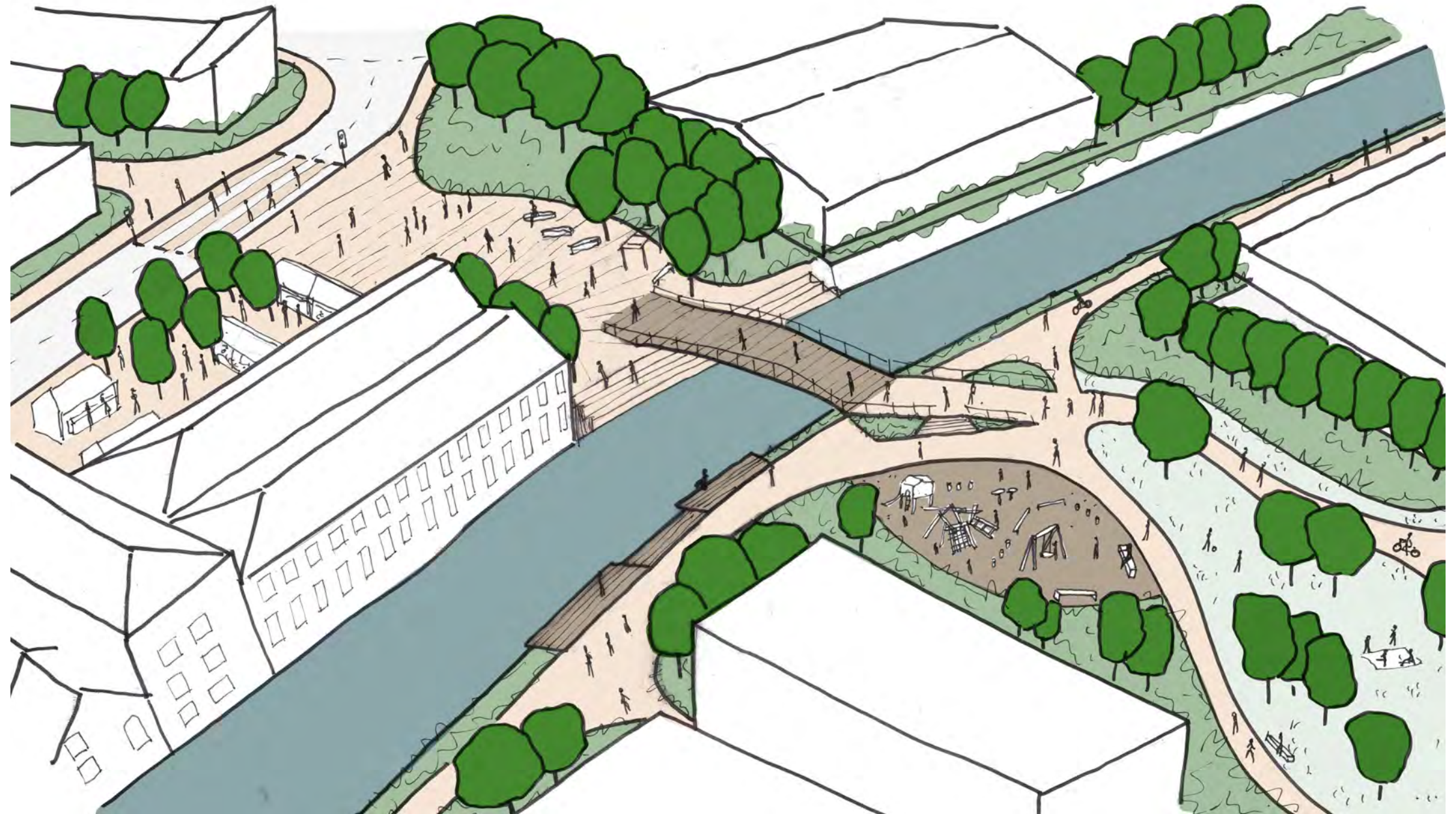


Masterplan Proposition 4

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

