



NATIONAL HEALTH INNOVATION CAMPUS MASTERPLAN SOUTHGATE, HUDDERSFIELD

MASTER PLANNING, PHASING, DESIGN CODE CONTEXT: **VOLUME 1 - MASTER PLANNING**

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1.0 INTRODUCTION

1.1 INTRODUCTION

This document forms part of a Condition Discharge application for conditions 4,5 and 6 of outline planning permission reference 2021/91544 for a new National Health Innovation Campus on the Southgate site and should also be read in association with the 1st Reserved Matters application submitted.

The site was granted outline planning permission in September 2021 for 75,000sqm of new development across a range of land use classes. This series of documents outlines the proposed phasing for bringing forward the development of the site, its strategic masterplan framework as well as various design code principles that will be incorporated into this process..

The proposal is for a new National Health Innovation Campus as part of the University of Huddersfield. The campus will promote health and well-being through its education, built form and public realm.

A second Reserved Matters under reference number 2023/93655 on 4th of January 2024 was submitted to detail the project for site 2.

This particular document, Volume 1: Master Planning, details the contextual information and developed master plan massing strategy for the National Health Innovation Campus.



2.0 CONTEXTUAL ANALYSIS

2.1 SITE OWNERSHIP

The masterplan site is located to the East of Huddersfield Town Centre and sits within the metropolitan borough of Kirklees West Yorkshire. The site is bound by two key thoroughfares, Southgate section of the A62 ring road and Leeds Rd. The site is also bound by Old Leeds Rd and is overshadowed by Crown House, an 11 storey building which stands at the south-eastern corner of the site.

The site is owned by the University of Huddersfield, and is currently part occupied by a Kirklees Council run car park with temporary permission. The adjacent Crown House has planning approval in place to be converted to residential use. The remainder of the site is disused and surrounded by hoardings.

The first phase, the Daphne Steele Building, was completed in September 2024 and the second phase, the Emily Siddon Building, in February 2026.



Fig 2.1.1 - Site Ownership Drawing

2.2 PLANNING CONTEXT

The Southgate site has been identified as a large development site for the university. The site has been given outline planning, 2021/60/91544/W containing additional education buildings, external spaces, parking, servicing and cycle storage facilities

The Southgate site is located on the Eastern edge of Huddersfield town centre, within the metropolitan borough of Kirklees in West Yorkshire. The site sits on the busy intersection between Leeds Road and the Southgate section of the A62.

The site is significant in size, approximately 2.67 hectares. Formerly occupied by two high-rise residential blocks, a sports centre, commercial centre and car park, the site is now owned by the University of Huddersfield and is planned for mixed use development.

Phase 1, Daphne Steele Building, was granted reserved matters consent under reference 2022/91456 on 20th September 2022 and the building is currently under construction following discharge of all pre-commencement of development conditions.

1. The 2nd plot, the Phase 2 building, was submitted for reserved matters approval under reference 2023/93655 on 4th January 2024.
2. A specific Design and Access statement will accompany each phase Reserved Matters application.
3. This phasing, master planning and design code context document has been prepared specifically to respond to the requirements of conditions 4,5 and 6 of the outline planning permission granted on the site.

