KIRKLEES CULTURAL HEART
HERITAGE STATEMENT: VOLUME 2
HUDDERSFIELD HISTORY

CDT430201-FCB-XX-XX-RP-A-000002
VERSION: V2 | MARCH 2022

FEILDEN CLEGG BRADLEY STUDIOS

REVISION	DATE	NOTES
V2	03.03.22	Revised issue
V1	28.01.22	Final draft issue

CONTENTS

2.0 - HUDDERSFIELD HISTORY

2.1 - PRE-HISTORY and the MEDIEVAL PERIOD

2.2 - 16TH and 17TH CENTURIES

2.3 - 18TH CENTURY - 3rd and 4th Baronetcies

2.4 - EARLY-19TH CENTURY - End of the 4th Baronetcy

2.5 - MID to LATE-19TH CENTURY - 5th Baronet

2.6 - EARLY-MID 20TH CENTURY

2.7 - MID to LATE-20TH CENTURY

2.8 - SUMMARY

2.9 - IMAGES and FIGURES

2.10 - REFERENCE LIST

BLANK PAGE

2.0 - HUDDERSFIELD HISTORY REPORT

2.0.1 - INTRODUCTION

This report comprises Volume 2 of the Kirklees Cultural Heart Heritage Statement, commissioned by Kirklees Council, and produced by Feilden Clegg Bradley Studios. It provides an overview of the history of Huddersfield and its urban development.

The report aims to establish the evolution of the town from its Neolithic origins through to its current urban layout, with a view to informing the Assessments of Significance that form the later volumes of the Heritage Statement. The report should be read in conjunction with these, alongside the other accompanying volumes of the Heritage Statement as listed in Volume 1.

2.0.2 - METHODOLOGY

Various sources have been consulted in order to inform the report's findings. These include published articles and books, historic maps and references to past secondary research. A reference list is provided at the end of the document. The report has been written in accordance with relevant legislative, planning and heritage frameworks designed to inform the understanding of designated heritage assets and their appropriate development. These frameworks are discussed further in Volume 1.

2.1 - PRE-HISTORY AND THE MEDIEVAL PERIOD

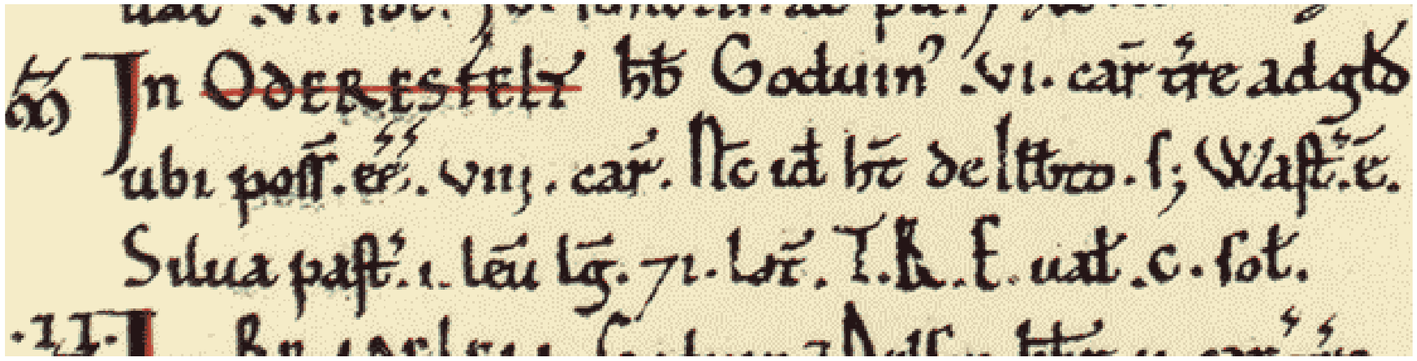
2.1.1 - NEOLITHIC ORIGINS

The roots of human settlement in the Huddersfield area date back to the Neolithic period, and are particularly evident through archaeological remains indicating the presence of a hill fort at Castle Hill. As with many historic developments in the country, evidence of occupation by subsequent groups until the early medieval period is relatively sparse, although it is considered that the area continued to be occupied by communities in some form.

2.1.2 - NORMAN 'ODRESFELD'

By 1086, Huddersfield was recorded in the Domesday Book as 'Odresfeld' and is thought to derive from the Old English meaning 'open land of a man could Hudraed'. Its appearance in the Domesday Book indicates that the settlement was at this time large enough to be taxed and thus recorded, despite being described as 720 acres of 'waste' and being recognised as smaller and less significant than the neighbouring settlement of Almondbury. Evidence suggests that land in the area was owned by the Godwin family before and after the Norman conquest, with the de Laci family also holding notable ownership rights, including lord of the manor until 1322. It is thought that medieval Huddersfield primarily comprised a collection of farms and river crossings, with fieldwork studies concluding that its medieval core lay in the area north of present-day Kirkgate and adjacent to St. Peter's Church (early C19, now Grade II*). However, it is the post-medieval period that saw the most significance change and growth, a period which aligns with the pre-eminence of the Ramsden family as major Huddersfield landowners.

2.1.1.1 - Castle Hill site at Almondbury



2.1.2.1 - 1086 Domesday entry for 'Odresfeld'

2.2 - 16TH AND 17TH CENTURIES

2.2.1 - ORIGINS OF THE RAMSDEN ESTATE

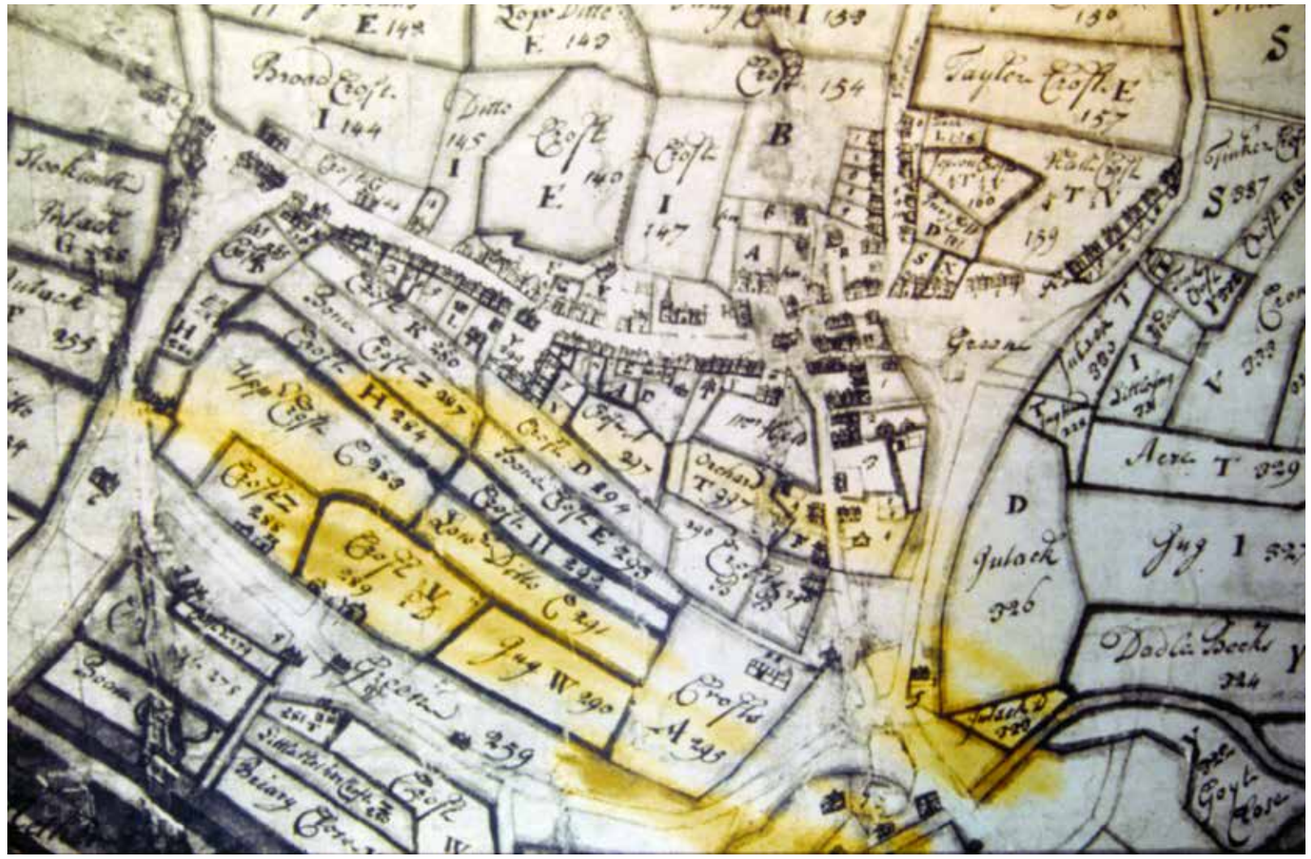
The origins of the Ramsden Estate in Huddersfield can be traced to William Ramsden's marriage to Joanna Wood in 1531, the daughter of John Wood of Longley, Almondbury, who owned land in the area. William Ramsden (c.1513–1580) was the son of an affluent clothier in Yorkshire, and through his marriage to Joanna brought both his wife's land dowry as well as her sisters' subsequent inheritances of the Wood family estate into Ramsden ownership. With further land purchases that expanded the Estate, so followed a near 400-year period in which the Ramsden family exercised significant control over the development of Huddersfield.