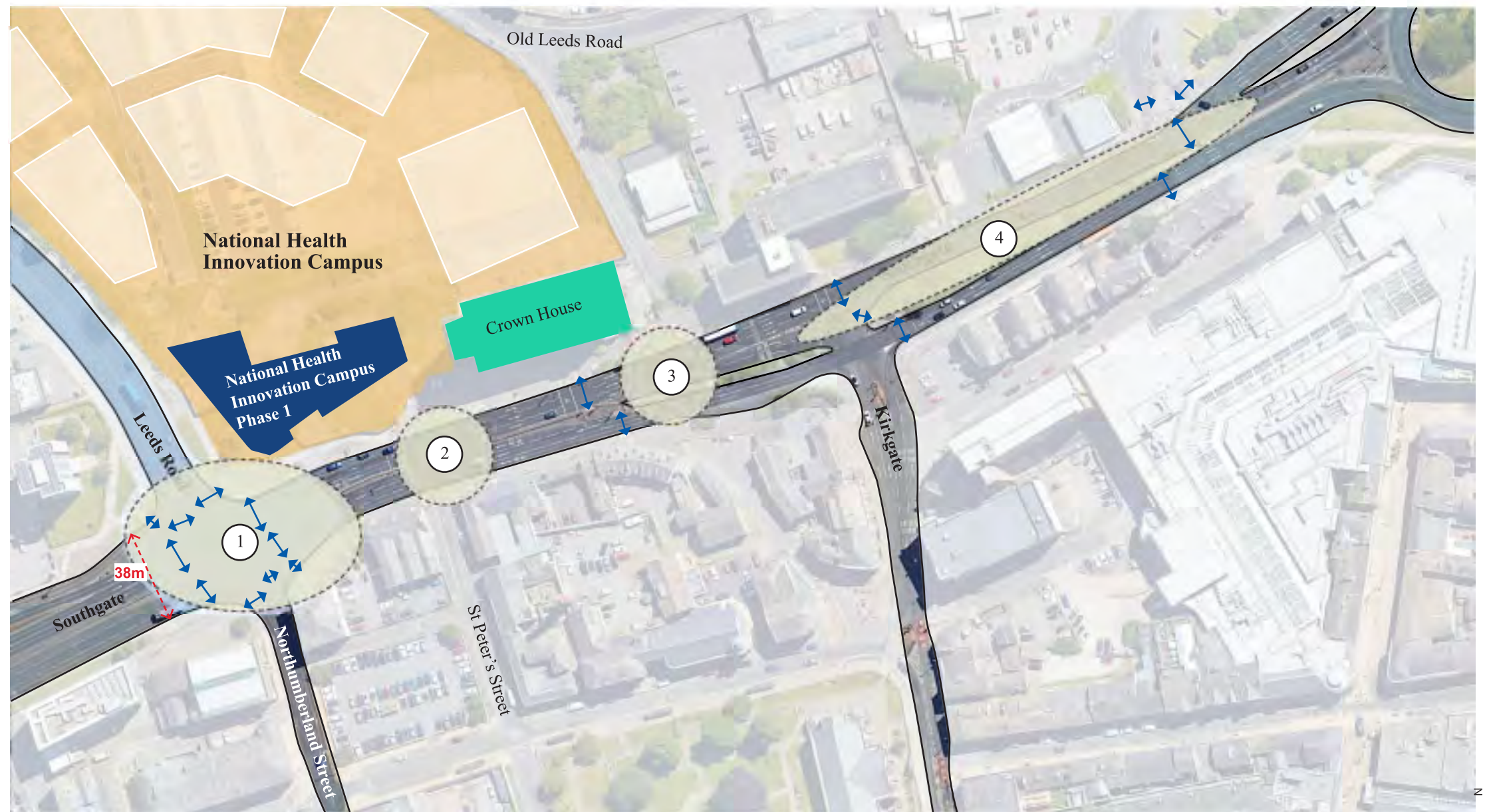
Masterplan Proposition 5

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.