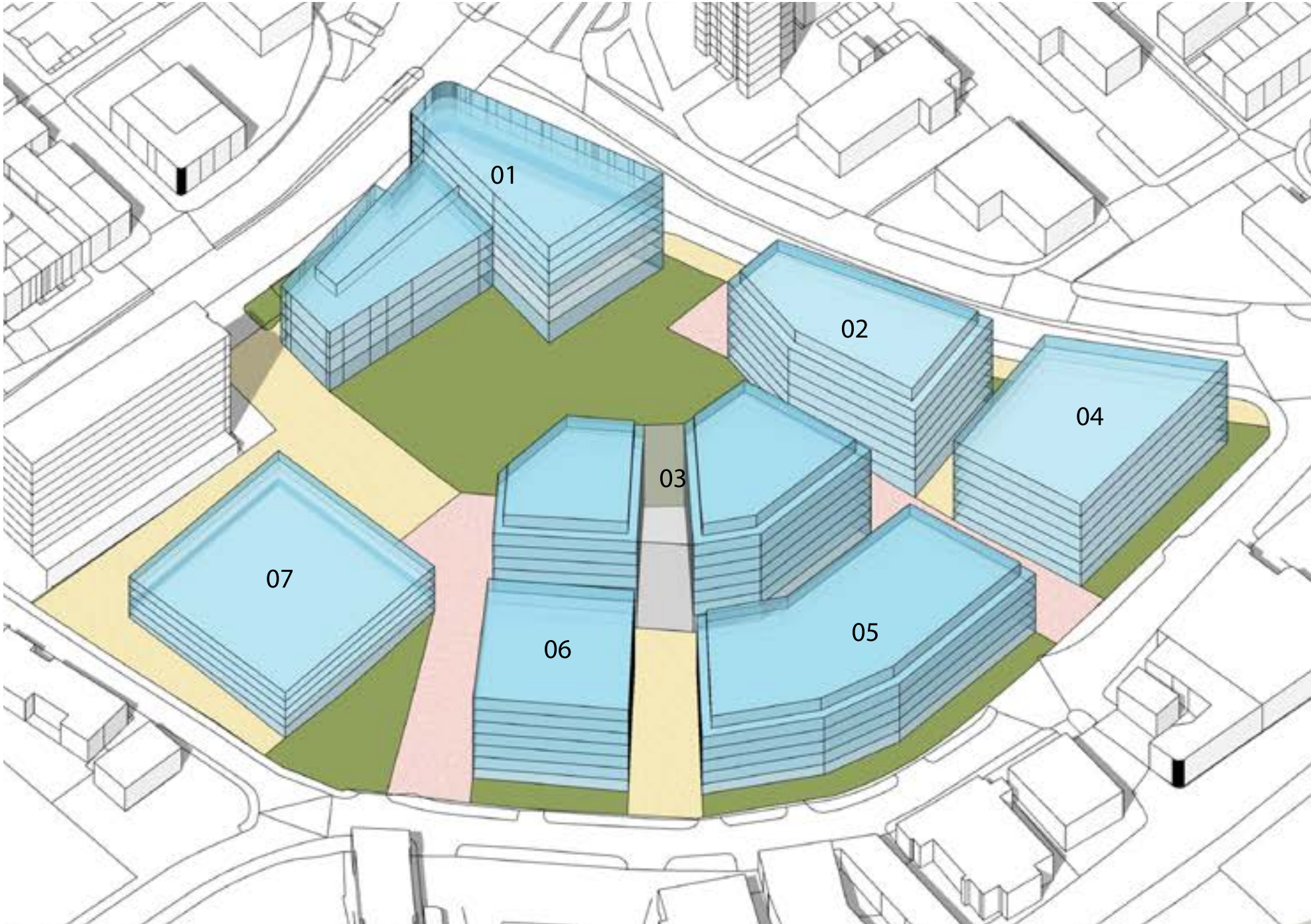


Fig 2.2.1 - Southgate Masterplan submitted for outline planning

2.3 HUDDERSFIELD BLUEPRINT

The Huddersfield Blueprint provides key context around the site in question. The 10 year vision to transform the town to create a thriving town centre proposes improvements to 6 key areas within the ring road of Huddersfield. Part of this strategy also considers the Station to Stadium route - the Southgate site being situated outside the ring road along this key journey.

The 5 key objectives of the Huddersfield Blueprint are;

- A vibrant culture, art, leisure and night-life offer
- Thriving business
- A great place to live
- Improved access, and
- Enhanced public spaces

Sufficient transport links by train, bus and car allow the Southgate site to be easily accessible to the town and wider region, as well as being within reasonable walking distance from key points throughout the Town Centre and main University Campus. The site sits within 0.2 miles of Huddersfield Train Station and is serviced by buses along Southgate and Leeds Rd.

Areas for development:

1. Station Gateway
2. Kingsgate
3. Civic Quarter
4. New Street
5. St Peter's
6. Queensgate

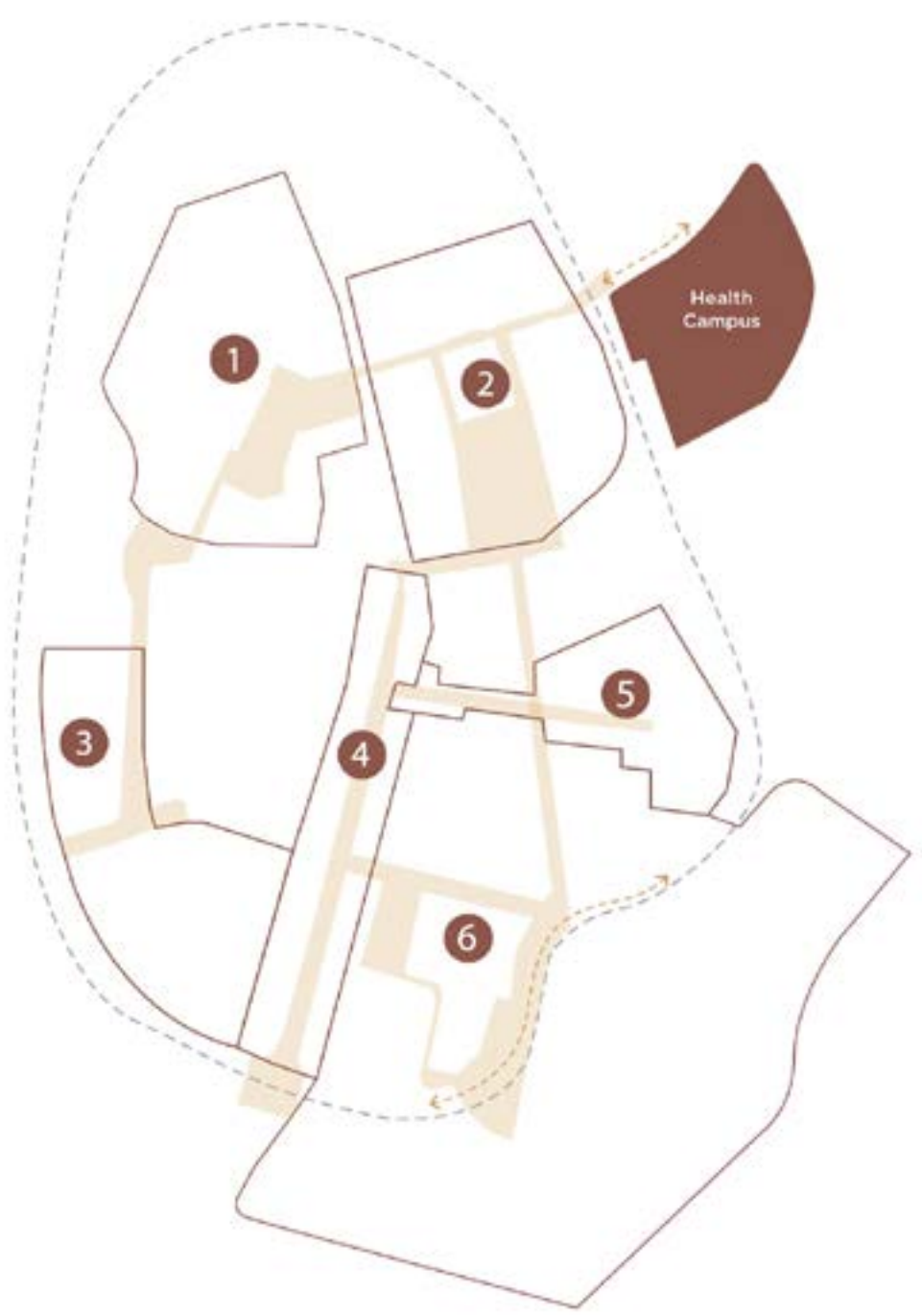


Fig 2.3.1 The Huddersfield Blueprint areas of development



Fig 2.3.2 Kingsgate



Fig 2.3.3 St Peter's



Fig 2.3.4 Northumberland St

2.4 SITE LOCATION

The Southgate site is situated to the East of Huddersfield Town Centre, along the Southgate portion of the ring road. It's location is ideal in regards to its close proximity to the Town Centre within the Ring Road, as well as areas outside of the Ring Road. The approach to the Town Centre along Leeds Road passes directly along the Northern site boundary. This is a part of the Station to Stadium route established by the council which connects sports fans to the John Smith stadium, less than a mile from the centre.

The site also is also situated well within proximity to the University of Huddersfield Queensgate campus which is within walking distance via Southgate or down the historic Huddersfield Broad Canal.



Fig 2.4.1



2.5 EXISTING AND PREVIOUS USE

The site was previously occupied by two high-rise residential blocks, a sports centre, car park and commercial premises. Towards the lower end of the site behind the sports centre, lower level light industrial units were located on the site reflecting the use and massing of the buildings opposite on Old Leeds Rd. These buildings were demolished by 2016.



Fig 2.5.1 - View west up Pine Street



Fig 2.5.2 - View east down Pine Street



Fig 2.5.3 - View from the junction of Southgate and Leeds Rd



Fig 2.5.4 - View looking north from Watergate

2.6 HISTORICAL CONTEXT

The Southgate site is rich in the history of the town of Huddersfield which must be considered sensitively in any new proposals to create a new chapter of life of the town, and re-connecting it with its heritage.

1854

By 1854, the nearby railway station had been completed on Northumberland Street but development within the Southgate site was limited to some residential use to the west and industrial buildings relating to the canal on the east. The centre of the site remained largely undeveloped.



1894

By 1894, there is significantly more development across the Southgate site. Northumberland Street has been extended through the site and buildings now cover the majority of the site.



1908

There are no significant changes to the site since 1894. Northumberland Street and Thomas Street continue to the main roads passing through the site, both from west to east.



1938

A significant change to the site takes place by 1938. All of the development to the south of the masterplan site has been demolished and remains a vacant plot. Northgate still runs to the west of the site although this is still a main road running north to south in the town.