2.2.2 - EARLY ACQUISITIONS AND MARKET CHARTER

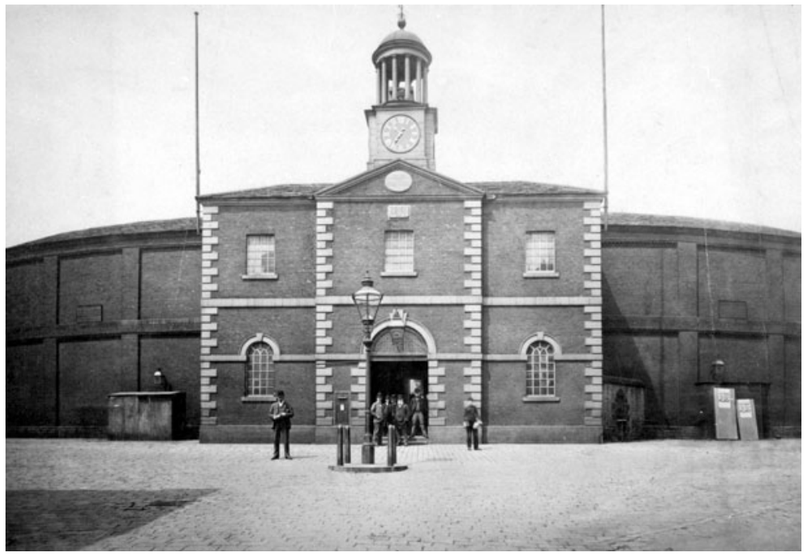
Other key acquisitions by William Ramsden's descendants between the 16th and 17th centuries included the former rectory of Huddersfield in 1546 (part of the Priory of St Oswald at Nostell prior to the Reformation, from the 12th century until 1539), the Manor of Huddersfield in 1599 and the Manor of Almondbury in 1627. In 1671, the Crown granted Sir John Ramsden (1648-1690; later the first Baronet) a market charter for the town. The market cross bearing the Ramsden coat of arms was erected on a site alongside the town's principal access routes of Kirkgate and Westgate, next to the existing Parish Church, to form what is now known as Market Place.

2.2.1.1 - Present-day market cross at Market Place (Grade II)

2.3.2.1 - 'Map of Sir W Ramsden's Estate of the Manor of Huddersfield', Timothy Oldfield, 1716



2.3.2.2 - Extract of 'Map of Sir W Ramsden's Estate of the Manor of Huddersfield', Timothy Oldfield, 1716



2.3.2.3 - Photo of the Cloth Hall (now demolished), c.post-1888

2.3.2.4 - Painting of the Cloth Hall and White Hart Inn (now demolished), c.1850/60s

2.3.2.5 - Brick Buildings on New Street, c.1889

2.3 - 18TH CENTURY - 3rd and 4th Baronetcies

2.3.1 - COTTAGE-BASED WOOL INDUSTRY

In the preceding years, Huddersfield's location at the confluence of the River Colne and River Holme had encouraged the emergence of a local cottage-based woollen industry, thanks to the Millstone Grit of the Pennines filtering the river water upstream to provide ideal water quality for the washing of raw wool. Prior to the industrial revolution, Huddersfield's woollen industry operated on a small scale, with spinning and weaving often taking place in individual dwellings.

2.3.2 - THE CLOTH HALL AND DEVELOPMENT OF THE GEORGIAN TOWNSCAPE

The granting of market rights in 1671 had allowed for wool textiles and other goods to be traded locally, and in the mid-18th Century the Ramsdens began to introduce infrastructure to facilitate this trade. Sir John Ramsden, 3rd Baronet (1699-1769) commissioned the building of the Cloth Hall (now demolished – situated on current Sainsbury's site), which opened in 1766 to provide a covered market for cloth in place of open stalls that had previously been accommodated around the Market Place. The Cloth Hall became a focal point of the town, and its creation and subsequent expansion in 1780 coincided with an extension of the street grid to the south of Market Place, including Cloth Hall Street, New Street and King Street, all of which were formed around the turn of the 19th Century. Cross Church Street and Queen Street were added shortly afterwards. A number of townhouses emerged along these streets around the same period to collectively form the beginnings of a Georgian townscape which partially survives today. This includes the now Grade II listed Brick Buildings on New Street, comprising a series of accommodation spaces above shop units and reportedly constructed using leftover bricks from the Cloth Hall development. Other commercial activities sprang off from Cloth Hall Street, including the construction of warehouses on the newly formed Chancery Lane (one remaining, Grade II listed).

2.3.3 - EXPANDING TRADE AND MARKET SPACES

The influx of trade into Huddersfield stimulated the formation of other speciality markets that expanded organically from the site of the main Market Place. A butcher's shambles, slaughterhouse and swine market became established to the south between present day King Street and Ramsden Street, and it is understood that fairs were also hosted in the open space. The historic streets of Shambles Lane, Bull & Mouth Street and Swine Market in this area (all demolished) were formed directly from this trade-driven expansion.

Elsewhere, a corn market which developed to the north-east of Market Place soon also encompassed the location for the town's beast market, which lends itself to the street name on the same site today. By 1778, a number of houses, barns, inns, stables, workshops and warehouses emerged around the open space where the markets were held.

2.3.3.1 - Site of The Shambles (now demolished), 1900

2.3.3.2 - Site of the Beast Market (now demolished), c.pre-1886

2.3.4.1 - Painting of the canal at Aspley (date unknown)

2.3 - 18TH CENTURY - 3rd and 4th Baronetcies

2.3.4 - THE HUDDERSFIELD BRANCH CANAL

Improvements to Huddersfield's wider transport network further facilitated an increase in the scale of Huddersfield's textile industry and the wealth of the Ramsden Estate. The Huddersfield Branch Canal was constructed between 1774 and 1780 by Sir John Ramsden, 4th Baronet (1755-1839), which linked Huddersfield with the Calder & Hebble Navigation at Cooper Bridge and on to the North Sea coast at Hull.

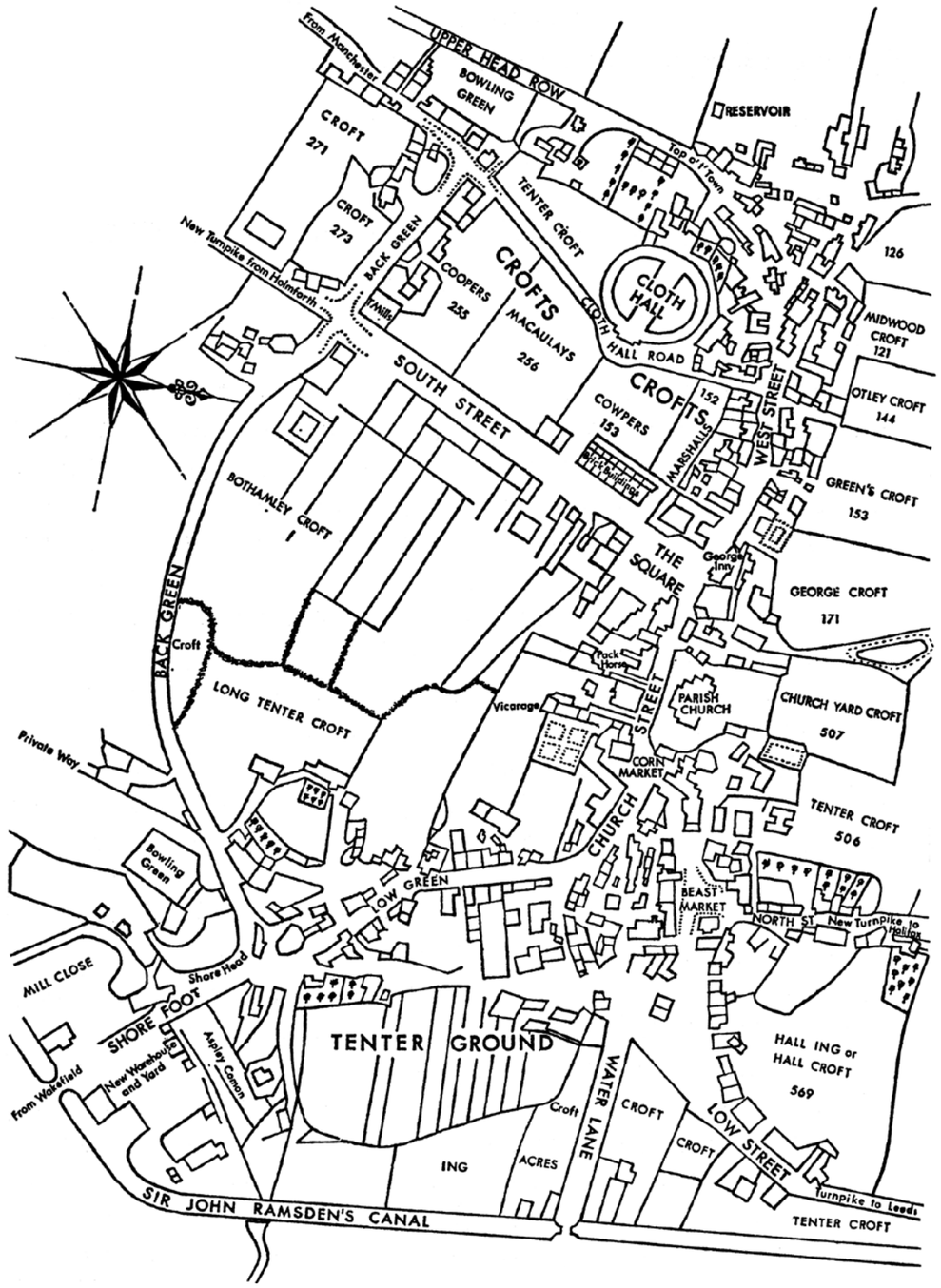
The newly created King Street was originally linked to Aspley Basin via a road named The Shore (now demolished by the ring road development). The Basin formed the terminus for the branch canal, around which local boatbuilding and ropemaking industries subsequently emerged.

The development of the canal system allowed a substantial increase in the ability to trade goods and new canal warehouses began to appear along its route from the end of the century. It also provided new revenues for the Estate which stood to gain from the tolls paid by carriers. This complemented its income from the developing network of turnpike roads elsewhere.

2.3.5 - ESTATE EXPANSIONS AND THE ENCLOSURE ACTS

This physical expansion of Huddersfield during the late-18th Century predominately occurred on land under the Ramsden family's ownership, who were the dominant landowners in the area. Their estate continued to expand through new acquisitions, most notably through the 1786 enclosure award which allocated 286 out of 323 acres of local common land to Sir John Ramsden.

Other pockets of Huddersfield remained in various private holdings, including the Newhouse area (the Bradleys), Bay Hall (William Walker), Greenhead, Gledholt and Springwood (Sir John Lister Kaye) and the dispersed Hirst & Kennet estates.