The development sites / Potential uses	
21.	Glass Box and Media Centre innovation quadrant.
22, 23, 25 & 26.	Mixed-use including residential, office/workspace and food and beverage uses
24.	Huddersfield Open Market
27.	St Peters Church



John William Street - Proposed Enhancements



Northumberland Street-Proposed Enhancements



Preston Market



Masterplan Proposition 7

St Andrew's Road (Existing)

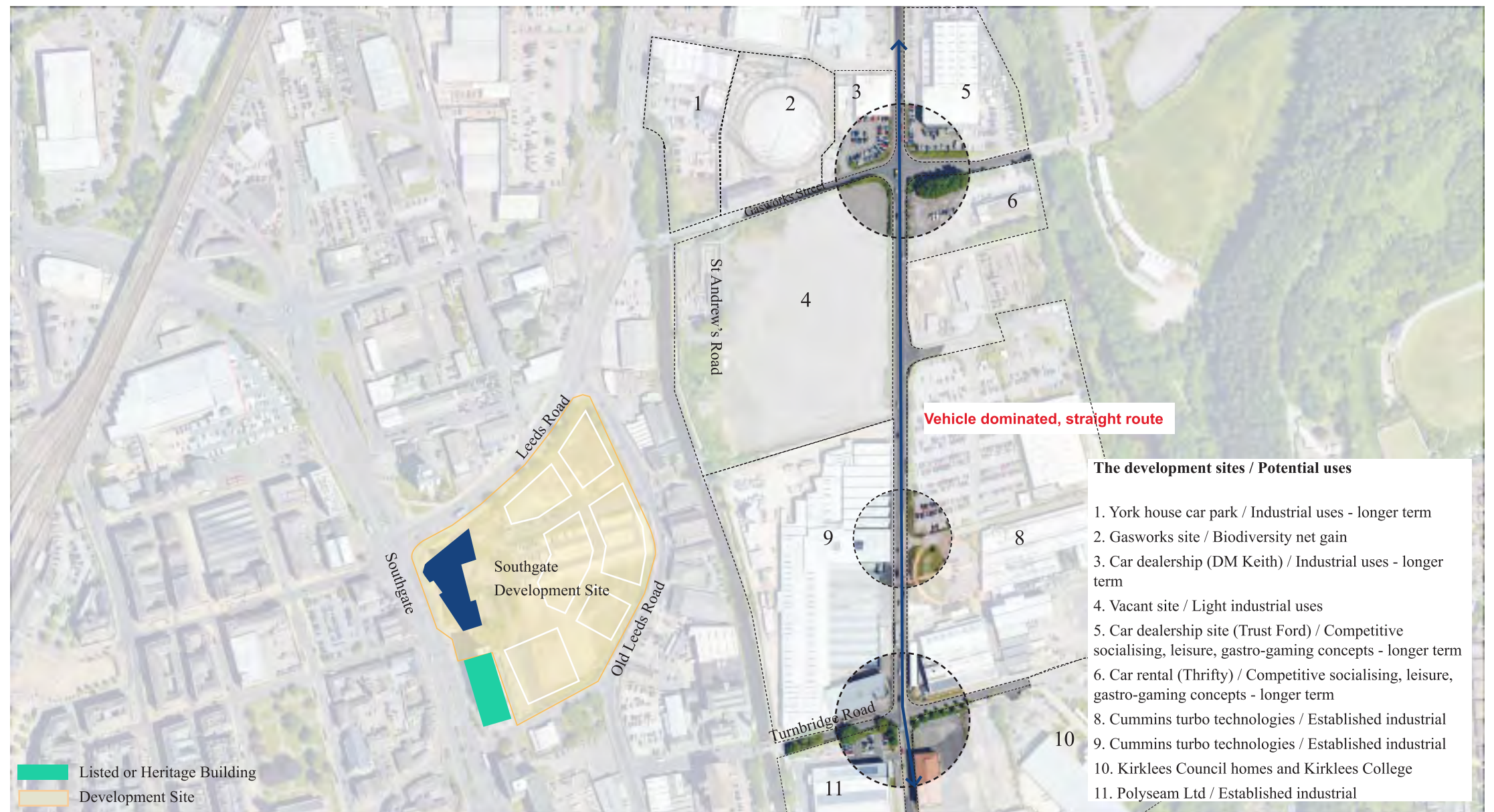
St Andrews Road runs in a north-south direction through the centre of the masterplan study area, parallel to Southgate.

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



KIRKLEES COLLEGE

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.