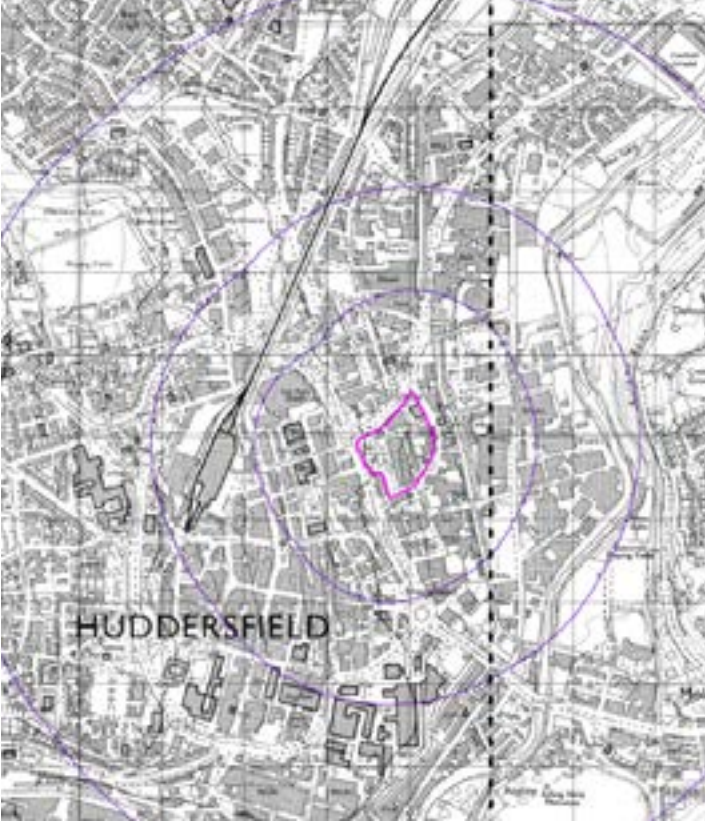
1966

There is very little development on or around the site during and after the war. By 1966, the north of the site has been cleared and industrial premises have been constructed to the south east, close to the canal.



1976

There is more major development in the next 10 years as the leisure centre is constructed in the centre of the site and two medium rise residential towers are constructed to the north west, on the same footprint as the Human and Health Science building.



1987

By 1987, the Crown House building just outside of the masterplan has been constructed along with a number of smaller buildings along the northern boundary. These include a number of council buildings.

2.7 HISTORICAL STREET STRUCTURE

The adjacent maps aim to show the development of the main roads throughout the Town Centre, and how the implementation of the Ring Road around the central roads ultimately has lead to the isolation of the Southgate site and its relationship with the Town Centre.

The development of the Town Centre in relationship with the Town's Heritage within the textile industry meant that the roads were developed with four key axis - roads to transport textile goods out of Huddersfield were developed in the direction of Leeds, Wakefield, Manchester and Halifax. Huddersfield Broad Canal was the location of many of the Mills within the Town Centre, and therefore Roads throughout the Town Centre develop in the direction of many of these to provide transportation. This is particularly evident when considering the Southgate site and it's location between the canal and the Centre.

The decline of this industry towards the end of the 20th Century and the need for a connection to the Canal, along with the development of the Ring Road ultimately leads to the Southgate site becoming an 'island', separated from the town centre by the Ring Road and enclosed by Leeds Road and Old Leeds Road.



1778



1854



1908



C.2016

2.8 HERITAGE

The history of Huddersfield is deep rooted within the textile industry. As one of the world's finest worsted producers, the label 'Made in Huddersfield' at one time was world famous. The back bone of this industry was Huddersfield Broad Canal and the River Colne. The Town's position between Leeds and Manchester along with it's close proximity to fresh water allowed for the developing textile industry to boom, with mills predominantly located down the Broad Canal. This is evident not only in the town centre, but down further down the Colne Valley, where the mill industry was thriving.

The number of mills around the town centre has drastically decreased - with many of these mill abandoned or re-purposed. The re-purposing of mills includes developments such as shops, workshops and studios, whether art studios or sports facilities. A small number of the previous mills are owned by the University and have been converted into lecture theatres, labs and seminar rooms, with the University campus running alongside the canal. This therefore provides precedent as to the development of the Southgate site - allowing the University to re-connect the town to its heritage, re-developing an area largely forgotten.

Evidence of the heritage of Huddersfield and its importance throughout the town centre is situated on Northumberland Street - a key route from the Train Station to the Southgate Site. Established in 1896 by Henry Percy and Frederick Dugdale, Dugdale Brothers is the last independently owned cloth merchants business in the centre of Huddersfield Town Centre. After 124 years of service, Dugdale Bros take pride in the heritage of the cloth industry within Huddersfield and upkeep as many of the original skills/processes as possible.