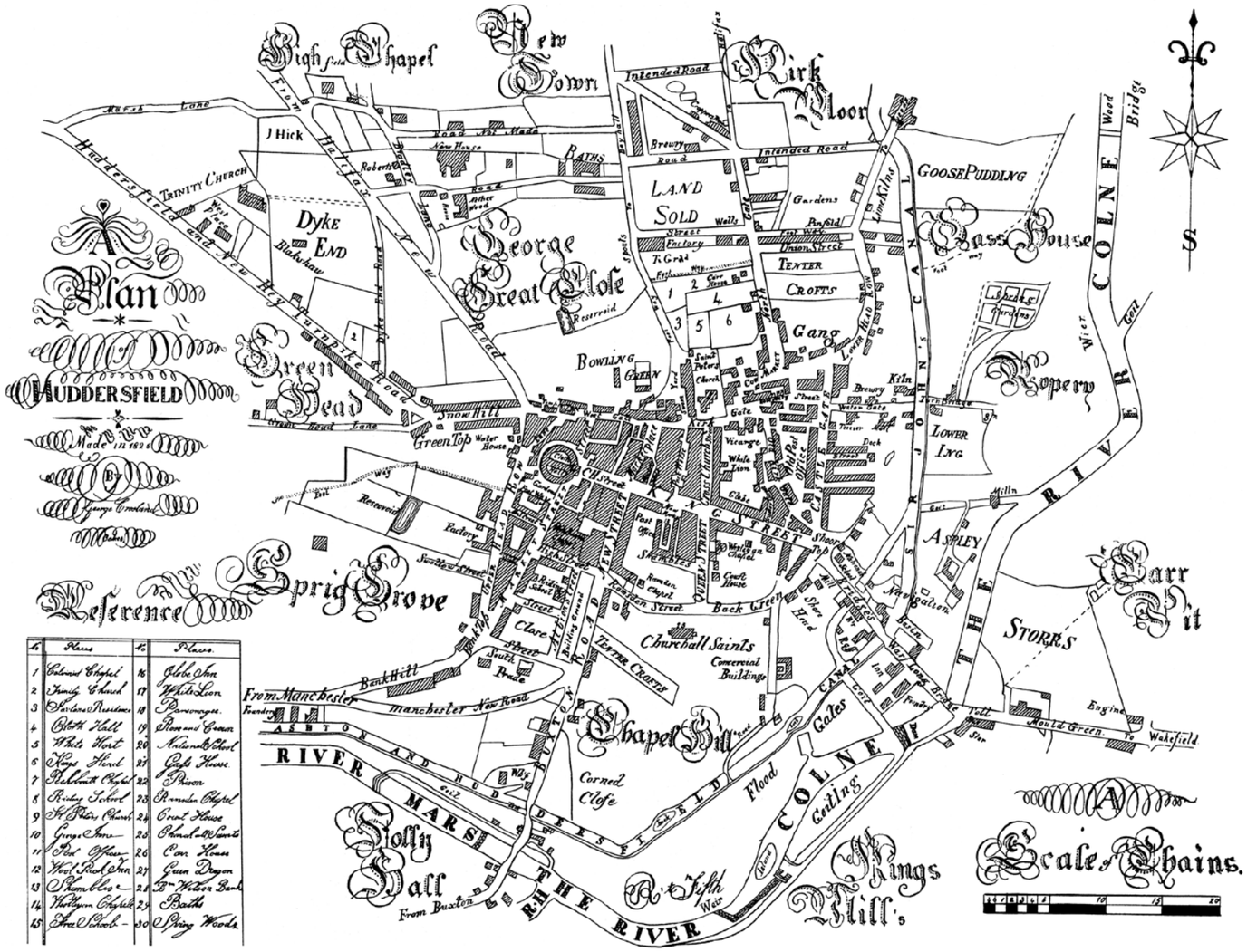
2.3.5.1 - Map of Huddersfield, 1778

2.4 - EARLY-19TH CENTURY - End of the 4th Baronetcy

2.4.1 - SHIFTS IN ESTATE MANAGEMENT

The 19th Century witnessed the growth of Huddersfield from what was considered by some to be a 'miserable village' during the late-18th Century into a respectable industrial town. This shift coincided with the wider mechanisation of the textile trades brought about by the industrial revolution, and the town's access to trade expanded further when the canal navigation was extended to the commercial centre of Manchester in 1811.

Over the century as a whole, the Estate continued to expand its ownership through the purchase of land from other private freeholders, including the holdings noted previously. However, its focus on Huddersfield's development was by no means continuous throughout this period, and was largely dependent on the attentiveness paid by each respective heir of the Ramsden baronetcy. The rapid urban growth instigated by Sir John Ramsden, 3rd Baronet in the mid-18th Century petered out by the early 1820s, the result of Sir John Ramsden, 4th Baronet based at the family seat at Byram, and his agent John Bower gradually moving toward a more detached outlook on the Ramsden Estate at Huddersfield.



2.4.1.1 - ' A Plan of Huddersfield', George Crosland, 1826

2.4 - EARLY-19TH CENTURY - End of the 4th Baronetcy

2.4.2 - CONSEQUENCES OF RAPID URBANISATION

The town's population increased significantly in the first half of the century, from 7,268 in 1801 to 30,880 in 1851, yet Estate-led development was generally limited to the provision of new streets and its land ownership remained stable. To accommodate this rapidly expanding population, new housing was generally constructed on Estate-rented land by private builders, who then sub-let properties to tenants. However, the lack of planning controls exercised by the Estate and the limited powers assigned to sanitary authorities at the time led to a number of squalid and overcrowded housing developments with poor sanitation.

This period also coincided with the working-class population of Huddersfield becoming politically engaged in social issues that were emerging as a consequence of the country's rapid urbanisation and industrialisation. Within Huddersfield, this most notably includes the Yorkshire Luddite uprising of 1812 and protests against the 1834 Poor Law. To address the town's growing sanitation problem, the Commissioners of Lighting, Watching & Cleansing (CLWC) was established by statute in 1820 and held jurisdiction over an area extending 1200 yards from the Market Place. Until this point, local powers in Huddersfield had largely been shared between the standard triptych of manor, vestry and magistrate, so this represented a notable shift away from the traditional model.

2.4.3 - INDEPENDENT-LED DEVELOPMENT

Beyond the Estate's own activities and under the milieu of rapid population change, a wave of development from the late 1820s led by independent initiatives focused on the extended provision of urban facilities, albeit mostly on Ramsden land. Notable buildings of the period included the Wesleyan Methodist Chapel in 1819 on Queen Street (now the Lawrence Batley Theatre, Grade II*) and the adjacent Crown Court in 1825 (now a public house, Grade II), a new building for the Huddersfield Corporation Waterworks Department opened on Water Street in 1828 (now Grade II listed), followed by the Infirmary on New North Road in 1831 (now Grade II* and on the Heritage at Risk register).

The Congregational Chapel on Ramsden Street, which formerly occupied the site where the Huddersfield Library and Art Gallery building now stands, opened in 1825. The Chapel was one of the largest buildings in the town at the time, but its surrounding area remained sparsely developed until a further series of independent developments led to the informal formation of a civic quarter in the area. This included the construction of the Guildhall in 1838 on the former Bull and Mouth Street, between the Congregational Chapel and Bull and Mouth Inn (all now demolished – situated on current Piazza site), as well as the Philosophical Hall on Ramsden Street in 1837 (now demolished – situated on current Piazza site). The former became home to the county magistrates, and both offered large halls for public meetings and other events. A police station with yard, cells and watch house also appeared to the rear of the Chapel (closed in 1898, now demolished). By the middle of the century, the south side of Ramsden Street had been developed but the land beyond remained as open agricultural land.

2.4.4 - 1832 REFORM ACT

The 1832 Reform Act led to Huddersfield township becoming a parliamentary borough with representation for the first time. This and the recent establishment of the CLWC in 1820 represented the first of many shifts in local governance which would occur over the following years in reaction to evolving national policies.

2.4.3.1 - Engraving of Huddersfield Infirmary, J Shury, 1831

2.4.3.2 - Congregational Chapel completed 1825 (photo 1910)

2.4.3.3 - Philosophical Hall completed 1837 (photo 1880)

2.5 - MID TO LATE-19TH CENTURY - 5th Baronet

2.5.1 - SIR JOHN WILLIAM RAMSDEN AND GEORGE LOCH

From the mid-19th Century, a new phase of development was initiated by Sir John William Ramsden, 5th Baronet (1831-1914) and his agent George Loch, marking an abrupt shift from the Estate's previously detached approach. A greater focus was placed on managing the development potential of its land in Huddersfield. This included a move away from the overcrowded housing typologies that were seen previously and greater enforcement of planning controls and building standards.

2.5.2 - INTRODUCTION OF THE RAILWAY AND DEVELOPMENT OF THE VICTORIAN TOWNSCAPE

The 4th Baronet's resistance to the railway, borne from concern on the impact to turnpike and canal tolls, was reversed by the 5th Baronet. The Estate released land for the creation of the line, with the first trains running to Leeds in 1848, Manchester in 1849 and Sheffield in 1850. It also provided land for the Palladian station building by noted York architect J. P. Pritchett, completed in 1850 (now Grade I listed).

The enhanced connectivity afforded by the new railway acted as a magnet for investment and drew new development to the north of Huddersfield around its medieval core. A new Victorian street grid was formed to the north of the existing Georgian townscape, centred on the historic Westgate/Kirkgate axis.

2.5.1.1 - 'View of Huddersfield, William Cowen, 1849

2.5.2.1 - J.P. Pritchett's design for the Huddersfield Railway Station, c.1846-50

2.5 - MID TO LATE-19TH CENTURY - 5th Baronet

Rather than being the result of piecemeal, isolated developments, this new expansion was the product of a deliberate town planning scheme. The George Inn which had stood in some form on the north side of Market Place since 1687, was removed to allow for the creation of John William Street that would link Market Place with the station (it's C18 pavilion entrance with pediment would later be re-erected on St Peter's Street, now Grade II listed. It's replacement, the George Hotel by William Wallen (Grade II*), was completed in 1850. The hotel was located at the terminus of this axial route on the newly formed St George's Square, with the railway station building forming the focus of this new public realm. Other buildings comprising shops, office, warehouses and other amenities were erected around the perimeter of the square, including Lion Buildings designed by J P Postchett completed in 1853 and Tite Buildings by Sir William Tite completed in 1856 (both Grade II*).