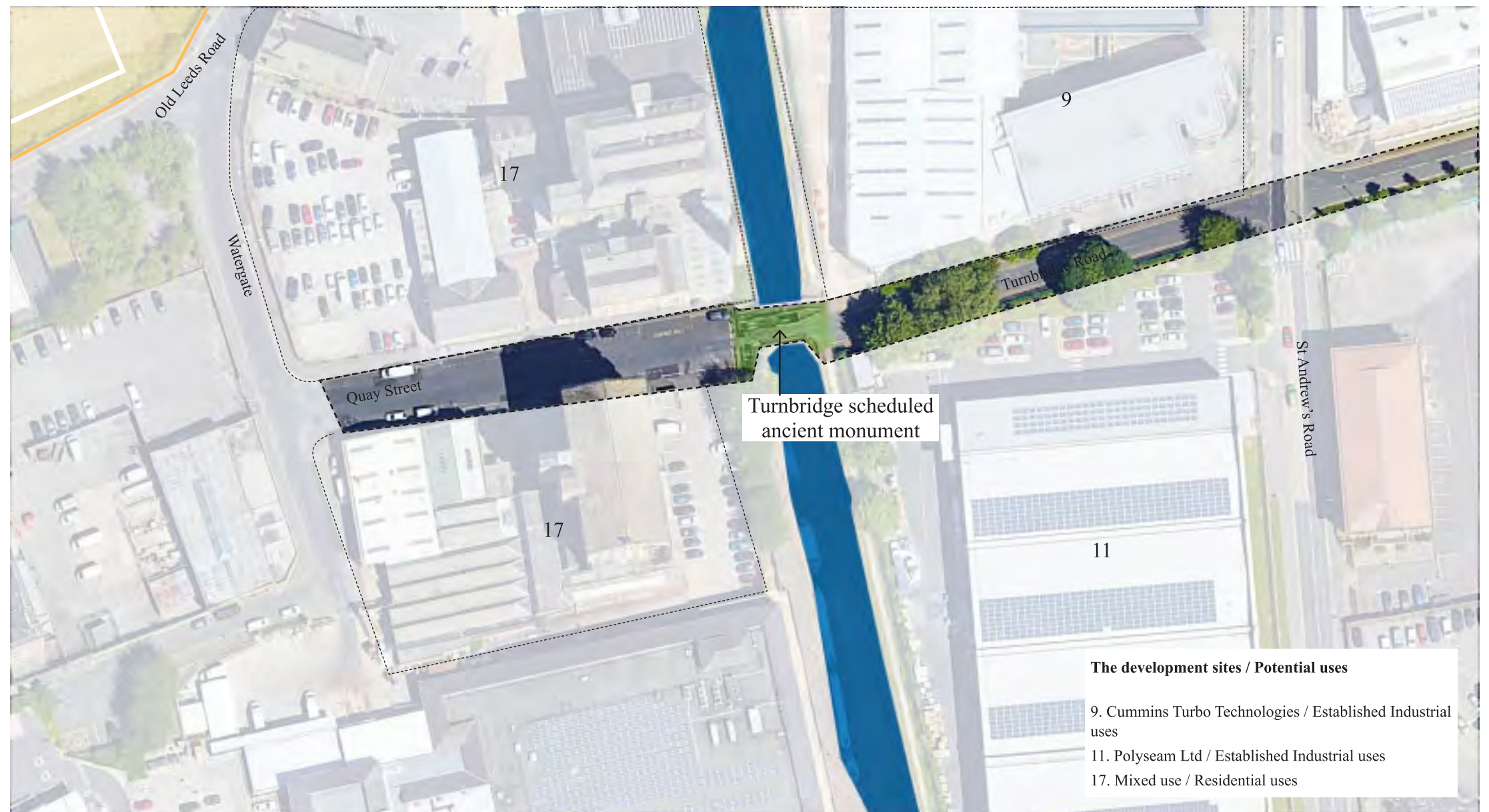
It presently accommodates pedestrian and vehicular (single lane) traffic across it.