The location and prominence of this historical building is a key indicator of how important the connection to heritage is within the town centre, and therefore to the site on the 'Station to Stadium' route.



Fig 2.8.1 - Dugdale Brothers Textile Mill



Fig 2.8.2 - Abandoned mill adjacent to the Southgate site.



Fig 2.8.3 - Historical painting of Dugdale Brothers mill



Fig 2.8.4 - View looking north from Watergate

2.9 CONSERVATION AREAS AND LISTED BUILDINGS

Listed buildings are designated for their special architectural or historic interest in accordance with the DCMS Principles for Selection of Listed Buildings (2010). The buildings identified in Table 1 are relevant with respect to the proposed development:

Listed Building:	Grade:		
Chimney at SE 14942 16846	II	7 Southgate	II
John L Brierleys Mill	II	11 Southgate	II
14 and 16 Northumberland Street	II	36 Peters Street	II
Friendly and Trades Club	II	28 Peters Street	II
Wholesale Market for Fruits and Vegetables	II	26 Peters Street	II
The George Hotel	II	14 Peters Street	II
Huddersfield Train Station	I	12 St Peters Street	II
Britannia Buildings	II*	10 St Peters Street	II
Parish Church of St Peter	II*	21 Lord Street	II
Four Telephone Kiosks outside Head Post Office	II	19 Lord Street	II
8 Northumberland Street	II	17 Lord Street	II
1 and 3 Northumberland Street	II	7 and 9 Beast Market	II
The Vulcan Public House	II	Boy and Barrel Inn	II
Kirkgate Tenements	II	37-41 Kirkgate	II
Kirkgate Buildings	II	33 and 35 Kirkgate	II
Lion Buildings	II	6, Beastmarket	II
Revenue Chambers	II		
Somerset Buildings	II		
Kirklees District Department of Social Services	II		
3 Southgate	II		
5 Southgate	II		

There are 217 listed buildings within the town centre of Huddersfield. The buildings listed above sit within proximity to the National Health Innovation Campus site.

Conservation Areas

Conservation areas are areas of special architectural or historic interest, the character and appearance of which it is desirable to preserve or enhance. The application site is located just outside the eastern boundary of the Huddersfield Conservation Area, so the site does not sit directly within a conservation area.



Fig 2.9.1 - Conservation area in Huddersfield town centre

Grade II Listed Buildings	
1	3, 5, 7, 9, 11 Southgate
2	36 St Peters Street
3	The Vulcan Public House
4	10, 12, 14, 26, 28 St Peters Street
5	17, 19, 21 Lords Street
6	11 - 15 Beastmarket
7	7, 9 Beastmarket
8	Boy and Barrel Inn
	6 Beastmarket
	33, 35 Kirkgate
	37 - 41 Kirkgate
9	4, 16 Northumberland Street
10	Friendly and Trades Club
11	1, 3, 13 - 17 Brook Street
12	The Fleece Public House
13	26 Kirkgate
14	24 Kirkgate
15	4 - 14 Kirkgate
16	7, 9 Market Place
17	Waverly Chambers, Huddersfield
18	Kirkgate Buildings
19	Somerset Buildings
20	22 - 34 John William Street
21	Kirklees District Department of Social Services
22	Revenue Chambers
23	32, 34 Wood Street
24	13 - 18 Byram Street
25	8 Northumberland Street
26	Princess Cinema
27	23 Byram Street
28	John L Brierleys Mill
29	Chimney at SE 14942 16846
Grade II* Listed Buildings	
30	Parish Church of St Peter
31	Wholesale Market for Fruit and Vegetables
32	Lion Buildings