Running concurrently with this development to the north of the town was the formation of a new warehouse quarter around the Cloth Hall, which itself was further extended in 1864. Dundas Street, Fox Street and Serjeantson Street were all created around 1846 as part of these works and named after trustees of the newly formed Huddersfield Improvement Commissioners (HIC), which managed public infrastructure in replacement of the CLWC and the vestry's Board of Surveyors. Other HIC projects included the opening of Edgerton Cemetery in 1855 to alleviate pressure on the parish church graveyard and the creation of a common lodging house on Chapel Hill. The Ramsden Street area also continued to expand, with the opening of the Apollo Gymnasium in 1847 which was later converted to a public baths (now demolished).

The release of land for the railway had provided significant income for the Estate, from which further land acquisitions and development opportunities could be financed. The purchases included small holdings within the town centre that still remained in private hands, as well as 40 acres at Bay Hall beyond the station (1844/5), two portions of the former Bradley holdings at nearby Newhouse (1845 and 1848), 80 acres at Greenhead and Gledholt (1848) and the 32 acre Springwood estate (1861), as well as estates around Spring Grove and Trinity Street. The Estate had recognised the commercial opportunities promised by this swathe of undeveloped land to the west of the town. Between 1850 and the 1880s, this area soon became home to a number of new villas marketed toward wealthier tenants. The exception to this was the Springwood estate, which was previously bought by the Ramsdens before being sold to the town in 1881 to create Greenhead Park, opened in 1884 (Grade II listed Park and Garden). Other acquisitions during this period included estates to the north such as Woodhouse, Fell Greave, Woodside and Sheepridge, as well as more central pockets of land which included Firth's freehold at Lord Street and Shorehead.

2.5.2.2 - The new George Hotel completed in 1850 (photo 1912)

2.5.2.3 - The old George Inn pavilion on St. Peters Street, c.1880s

2.5.2.4 - Lion Arcade completed in 1853 (photo 1889)

2.5 - MID TO LATE-19TH CENTURY - 5th Baronet

2.5.3 - THE HUDDERSFIELD CORPORATION

This period during the 5th Baronet's tenure was also characterised by conflicts between the Estate and the HIC, with frequent disagreements on toll rights and competition over land purchases and use. In an effort to gain greater agency over development, planning and building controls, the HIC obtained the incorporation of the borough in 1868. This led to the formation of the Huddersfield Corporation (HC) as the municipal borough administrative body in replacement of HIC and extended its reach beyond the 1200 yards from the Market Place. It also effectively ended formal representation of the Ramsdens in the town's governing bodies, although its board still included three of the family's nominees alongside eighteen wealthy, elected ratepayers. The family continued to maintain their role as Lord of the Manor and freeholder across most of the town.

2.5.3.1 - Engraving of the Ramsden Estate Buildings and surrounds, C.Fenn

2.5.3.2 - 'Hardy's Plan and Commercial Directory of the Town of Huddersfield', Robert Nixon, 1850

2.5 - MID TO LATE-19TH CENTURY - 5th Baronet

Despite this shift in dominance, the Ramsdens continued to pursue a number of commercial endeavours during the latter half of the century following the town's incorporation. This included the construction of the Estate Buildings at the junction of Westgate and Railway Street (Grade II), completed by 1872, and the Byram Arcade (Grade II) in 1881. Both buildings were designed by the architect W.H. Crossland. Between 1882-3, land was cleared around Byram Street to create three new commercial premises also designed by Crossland; Waverley Chambers, Bulstrode Buildings (now Kirkgate Buildings) and Somerset Buildings (all Grade II listed). Together, these buildings facing the parish church and its graveyard of St Peter's Gardens helped to create a new public space to rival St George's Square nearby. These developments aligned with the Estate's established town planning principles for Huddersfield, which it shared with the Parliamentary Select Committee on Town Holdings in 1886:

> *"certain districts are set aside for certain purposes. The centre of the Town is devoted to Shops and Warehouses, and the vacant land is reserved for future extensions of these. The lowlying land between the River and the Canal is allotted to mills and manufacturing premises, and their future extensions – other parts are residential and set apart for private houses of various sizes and values."*

By 1884, it was recorded that the Ramsden Estate held 41.4% of the municipal borough's 10,496 acres.

Parallel to the Estate's own commercial enterprises, HC instigated a number of its own developments during the latter half of the century, with many of its projects stemming directly from Huddersfield's evolution in governance into an incorporated borough. Initially, the Corporation's councillors and aldermen continued to meet at the site of the Philosophical Hall (converted to the Theatre Royal in 1866), as the HIC had done since 1859 prior to incorporation. But by 1878 a series of municipal offices had been constructed on Ramsden Street that formed ingredients for a more comprehensive extension of the existing civic quarter. The offices were followed by the significant addition of the Town Hall (Grade II) opposite the Congregational Chapel. The building was constructed in two phases; the first phase bordering Ramsden Street was completed in 1876 whilst the second phase on Princess Street completed in 1881. Its opening was celebrated with a three-day festival, including a performance from the Huddersfield Choral Society conducted by Sir Charles Halle. The Town Hall provided an assigned space for the Corporation and consolidated a number of civic amenities. By the end of the century, it formed the anchor in a wider municipal complex, including a fire station and police station on Princess Street and union offices on Ramsden Street.

2.5.3.3 - Theatre Royal (date unknown)

2.5.3.4 - Huddersfield Town Hall

2.5 - MID TO LATE-19TH CENTURY - 5th Baronet

Demand for a covered market hall had also been increasing over the preceding decades. In 1880, and after much discussion with the Estate as to the most suitable location, a new municipal Market Hall designed by architect Edward Hughes finally opened on King Street (now demolished). Swine Street was renamed to Victoria Street and a new lane from Bull & Mouth Street to Queen Street had been laid out. The new market hall building displaced the former swine market and slaughterhouse, which along with the beast market were relocated to purpose-built facilities on Great Northern Street in 1881.

The Corporation was also pivotal in establishing Huddersfield's tram network, which first opened in 1883. Initially, within the town centre a north-south route was established along Buxton Street / New Street / John William Street, with east-west routes along Northumberland Street, King Street and Westgate / Trinity Street, all of which extended into Huddersfield's outer areas. Following difficulties finding a private operator, the Corporation became the first tram service to be run entirely by a municipal authority. The network expanded over subsequent years with new central routes added along St John's Road, Viaduct Street, New North Road and Kirkgate / Oldgate, and new branches extending further outwards as the town expanded. The tram network was closed in 1940.

Despite the fractious relationship between the Corporation and the Estate, as the 19th Century came to a close there had been instances where co-operation between the two parties yielded tangible benefits for Huddersfield's residents. The Estate released land to allow for the construction of the Ramsden Building on Queens Street South (Grade II, now on Queensgate), which was completed in 1884 and formed the first purpose-built facility for the Technical College (itself an amalgamation of educational institutes, and now the University of Huddersfield). Furthermore, and despite many years of campaigning, by the 1890s the Corporation were still markedly behind the times in their lack of provision of a public library. Eventually and thanks to the Estate's offer of a rent-free space, the town's first public library and art gallery opened on the upper floors of Somerset Buildings on Church Street in 1898.

2.5.3.5 - Market Hall completed in 1880

2.5.3.6 - Tram on Westgate, 1907

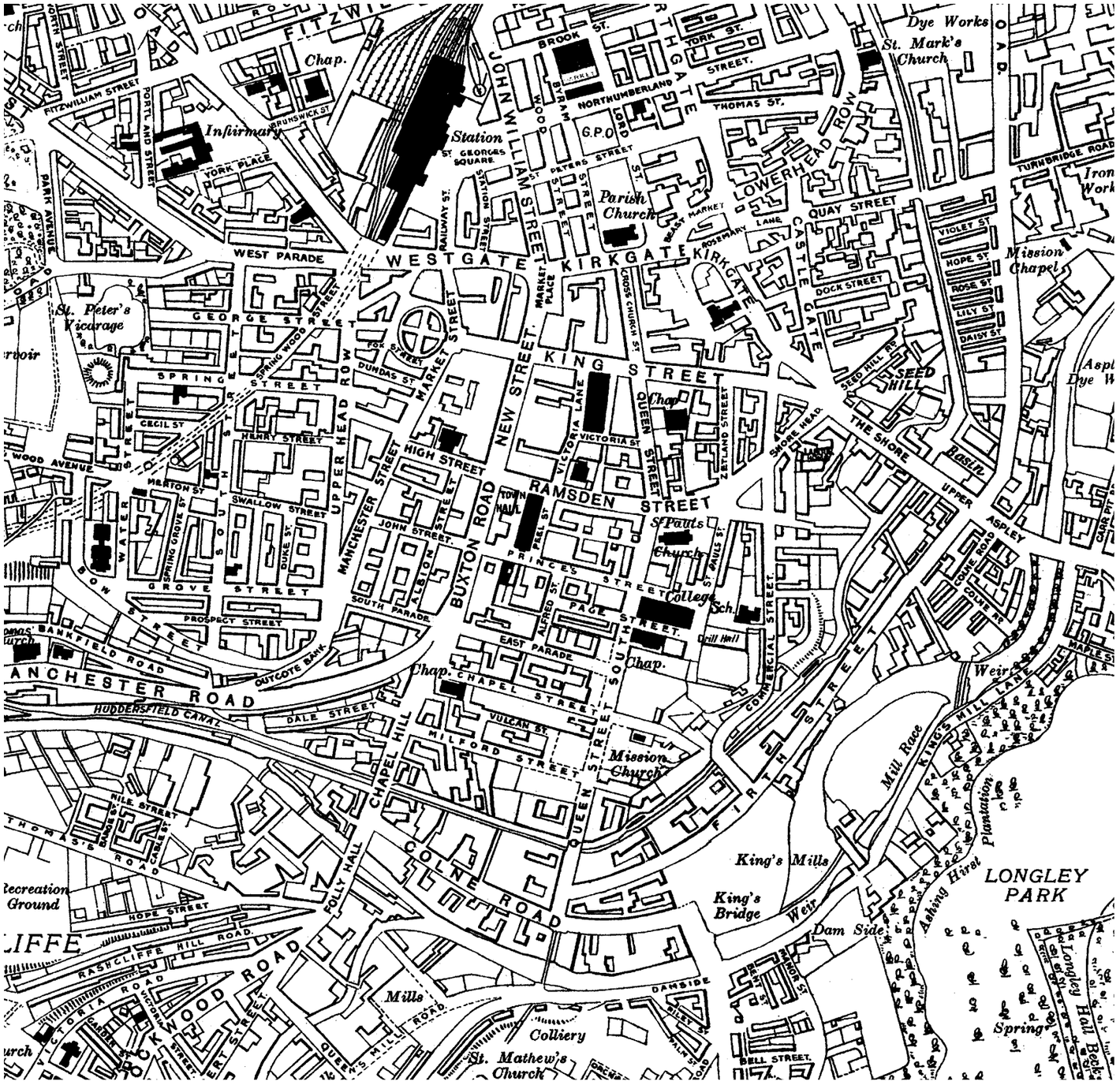
2.6 - EARLY-MID 20TH CENTURY

2.6.1 - 6TH BARONET AND CORPORATION PURCHASE

Ordnance Survey mapping from 1907 reflects the extent of Huddersfield's growth in the preceding years. At this time, the town centre was fully developed with the Cloth Hall, railway station and parish church all prominent features within the urban landscape. Housing developments have spread radially out from the centre, and to the south several textile mills are still in operation along the banks of the River Colne and the Huddersfield Canal.