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)

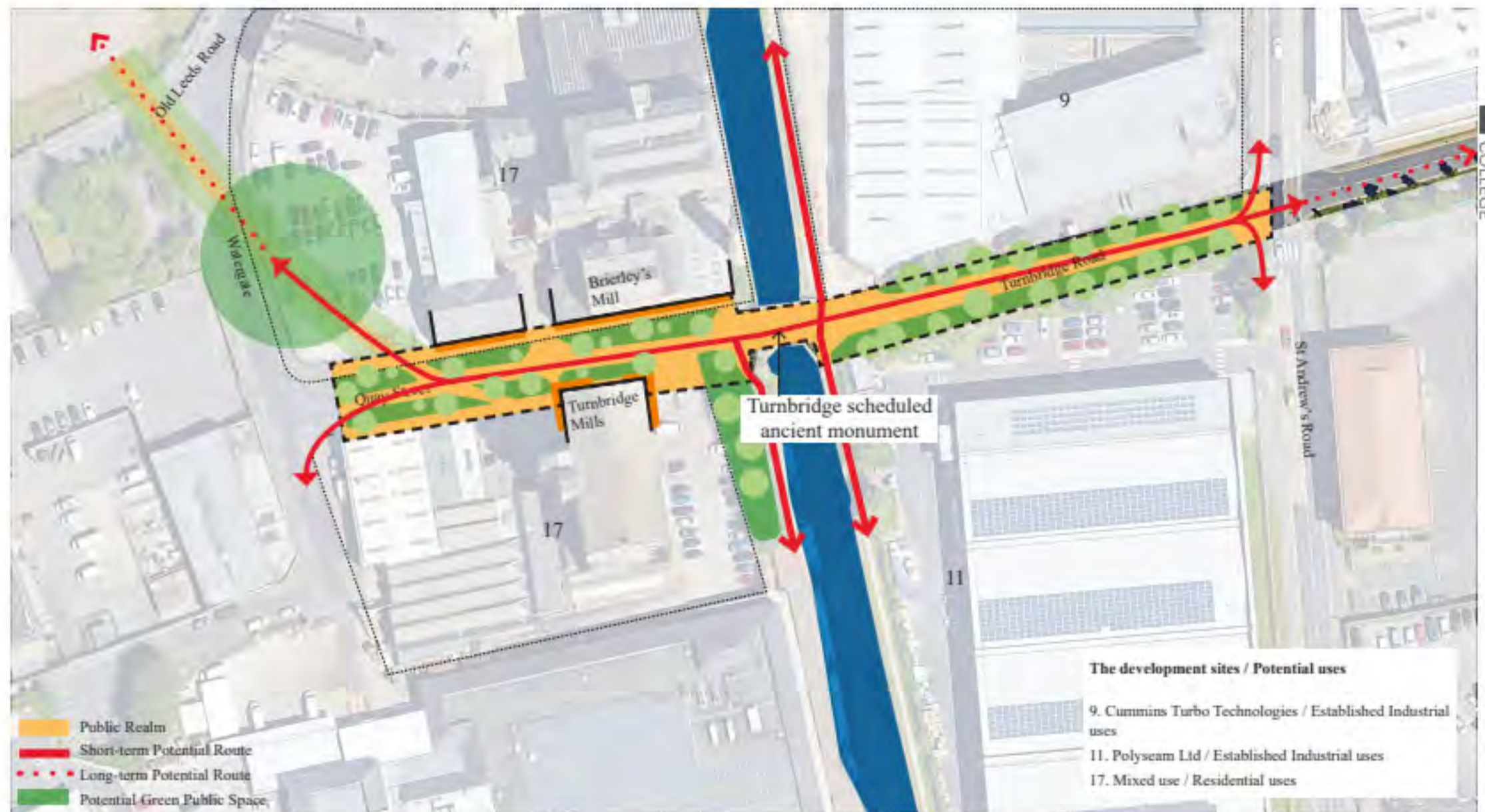
An opportunity has been identified to close the Lift Bridge to vehicles to form a dedicated active travel route.

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.