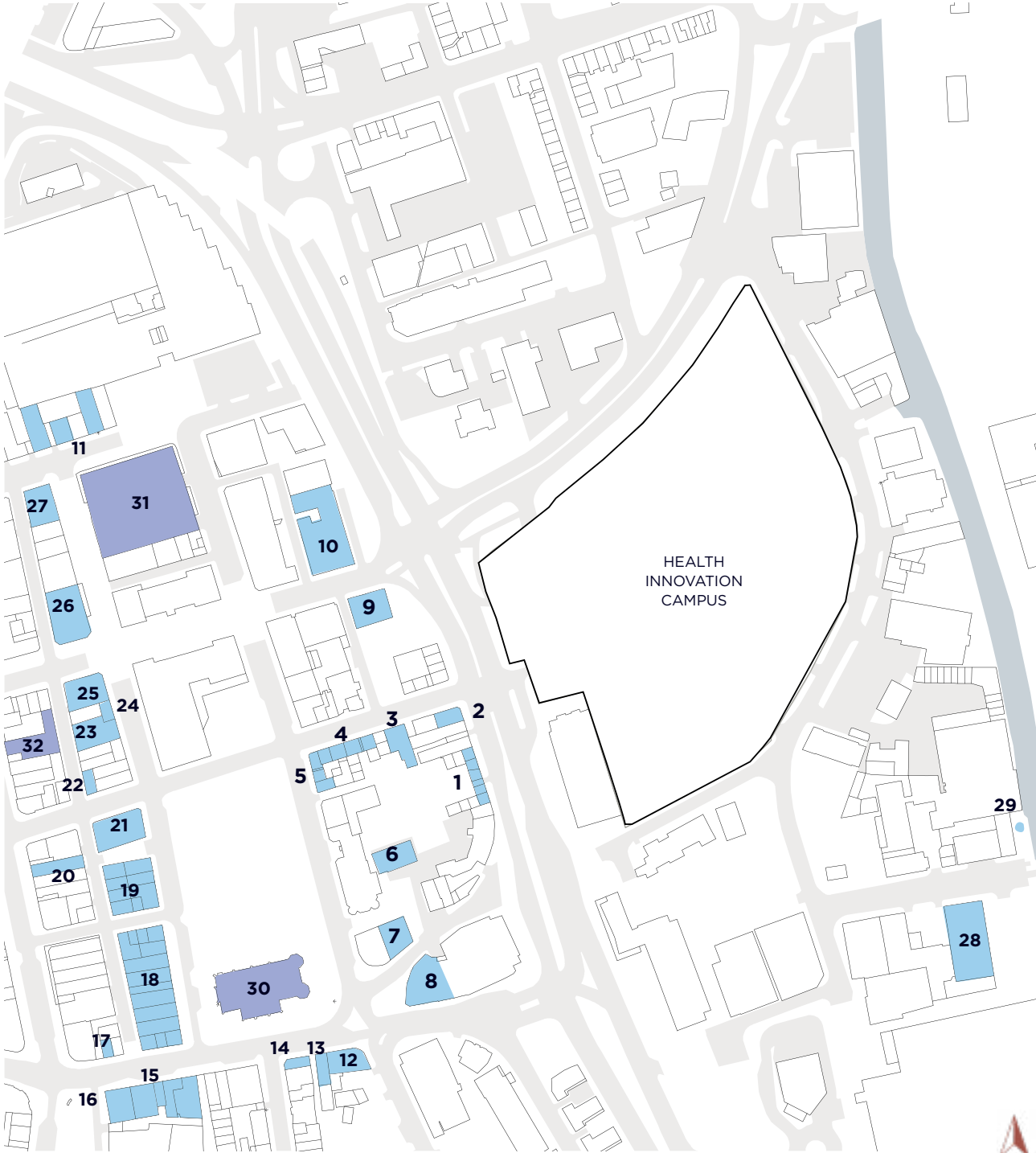


Fig 2.9.2 - Conservation area in Huddersfield town centre

2.10 URBAN STRUCTURE AND GRAIN

The urban structure surrounding the site differs according to which edge you are looking at. The Town Centre, to the West of the site, is of a more Victorian street pattern, with an obvious hierarchy of streets and perimeter blocks making up the built form. St Peter’s church sits obviously as a point block within the structure and its neighbouring gardens a break for green space.

To the North, East and South of the site, the urban structure changes. Here it is evident that the functionality of buildings is more industrial with a less obvious street hierarchy or system visible. Buildings sit along Old Leeds Rd but then from there buildings become lost in point block arrangements.

In order to connect these two visually differing areas it is important that the street structure throughout the proposed Masterplan is properly considered.



Fig 2.10.1 - Figure ground of the Southgate site and context

2.11 Existing Landscape and Public Realm

There is little of relevance in the existing landscape and public realm as the Southgate site has been cleared as a development site with very little remaining, there are also plans to remodel the junction of Leeds Road and Southgate, with works due to commence in late 2021.

There is, however, the Huddersfield Blueprint to consider which has established a strategy to improve the public realm throughout the Town Centre over the next 10 years.

The Southgate has a drastic difference in elevation from the Ring Road to Old Leeds Road, dropping sharply by over 6m from West to East. The masterplan looks to take advantage of these level changes through incorporating accessible routes, suitable for all pedestrians and cyclists, while providing aesthetically interesting landscape features.

There are a limited number of nearby green spaces to consider in the development of the National Health Innovation Campus site, including the public gardens at St Peters Church. St Georges Square is also located to the West, however this is predominantly hard landscape. There is little green space throughout the town centre to provide areas of recreation or parks, the nearest park being Greenhead park, situated to the Western edge of the Ring Road.

A new landscape strategy to the university has also seen a more coherent landscape created around the university campus. It is the intention that Southgate will adopt a similar strategy in order to be immediately recognised and considered a part of the wider university campus through its external treatments.