Development at the beginning of the century included the building of the Picture Theatre on Ramsden Street in 1912 (now demolished) and the new Post Office on Northumberland Street in 1914. In addition, Oldgate Tenements were completed in 1914 to address the need for more working-class housing (now 'Kirkgate Tenements', Grade II in 2007). However the most notable keystone in Huddersfield's history during the early years of the 20th Century emerged from a significant change in the town's governance, when Sir John Frecheville Ramsden, 6th Baronet (1877-1958) decided to sell the land and rights held by the Estate in and around the town to the Huddersfield Corporation. It is thought that opportunities for more lucrative business elsewhere combined with a diminishing interest in the family's ancestral links were key factors. In all, 4,300 acres were sold to the Corporation in 1920 for £1.3m, roughly totalling the 41.4% share of the municipal borough owned by the Estate in 1884.

The purchase coined the term 'the town that bought itself' and made Huddersfield one of the country's largest municipal landholdings. As the town's traditional textile economy began making way for new 20th Century industries including mechanical and electrical engineering, manufacturing, and chemicals, it enabled Huddersfield Corporation to seek and implement new opportunities to replan and modernise the town centre accordingly.



2.6.1.1 - Extract of 'Map of Huddersfield', Alfred Jubb & Son, 1919

2.6 - EARLY-MID 20TH CENTURY

2.6.2 - INTER-WAR DEVELOPMENT IDEAS / HUDDERSFIELD LIBRARY AND ART GALLERY

One of the first interventions by the Corporation included the demolition of the Cloth Hall in 1930 having fallen into disrepair. Then in 1933, the Borough Engineer W. Jagger produced a detailed scheme for a new range of municipal offices and a new fire station between Ramsden Street and Princess Street (on the site of the current Queensgate Market and Piazza). The scheme was never built, however a year later the site on the north side of Ramsden Street occupied by the Congregational Chapel was selected as the new home for the town's Library and Art Gallery, having outgrown its original location at Somerset Buildings on Church Street. The Chapel was demolished in 1936 and replaced by a purpose-built facility designed by the noted library architect E.H. Ashburner. The building was completed in 1940, when a number of its spaces were temporarily acquired for the war effort. It did not enter into its full intended use until 1945. This new civic presence on the streetscape combined classical styling with modern, Art-Deco influences. At the time the building was completed, the northern elevations were obscured by existing buildings along its perimeter, including the Bull & Mouth public house. As a result, it did not respond architecturally to the street as successfully as the elevations facing Victoria Lane, Bull & Mouth Street and Ramsden Street. Original drawings by Ashburner suggest that there were plans for a future redevelopment around the building's north aspect.

2.6.2.1 - Cloth Hall Reading Room (now demolished)

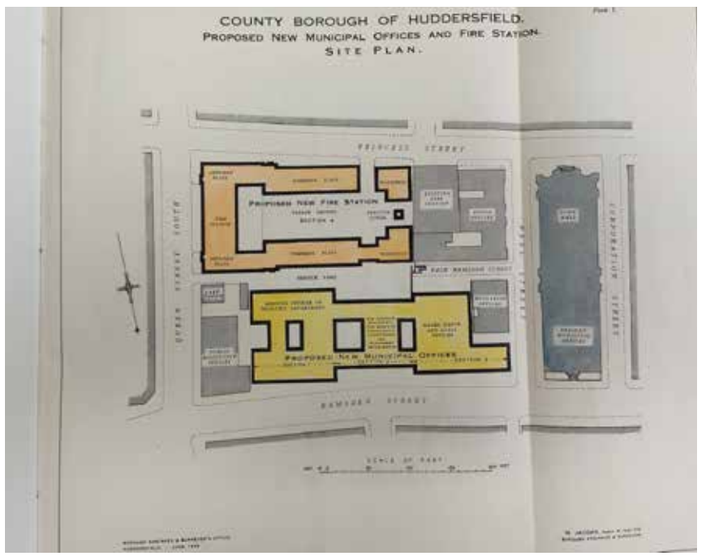
2.6.2.2 - Demolition of the Cloth Hall, 1930

2.6.2.3 - Bull & Mouth Street, 1937

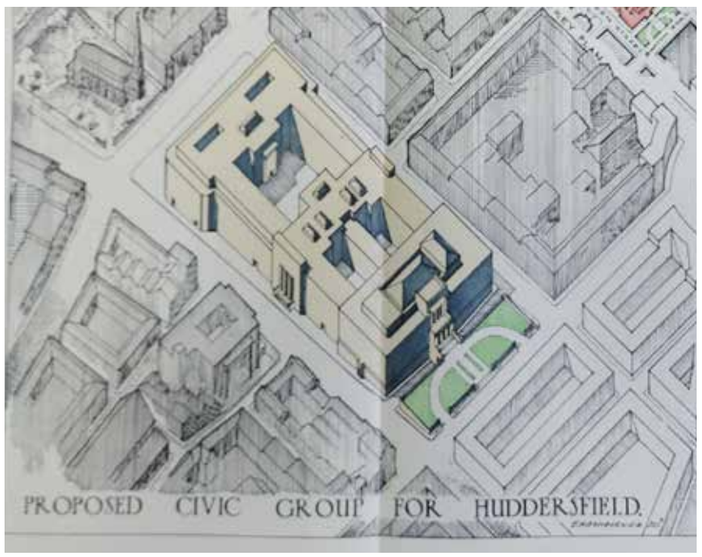
2.6.2.4 - Huddersfield Library and Art Gallery, 1940

2.6 - EARLY-MID 20TH CENTURY

The Corporation continued to develop town planning schemes even as the country entered WWII. Planning consultant F Longstreth Thompson's 1942 report commissioned by the Corporation also suggested the creation of a new civic centre. The report proposed the demolition of the existing Town Hall and surrounding buildings to consolidate Huddersfield's municipal offices, police, magistrates' courts, and Council Chamber into a single civic block, with architectural designs provided by Ashburner. This was to be situated within the site bounded by Queen Street South (which formally ran south from Queen Street), Ramsden Street (which formerly ran to form the east-west intersection between Queen Street and Queen Street South), Princess Street and the former Buxton Road (now an extension of New Street). An extension of the nearby Technical College was also suggested in this plan.

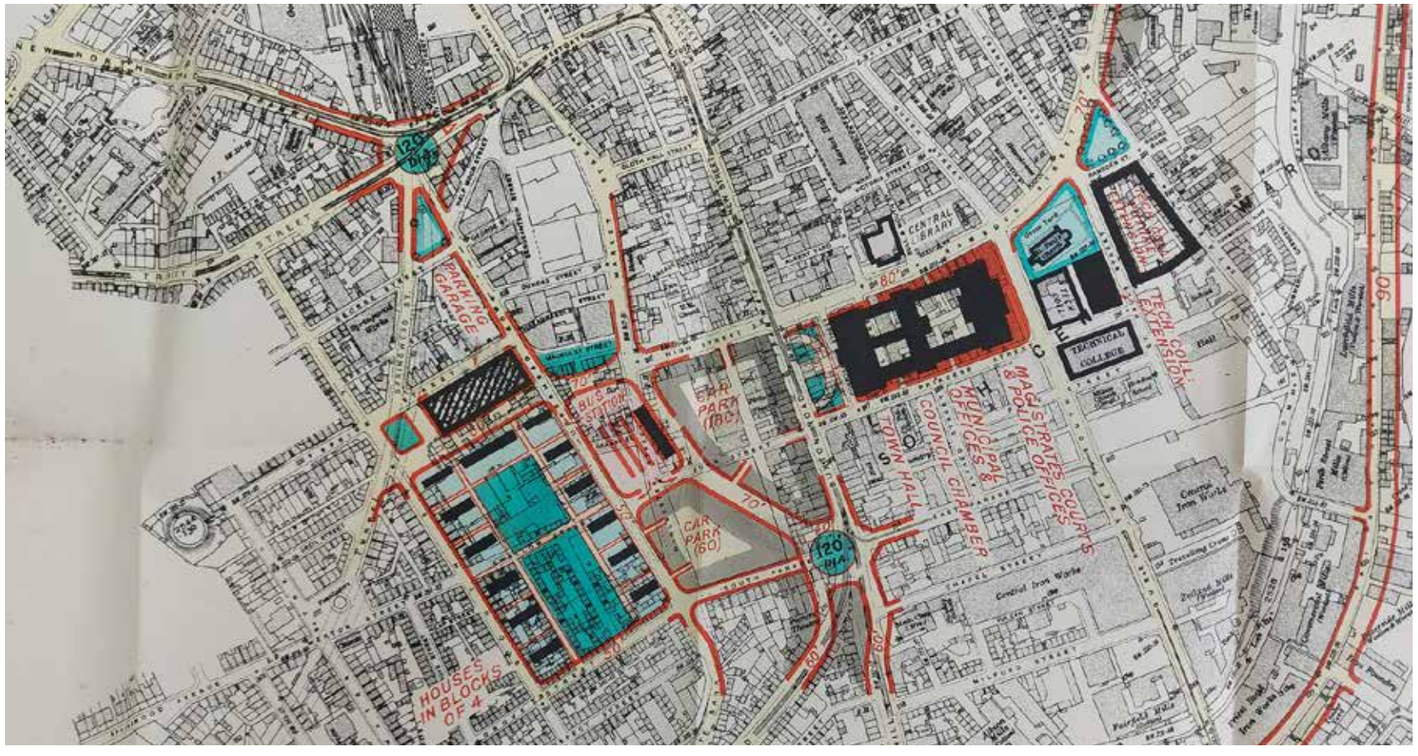


2.6.2.5 - Extract of W. Jagger's 1933 plan



2.6.2.6 - Extract of F Longstreth Thompson's 1942 plan

There were other planning schemes put forward shortly after Longstreth Thompson's 1942 report, albeit without official backing from the Corporation. The following year, local architect Clifford Hickson produced his scheme for the redevelopment of the central area, which included an outer ring road to alleviate traffic congestion and boulevards with circuses. The site of the current Queensgate Market was to be a theatre centre, whilst the Library and Art Gallery building was to be flanked on either side with a new museum and civic centre. The vision included a university where the Technical College was, which was loosely integrated with the central area, terminating views along Ramsden Street. In 1945, P.E. Hirst's report also made suggestions for the town's redevelopment that advocated for a ring road system and the delineation of industrial, commercial, civic residential zones.