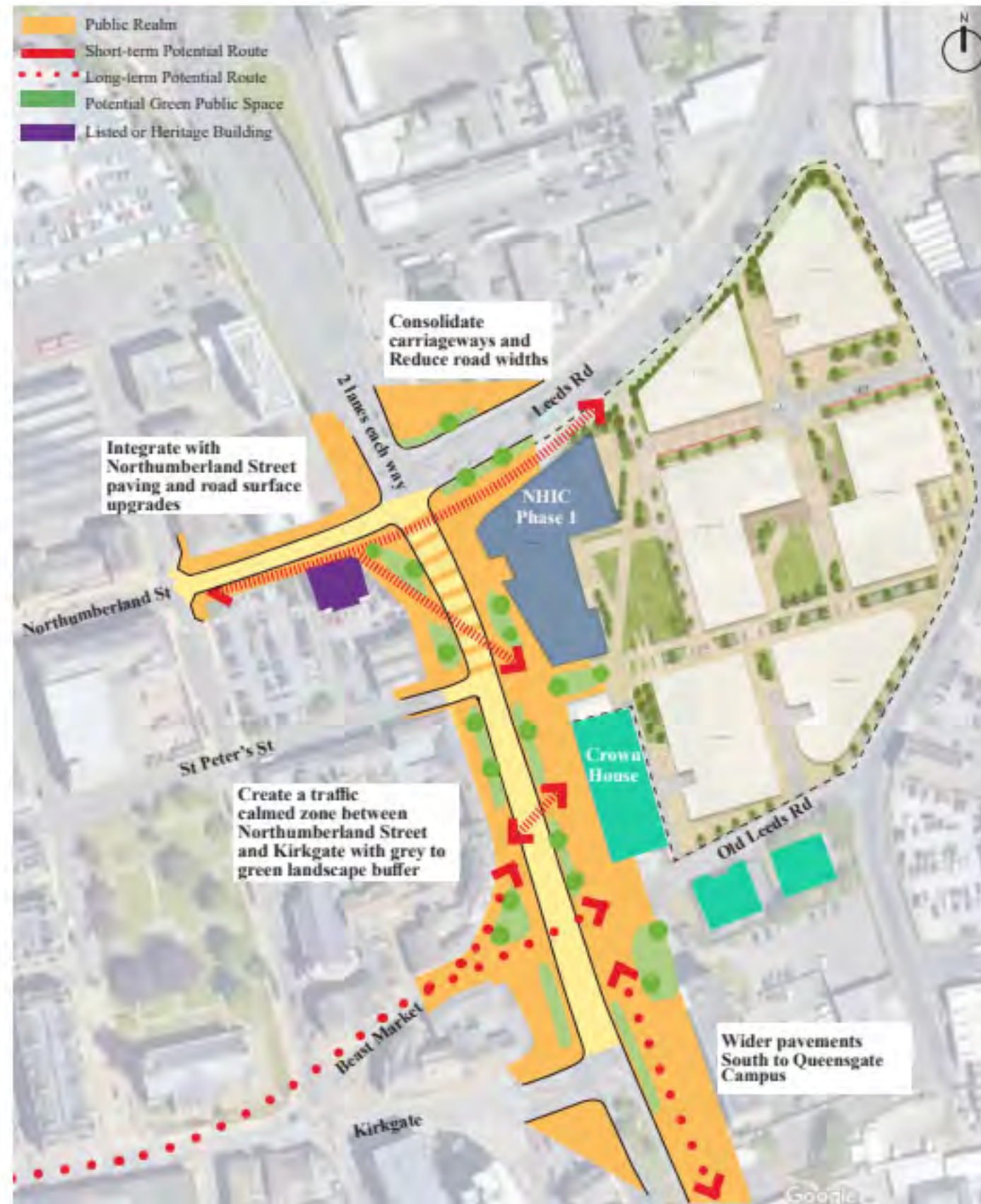
Traffic lane arrangements and the central island could be reviewed with a view to reducing the overall road width between crossings in the zone between Leeds Road and Beast Market.

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.