Fig 2.11.1 - Public Realm Strategy, Huddersfield



Fig 2.11.2 - Public gardens, St Peters Church



Fig 2.11.3 - Current site condition

2.12 KEY APPROACHES

The site has a series of key approaches where the building is framed and enhanced by its immediate surroundings. The design of the masterplan has been considered from different approaches.

1. Southgate – This is the main approach along the town's ring road. The site sits along Southgate with a prominent corner on the junction. The approach from the north is flat with three taller buildings in view. Firstly the Mechanics Institute to the right, then Harold Wilson Court on the left at the junction of Leeds Road. Beyond the site, Crown House is within view. The distant view of the Oastler Building on the University of Huddersfield main campus is also a consideration.

2. Leeds Road – The approach along Leeds Road gives views of the north elevation of the site. The height at the junction of Leeds Road and Southgate creates a landmark at this point. Beyond the site, the Victorian buildings of the town centre are evident. On approach along the road, Harold Wilson Court is prominent to the right, and Crown House rises beyond the site.

3. Northumberland Street – The approach from Northumberland Street reaches back to the entrance to Huddersfield Train Station and St George's Square, a prominent arrival space in the town. From this approach, the building stands as a landmark and gateway to the Southgate masterplan site beyond. The immediate approach is framed by the Victorian buildings along the street, including the previous Post Office Building.

4. St Peter's Street – As you approach from the town centre, the levels change to slope down to Southgate and the site beyond. As the masterplan develops, views into the Southgate masterplan will be visible from this approach, opening up the area with a visual connection to the heart of the town centre.

- Primary Route
- Secondary Route
- Tertiary Route



Fig 2.12.1- Road Hierarchy

2.13 TRANSPORT AND MOVEMENT

Pedestrians – The Southgate masterplan has been developed specifically to improve permeability of the site for pedestrians. Since houses were demolished after the war, the site was developed as a municipal leisure centre, along with other council buildings and two tower blocks, limiting pedestrian movement across the site.

Views - The topography of Huddersfield and its change in level from East to West allows a significant number of views both into and out of the proposed site. The site has an extremely prominent corner to Leeds Road and Southgate and will a focus of views from the train station and ring road.

Views of Landmarks – There a number of Huddersfield landmarks which will be seen from the building including the St Peters Church, the sports stadium, Castle Hill, the mechanics institute and the main university campus.

Noise – There are a number of roads immediately adjacent to the site including Southgate to the west and Leeds road to the north. Further to the East is Old Leeds Road, which is significantly quieter than Leeds Road.

Roads – There are a number of roads immediately adjacent to the site including Grove Street to the west and Smithdown Lane to the south. Mount Vernon Road is one block to the north and Low Hill beyond that. Further to the west is Brownlow Hill which connects the site to the city centre.

Parking – Temporary Site wide parking has been provided in a surface car park to the east, accessed from Pine Street. There is a future sustainable MSCP planned for the masterplan.

Surrounding Uses – There are a variety of surrounding land uses including residential to the north and commercial development to the south although this is vacant. Land use beyond this include industrial to the East and retail to the West.

Levels – The level changes across the Southgate masterplan are a challenge with a 6m drop from West to East. Within the National Health Innovation Campus site there is a 4m level change between the West and Wast of the building.

Traffic – In general, the building is to be located in traffic free zone on the Southgate site.

However, Southgate to the west will remain a main route in the town along with Leeds Road to the north.

Access onto Site – Access onto the site is generally good with ample links to and from local bus and train routes.

Distance from Huddersfield Train Station.....0.2 mile

Distance from Huddersfield Bus Station.....0.4 mile

Distance from Leeds Rd Great Northern St bus stop.....100 yards

Distance from Southgate bus stop 350 yards

Distance from University 0.3 mile

Key

Traffic Noise

Key Views

Car Park

Landmark

Transport Hub

Pedestrian Route to University Campus

Site Fall



2.14 SCALE AND CHARACTER

The scale of the buildings in the surrounding area is quite varied and the difference in building heights is also emphasised by some fairly significant level changes, as the town rises away from the river basin at the East of the town centre towards the station then beyond to the M62 in the west. Bounding the Southgate site buildings range from 10 storey Crown House building to the South, 11 storey residential facilities to the north and 2-4 storeys to the opposite side of Southgate to the west.

The character of the buildings in the area varies. There is a greater concentration of stone buildings in the Town Centre where a more classic sandstone vernacular dominates. This is less the case outside of the town centre with more brick built or metal clad buildings.

The Victorian architecture of the area is quite notable with areas such as the nearby St Georges Square of a high quality and supported by many Victorian institutional buildings.