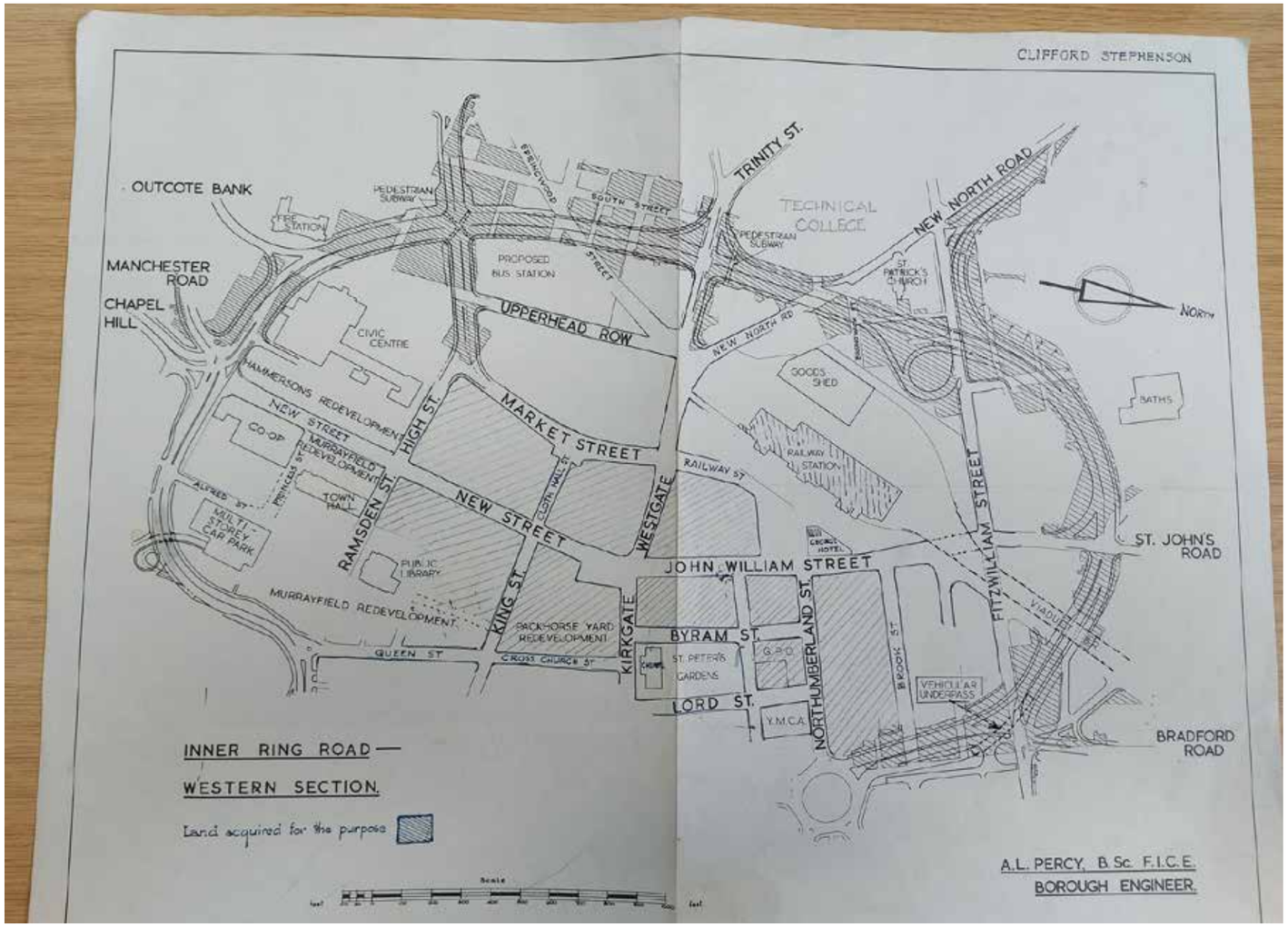
2.6.2.7 - Extract of W. Jagger's 1933 masterplan

2.7 - MID TO LATE-20TH CENTURY

2.7.1 - POST-WAR DEVELOPMENT IDEAS / RING ROAD

Huddersfield town centre survived WWII relatively unscathed and unlike many other towns and cities, its post-war redevelopment arose from a desire to address the increasing problem of traffic. Drawing again from Modernist notions that separated vehicular and pedestrian routes, post-war schemes increasingly looked to the creation of pedestrianised shopping areas, improved car parking provision and traffic management. In 1954, the central area was again the focus of redevelopment plans, with Borough Architect and Planning Officer S.M Richmond preparing proposals for two sites, one to the north of Buxton Road and the Town Hall (Area A) and one to the south of the Town Hall, west of Ramsden Street (Area B). Once again, the site of the current Queensgate Market was replanned as a civic centre with new municipal offices, magistrates' courts, police station and a health centre, ranging from three to five storeys high.

Proposals for an outer ring road originally suggested in the 1940s did ultimately come to fruition in the early 1960s during Borough Engineer Arthur Leslie Percy's tenure. The ring road was constructed by joining a number of new and existing routes, leading to the loss of around 37 streets and countless buildings along its course. The ring road project was one of many post-war redevelopments that dramatically altered the layout of Huddersfield and caused the loss of much of the town's historic fabric from the Georgian and Victorian eras.



2.7.1.1 - Extract of 1960s Arthur Leslie Percy plan

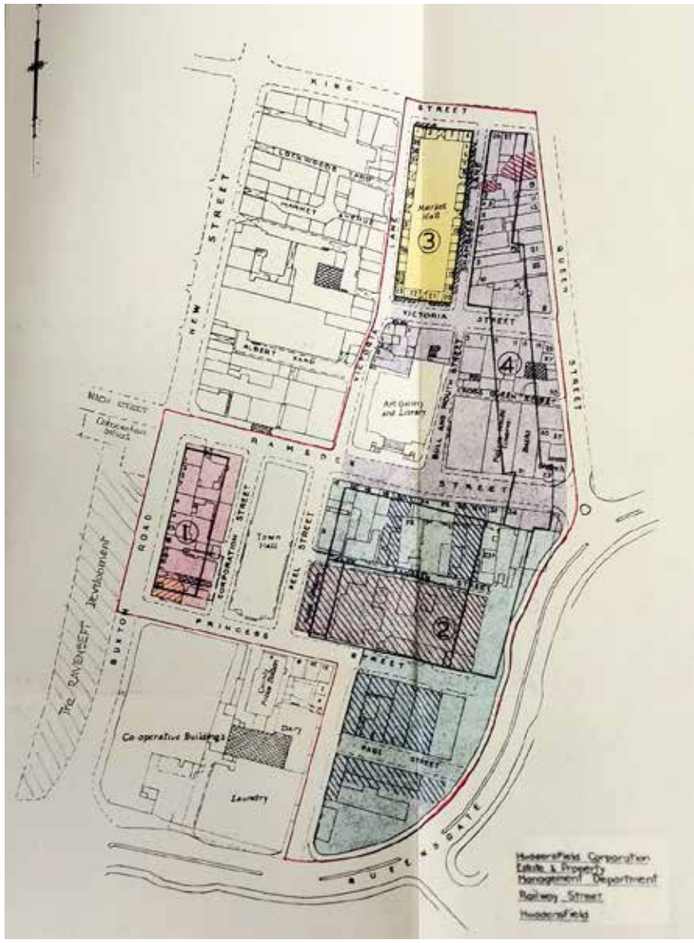
2.7 - MID TO LATE-20TH CENTURY

2.7.2 - NEW CIVIC CENTRE AND THE MURRAYFIELD DEVELOPMENT

The ring road project was part of a wider renewed push for urban redevelopment. At the time, a national town-planning movement sought to revitalise what many considered to be 'out-of-date' town centres, and the Corporation considered Huddersfield's existing townscape to be ill-equipped for the perceived emerging need to provide improved transport infrastructure and large-scale retail.

In the 1950s, the Corporation identified a Comprehensive Redevelopment Area comprising two main sites. The first comprised a series of urban blocks bordered by the High Street / Ramsden Street, Buxton Road, South Parade and what was to become the south-west sweep of the ring road at Castlegate. This area was earmarked for the long planned civic centre, with its development partially triggered by a need to unlock the commercial potential of more central sites that were in civic use. The civic centre project was constructed in three phases, with the first beginning in 1961 and the third concluding in 1977. The project involved the consolidation of civic spaces onto a shared site, including municipal offices, magistrates' courts and police headquarters, which are still accommodated on the site today.

The second site comprised the area of the town reconfigured by the Murrayfield Development Company, working alongside architects J Seymour Harris Partnership. Murrayfield approached the Corporation in 1960 to discuss their planned redevelopment of the town centre, and resulted in the Corporation identifying a site much larger than first intended to be redeveloped. The Murrayfield development site included the area bounded by Buxton Road, Princess Street, Alfred Street, Queen Street, Ramsden Street and King Street, but excluded the Town Hall and Library buildings. The architects proposed a new retail scheme influenced by the design of American shopping and office developments. The scheme was able to take advantage of the new ring road to the east and south of the site to provide purpose-built delivery access, parking and service areas, that were physically separated from the pedestrianised retail zone.