(A) Riverside path



(B) Looking to north-east



(C) Driving range point (looking north)



(D) View south from Stadium Way point



Masterplan Proposition 10

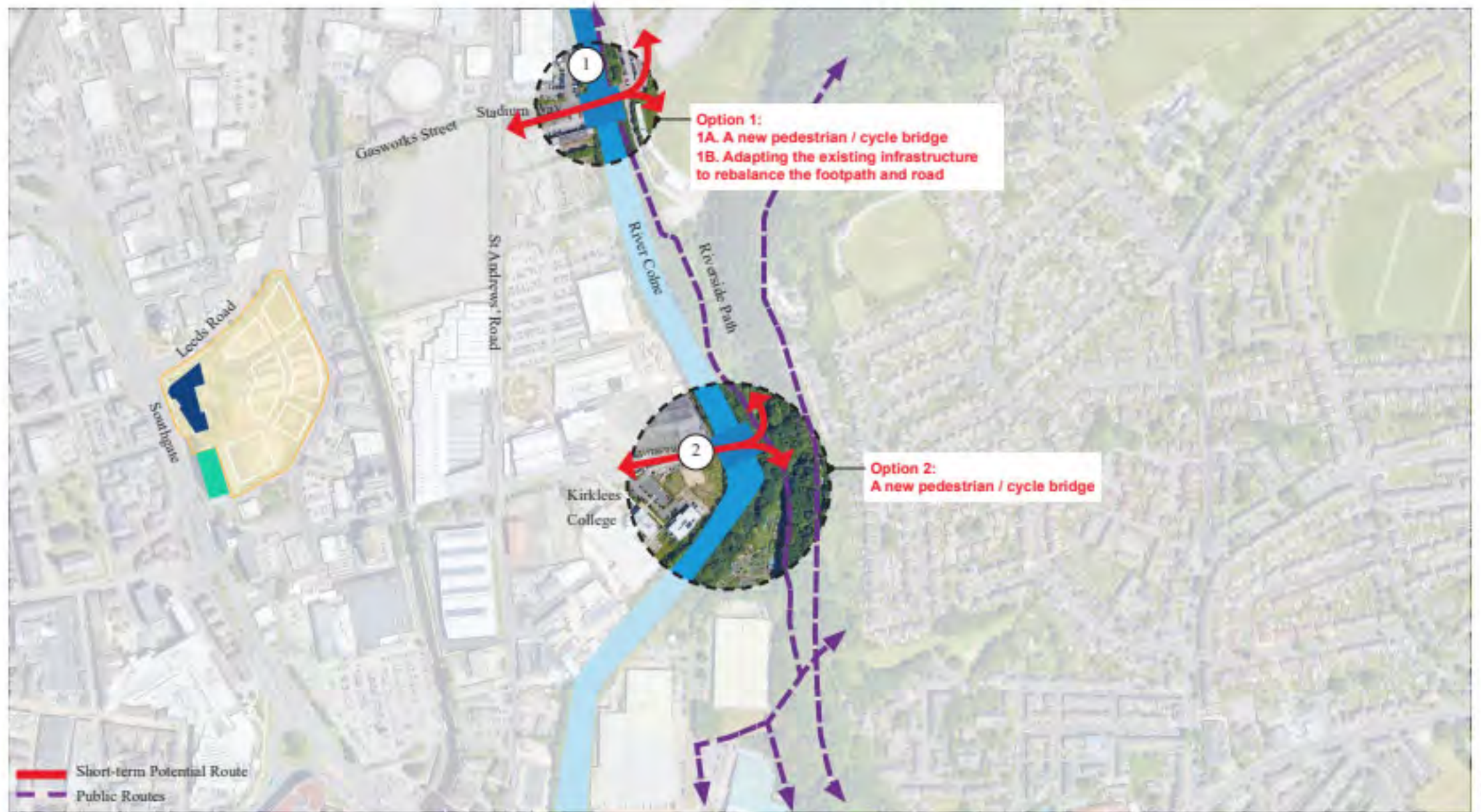
Potential River Crossings - Connecting the Green (Proposed)

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.



7.1 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

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.