2.7.2.1 - Murrayfield phasing plan

2.7 - MID TO LATE-20TH CENTURY

The Corporation conducted compulsory purchases of individual plots to enable the scheme to be realised, which was built in four phases from 1966 to 1974:

- Phase I (started 1966): This was for a block of 19 shops, with offices above, on the east side of Buxton Road (now New Street). The units were serviced by an underground subway on Corporation Street.
- Phase II (started 1966): This comprised the new market hall (Queensway Market), car park and small shops accessed by an underground service subway, with goods access via Queen Street. The new market hall was designed to provide more floor area and improved quality and provision of facilities (including improved layout, storage, ventilation and access) compared to the municipal Market Hall building on King Street, scheduled for demolition.
- Phase III (started 1969): This included a new block of 26 shops on the site of the old 1880 Market Hall, again serviced from an underground subway.
- Phase IV (started 1971): This included the demolition of all buildings on the west side of Queen Street up to and including Bull and Mouth Street and Shambles Lane to be replaced by retail units, again serviced from an underground subway. This phase also included the demolition of buildings on the north and west side of the Library building to create an open public realm to for pedestrians.

2.7.2.2 - Construction of the Murrayfield development, 1969

2.7.2.3 - Construction of the Murrayfield development, 1969

2.7.2.4 - Construction of the Murrayfield development, 1968

2.7.2.5 - Construction of the Murrayfield development, 1969

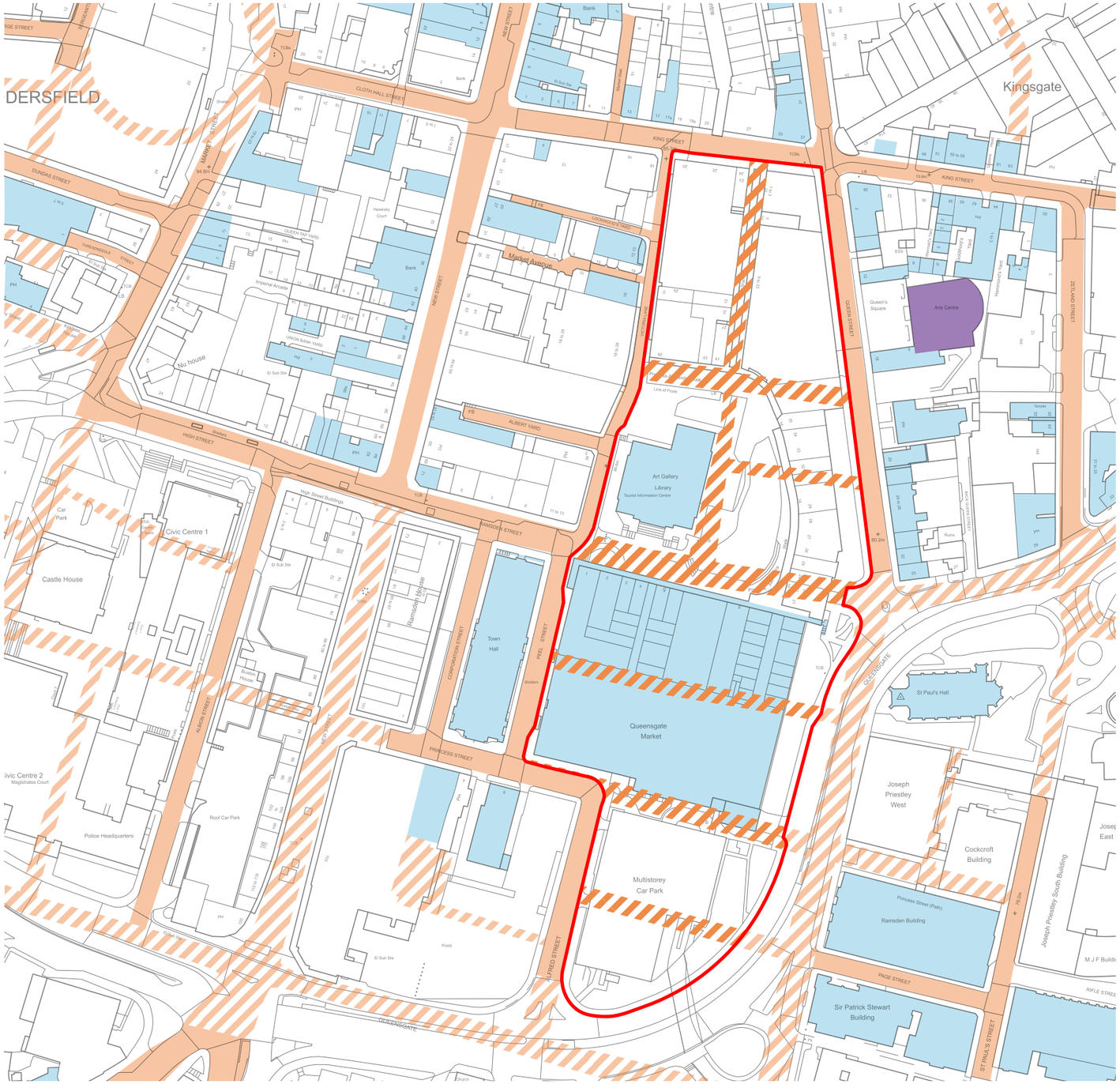
2.7 - MID TO LATE-20TH CENTURY

This extensive redevelopment of Huddersfield in the 1960s and 1970s led to a substantial reordering of the street pattern that had evolved over the preceding 200 hundred years. As a consequence, the town witnessed the loss of several streets, effectively reducing the connectivity of the area with its surrounding townscape and significantly altering the form, levels and density of the urban grain. Within the specific area of the development site, these included:

- Victoria Street (formerly Swine Street) which connected Victoria Lane to Queen Street.
- Bull and Mouth Street which connected Ramsden Street to Victoria Street.
- Cross Queen Street which connected Bull and Mouth Street to Queen Street.
- Shambles Lane, this connected Victoria Street to King Street, but has been retained as a covered shopping arcade.
- South side of King Street.
- West side of Queen Street.
- East side of Victoria Lane.
- Ramsden Street; Back Ramsden Street and Princess Street.

KEY

- Grade II*
- Grade II
- Site boundary
- Lost / disrupted historic streets (inside Site boundary)
- Lost / disrupted historic streets (outside Site boundary)
- Retained historic streets



2.7.2.6 - Analysis of retained and disrupted / lost historic street patterns (based on Ordnance Survey six-inch 1888-1913)

2.7 - MID TO LATE-20TH CENTURY

2.7.3 - OTHER DEVELOPMENT SINCE THE MID-20TH CENTURY

Beyond the Murrayfield scheme, other developments since the mid-20th Century have continued to shape Huddersfield's urban fabric. Since the late-19th Century, the Technical College (now the University of Huddersfield) had continued to expand beyond its original home in the Ramsden Building, with significant expansion of the campus taking place between the 1950s and 1970s. This expansion took place through acquisition of existing sites (such as the former Milton Congregational Church, Grade II) or through construction of new buildings. The Central Services Building by Manchester architects Hugh Wilson and Lewis Womersley, completed in 1977, is one such example that exists today and is representative of the general expansion of Polytechnic campuses seen nationally at the time.

Running parallel to these urban investment projects was the national move away from mechanised industries toward a service-based economy, which spelt the closure of several of the town's mill buildings. Some such as Firth Street Mills (mid-C19, Grade II) have since been converted to new uses, however many were lost, echoing the wider social implications of this transition for the town's residents.

A significant number of Huddersfield's heritage assets were formally listed in 1978. It is thought that this mass designation of buildings was conducted as a response to the recent wholescale redevelopments that had seen Huddersfield's urban centre change dramatically. These listings sought to safeguard what remained of the town's historic Regency and Victorian townscapes, and ultimately led to the creation of the Huddersfield Town Centre Conservation Area around 2010.

More recent developments since the 1970s, such as the Kingsgate Centre in 2002, continue to play a part in reshaping the urban fabric of Huddersfield, albeit to a lesser extent than the Murrayfield development, which marks one of the most significant masterplanning schemes in the town's recent history.

2.7.3.2 - Buildings at Kingsgate / Cross Church Street (now demolished), 1929

2.7.3.1 - Postcard of new Technical College, c.1950s

2.7.3.3 - Kingsgate Centre at Kingsgate / Cross Church Street, c.2010s

2.8 - SUMMARY

2.8.1 - HISTORIC CONTEXT AND RELATIONSHIP TO SITE

Huddersfield's origins as a local centre for industrial enterprise and trade has shaped the built environment which defines the town today. Buildings of the Georgian and Victorian period varying from retail and commerce to civic use are still in existence and are particularly prevalent within the town centre. These historic built forms and the public realm they inform emerged through the town's organic urban expansion over the previous three centuries. Together, they characterise the historic townscape of Huddersfield, which is recognised for its special interest through the Huddersfield Town Centre Conservation Area designation.

The development site is a deviation from the form of this surrounding historic townscape. Historically, the site is a local marker of somewhat misplaced aspirations that existed nationally during the mid-20th Century, to revitalise post-war town centres through wholescale redevelopment. The 1939 Library and Art Gallery is the site's only remaining built element that pre-dates the redevelopment of the late 1960s/early 1970s. As a remnant historic piece, it reflects the Huddersfield Corporation's 1930s approach to architectural design and its aspirational desire for inspiring civic spaces. All other historic aspects of the site were lost and replaced by the Murrayfield scheme and Piazza Shopping Centre. The form, massing and layout of these buildings is markedly different to what existed before, and as a piece of mid-20th Century urban landscape, the site sits in contrast to the finer grain of its immediate historic setting. The loss of historic streets that previously intersected the site and the introduction of larger building forms since the 1960s has disrupted the legibility of the wider urban heritage of Huddersfield. The development site effectively acts as a fracture in the continuity of the historic townscape. This is reflected in the boundary of the Conservation Area, which steps around the site to exclude it.

Despite this significant redevelopment of the late 1960s/early 1970s, the site still acts as a commercial and retail focus for the town. This suggests some continuity in the site's role as an area traditionally serving the Huddersfield community. Furthermore, the listed 1969-70 Market Hall building offers high architectural quality to the urban realm, as well as contributing toward an understanding of Huddersfield's market tradition and the town's wider piecemeal 20th Century development.

2.9 - IMAGES AND FIGURES

IMAGES and FIGURES

All images and figures by Feilden Clegg Bradley Studios unless noted below:

2.1 - Pre-history and the Medieval Period

2.1.1.1 - Castle Hill site at Almondbury - Humphrey Bolton / *Castle Hill (South side), Almondbury* / CC BY-SA 2.0 - www.geograph.org.uk

2.1.2.1 - 1086 Domesday entry for 'Odresfeld'- opendomesday.org (Anna Powell-Smith)

2.2 - 16th and 17th Centuries

2.2.1.1 - Present-day market cross at Market Place (Grade II) - habiloid / *Market Cross, Huddersfield* / CC BY-SA 2.0 - www.geograph.org.uk

2.3 - 18th Century - 3rd and 4th Baronetcies

2.2.1.1 - 'Map of Sir W Ramsden's Estate of the Manor of Huddersfield', 1716 - Timothy Oldfield - Christopher Marsden

2.3.2.2 - Extract of 'Map of Sir W Ramsden's Estate of the Manor of Huddersfield', 1716 - Timothy Oldfield - Christopher Marsden

2.3.2.3 - Photo of the Cloth Hall (now demolished), c.post-1888 - photographer unknown - HLSLC, Kirklees Image Archive (ref: k025110)

2.3.2.4 - Painting of the Cloth Hall and White Hart Inn (now demolished), c.1850/60s - artist unknown - Huddersfield Exposed archive

2.3.2.5 - Brick Buildings on New Street, c.1889 - photographer unknown - HLSLC, Kirklees Image Archive (ref: k025144)

2.3.3.1 - Site of The Shambles (now demolished), 1900 - Walter E Turton - Kirklees Image Archive (ref: k019522)

2.3.3.2 - Site of the Beast Market (now demolished), c.pre-1886 - photographer unknown - HLSLC, Kirklees Image Archive (ref: k024384)

2.3.4.1 - Painting of the canal at Aspley - artist unknown - Material from BH for Examiner Canal Supplement, Kirklees Image Archive (ref: km01659)

2.3.5.1 - Map of Huddersfield - artist unknown (adapted from 'Map of Huddersfield', 1778) - Huddersfield Exposed archive (ref: 30422647832)

2.4 - Early-19th Century - End of the 4th Baronetcy

2.4.1.1 - ' A Plan of Huddersfield', 1826 - George Crosland - Huddersfield Exposed archive (ref: 30450672731)

2.4.3.1 - Engraving of Huddersfield Infirmary, 1831 - J Shury - CC-BY wellcomeimages.org

2.4.3.2 - Congregational Chapel completed 1825, 1910 - Smith Carter - Kirklees Image Archive (ref: k004220)

2.4.3.3 - Philosophical Hall completed 1837, 1880 - photographer unknown - Kirklees Image Archive (ref: k011209)

2.5 - Mid to Late-19th Century - 5th Baronet

2.5.1.1 - 'View of Huddersfield', 1849 - William Cowen - Huddersfield Exposed archive

2.5.2.1 - J.P. Pritchett's design for the Huddersfield Railway Station, c.1846-50 - artist unknown - HLSLC / J.P. Pritchett, Kirklees Image Archive (ref: k024003)

2.5.2.2 - The new George Hotel completed in 1850, 1912 - photographer unknown - HLSLC, Kirklees Image Archive (ref: k012461)

2.5.2.3 - The old George Inn pavilion on St. Peters Street, c.1880s - photographer unknown - HLSLC, Kirklees Image Archive (ref: k025074)

2.5.2.4 - Lion Arcade completed in 1853, c.1889 - photographer unknown - HLSLC, Kirklees Image Archive (ref: k008654)

2.5.3.1 - Engraving of the Ramsden Estate Buildings and surrounds - C.Fenn - 'Yorkshire, Past and Present: A History and a Description of the Three Ridings of the Great County of York (volume 2, part 2)' (Thomas Baines, 1875), Huddersfield Exposed archive

2.9 - IMAGES AND FIGURES

2.5.3.2 - 'Hardy's Plan and Commercial Directory of the Town of Huddersfield', 1850 - Robert Nixon - 'The Story of Huddersfield' (Roy Brooks, 1968), Huddersfield Exposed archive
2.5.3.3 - Theatre Royal - photographer unknown - Huddersfield Exposed archive (ref: 29992084842)
2.5.3.5 - Market Hall completed in 1880 - photographer unknown - www.examinerlive.co.uk
2.5.3.6 - Tram on Westgate, 1907 - photographer unknown, Huddersfield Corporation Tramways - Huddersfield Exposed archive

2.6.1 - 6th Baronet and Corporation Purchase
2.6.1.1 - Extract of 'Map of Huddersfield', 1919 - Alfred Jubb & Son - Huddersfield Exposed archive (ref: 28000620236)
2.6.2.1 - Cloth Hall Reading Room (now demolished) - photographer unknown - HLSLC, Kirklees Image Archive (ref: k025113)
2.6.2.2 - Demolition of the Cloth Hall, 1930 - Walter E Turton - Kirklees Image Archive (ref: k019606)
2.6.2.3 - Bull & Mouth Street, c.1937 - photographer unknown - HLSLC, Kirklees Image Archive (ref: k025083)
2.6.2.4 - Huddersfield Library and Art Gallery, 1940 - Charles R. H. Pickard - RIBA British Architectural Library (ref: RIBA73907)
2.6.2.5 - Extract of W. Jagger's 1933 plan, 1933 - W. Jaggar - 'County Borough of Huddersfield: Proposed New Municipal Buildings, Ramsden Street and New Fire Station Buildings, Queen Street South and Princess Street - Borough Engineer's Report and Estimates of Cost', Kirklees Collections
2.6.2.6 - Extract of F Longstreth Thompson's 1942 plan, 1942 - F Longstreth Thompson - 'County Borough of Huddersfield: Improvement Scheme for the Central Area - Report', Kirklees Collections
2.6.2.7 - Extract of W. Jagger's 1933 masterplan, 1933 - W. Jaggar - 'County Borough of Huddersfield: Proposed New Municipal Buildings, Ramsden Street and New Fire Station Buildings, Queen Streeet South and Princess Street - Borough Engineer's Report and Estimates of Cost', Kirklees Collections

2.7.1 - Post-War Development Ideas / Ring Road
2.7.1.1 - Extract of 1960s Arthur Leslie Percy plan, c.1960s - Arthur Leslie Percy - Kirklees Collections

2.7.2 - New Civic Centre and the Murrayfield Development
2.7.2.1 - Murrayfield phasing plan - c.1960s - Kirklees Collections
2.7.2.2 - Construction of the Murrayfield development, 1969 - copy obtained from Chris Marsden Archive
2.7.2.3 - Construction of the Murrayfield development, 1969 - copy obtained from Chris Marsden Archive
2.7.2.4 - Construction of the Murrayfield development, 1968 - photographer unknown - Kirklees Image Archive (ref: km02919)
2.7.2.5 - Construction of the Murrayfield development, 1969 - copy obtained from Chris Marsden Archive

2.7.3 - Other Development Since the Mid-20th Century
2.7.3.1 - Postcard of new Technical College, c.1950s - Lilywhite Ltd. of Brighouse - Huddersfield Exposed archive
2.7.3.2 - Buildings at Kingsgate / Cross Church Street (now demolished), 1929 - Walter E Turton - Kirklees Image Archive (ref: k019905)

image - title, year - artist - accessed via
*HLSLC = Huddersfield Local Studies Library Collection

2.10 - REFERENCE LIST

REFERENCE LIST

Huddersfield in Turbulent Times, 1815–1850: Who Ruled and How? - David Griffiths, 2015

The Ramsdens and the Public Realm in Huddersfield, 1671-1920 - David Griffiths. In *Power in the Land: The Ramsdens and their Huddersfield Estate, 1542–1920 - Essays to Commemorate the Centenary of the Purchase of the Estate by Huddersfield Corporation in 1920* - Edward Royle (editor), 2020

Huddersfield in 50 Buildings - Andrew Caveney and Christopher Marsden, 2019

Discovering Old Huddersfield (Parts 1-5) - Gordon and Enid Minter, 1993-2002

An Exploration of the Development of Huddersfield's 1970 Market Hall: Architectural Decoration with Cheap Greens; an Architect's Dream? (MA thesis) - Christopher R Marsden, 2012

County Borough of Huddersfield: Proposed New Municipal Offices, Ramsden Street and New Fire Station Buildings, Queen Street South and Princess Street - Borough Engineer's Report and Estimates of Cost - W. Jaggar, 1933

County Borough of Huddersfield: Improvement Scheme for the Central Area - F. Longstreth Thompson, 1942

A Plan for Huddersfield - P.E. Hirst, 1945

Kirklees Collections archive

Kirklees Image Archive

Huddersfield Exposed online archive

West Yorkshire Historic Environment Record

National Library of Scotland historic maps collection

RIBA British Architectural Library

University of Huddersfield - https://www.hud.ac.uk/non-cms/175-Years/timeline/timeline.html

University of Huddersfield - https://www.hud.ac.uk/our-buildings/

Discover Huddersfield Heritage Trails - https://discoverhuddersfield.uk/trails/

Feilden
Clegg
Bradley
Studios

Feilden Clegg Bradley Studios LLP

BATH
Bath Brewery
Toll Bridge Road
Bath BA1 7DE
T +44 (0)1225 852545

LONDON
Twenty
Tottenham Street
London W1T 4RG
T +44 (0)20 7323 5737

BELFAST
5 Commercial Court
Belfast
BT1 2NB
T +44 (0)28 9099 2760

MANCHESTER
Carver's Warehouse
Lower Ground Floor
77 Dale Street
Manchester M1 2HG
T +44 (0)161 883 2544

EDINBURGH
Studio 2
15a Calton Road
Edinburgh
EH8 8DL
T +44 131 285 7370

Job No: 2069