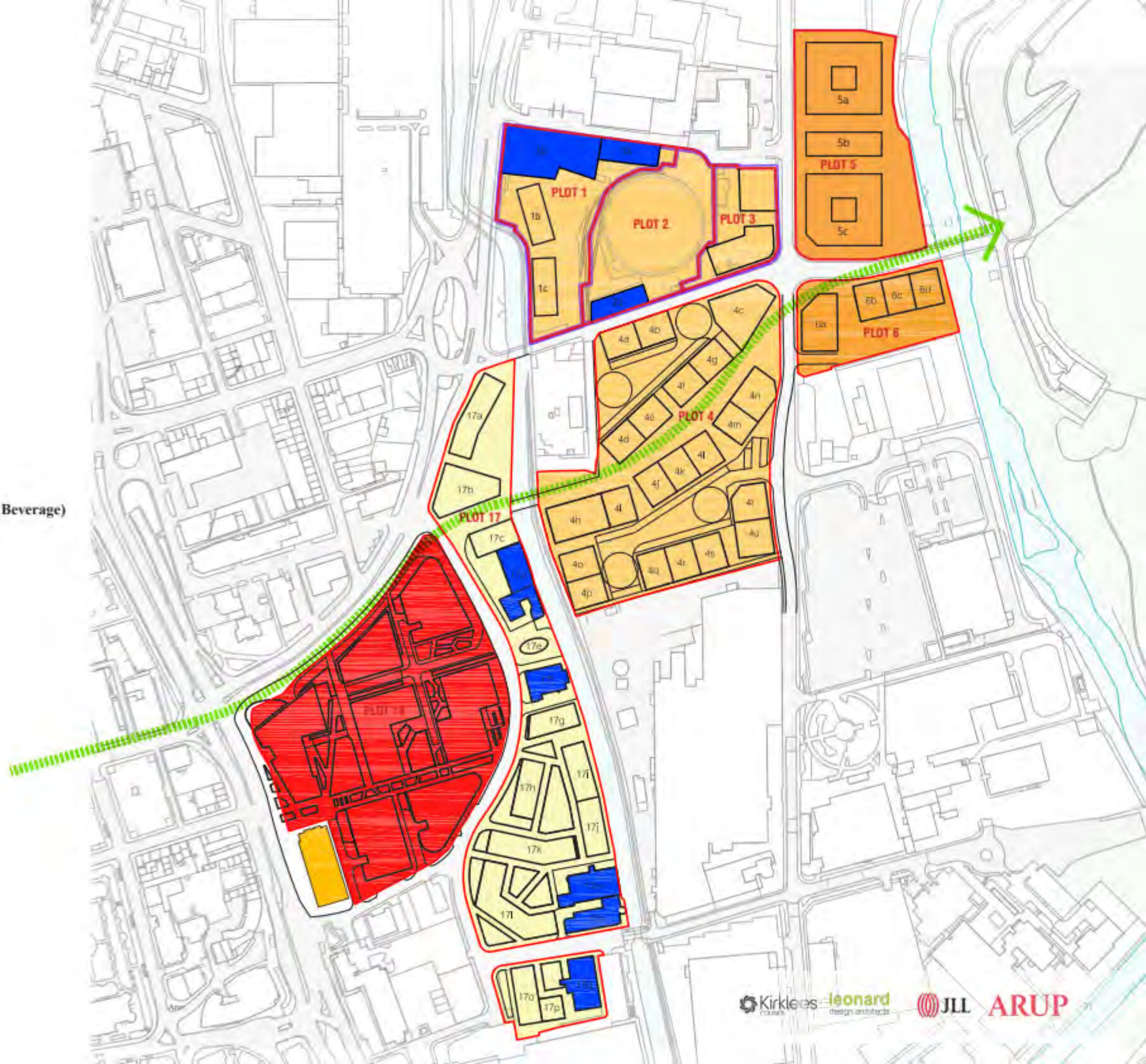
In the short-term, the Council will:

- 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.

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	8768 sqM

2	Gasworks Site	7630 sqM
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3	Gasworks Street East Site	3517 sqM
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4	Gasworks Street South Site	27474 sqM
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5	Stadium Way North Site	12906 sqM
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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					16609.8 sqM

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

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

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					17241.075 sqM

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

Appendix A

Plot Area Information

6	St. Andrew's Road East Site
6094 sqM	

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

17	Land Adjacent to Old Leeds Road
27010 sqM	

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 Spiriuualist 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					46420.8 sqM

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