Also quite unique to this area of Huddersfield, and certainly part of the character, is the railway station which acts as an anchor in the town centre. The track is elevated above street level to the North of the station and is highly visible from many parts of the town

The character of the National Health Innovation Campus site has changed quite considerably over the years being predominantly residential from the late 19th century until the war. After the war, the site was cleared and the leisure centre and residential blocks were constructed, both of which having little reference to the historical character of the site or the Town Centre. The scale and massing of the New Health building on the masterplan was influenced by a number of important considerations:

- The building location on the junction of Leeds Road and Southgate – This is a key intersection on the outskirts of the town centre where the scale of the building needs to be commensurate with its location.
- The view from the train station and St Georges Square – This is a key linear view down Northumberland Street which takes in a number of buildings including the George Hotel, The Post Office and the Old Mechanics Institute.
- The building being the gateway building onto the new masterplan – Being located on the gateway site, there is a logic that the scale reflects this with a four storey building rising to 6 storeys on the road junction.
- Permission to achieve 75,000m2 across the whole masterplan – The masterplan permission allows for 75,000m2 to be developed across the whole of the site,
- A semi Public building – numerous facilities in the building are available to the public as well as the university and therefore the scale reflects its status as being accessible to the public
- Desire to establish external green space within the building plot – To sit with the core values of the Human Health Science Faculty and the masterplan design, the creation of a protected green academic quad balances with the desire to develop a greater area of the building plot
- Scale of adjacent buildings – The adjacent Crown House at 10 storeys tall and Harold Wilson Court at 10 storeys establish a height parameter to be considered in their close proximity.



Fig 2.14.1 - Crown House, to the South of the site



Fig 2.14.2 - Harold Wilson Court, to the North of the site



Fig 2.14.3 - St Georges Square and Huddersfield Railway Station



Fig 2.14.4 - Post Office in close proximity to the site

- Scale of previous buildings – The site previously contained two residential towers similar in scale and massing to Harold Wilson Court which establish a historic height parameter on the site to be considered.
- Daphne Steele Building occupies site 1; providing around 10,000m2 of accommodation over 4-7 storeys with a plant level above this. The School of Health + Human Sciences occupies the building. Daphne Steele building acts as a gateway into the masterplan taking advantage of the prominent location in the corner at the junction of Leeds Road and Southgate.
- The Emily Siddon Building was compelled on the site early 2026 and occupies plot 2. This extends the healthcare teaching facilities of Daphne Steele and in addition incorporates a Community Diagnostics Centre ran by the NHS Trust.



Fig 2.14.5 - Daphne Steele Building



Fig 2.14.6 - Emily Siddon Building

2.15 SURROUNDING BUILDING HEIGHTS

Building heights around the site as well as around Huddersfield, remain in general at below 7 storeys. Immediately surrounding the site boundary along Old Leeds Rd, buildings are low, at around 1-2 storeys on average, with some at 3-4 storeys, this is the same for the boundary along Leeds Rd. There is a slight change in building height along Southgate. With Crown House and Harold Wilson Court which are both 7+ storeys neighbouring the site, and the buildings opposite towards the town centre slowly increasing in height.

The Daphne Steele Building provides around 10,000m2 of accommodation over 4-7 storeys with a plant level above this. Daphne Steele building acts as a gateway into the masterplan taking advantage of the prominent location in the corner at the junction of Leeds Road and Southgate.

The Emily Siddon Building focuses strongly on its users and their well-being, the exterior creates an architecture to compliment Daphne Steele and provide a backdrop for innovation in Huddersfield.

The proposed MSCP on the site takes account of the adjacent Crown House and Daphne Steele Building to ensure the massing, setting the top floor lower than its respective neighbours, defining the southern boundary of the site.



Fig 2.15.1 - Building heights diagram

2.16 CURRENT CONTEXT

The current surrounding context of the site is mainly old industrial mills and light industrial buildings. Huddersfield Broad Canal sits to the East of the site, with access along it from the South and North and then across the canal bridge. Taller mills sit along the boundary with the canal with lower industrial surrounding. Boarding surrounds the site, with no access currently onto the site aside from Pine Street.



1. Canal bridge over the Broad Canal



2. View north west down Quay St



3. View west down Quay St towards the canal bridge



4. View north up the Broad canal



5. View north down Watergate



6. View south west up Old Leeds Rd



7. View south towards BT openreach building



8. View north up Old Leeds Rd



9. View west from the junction of Pine St and Old Leeds Rd



10. View south west on the junction of Leeds Rd and Old Leeds Rd

2.17 PHYSICAL ATTRIBUTES

The Southgate Site is currently occupied by a car park previously owned and run by Kirklees Council, however now in the ownership of the University of Huddersfield. This is the only activity which remains on the site. Pine Street is the access road into the heart of the site, an existing road and pavement which has space for car parking along it.

The topography of the site is sloped and rough. There is a significant level change across the site - from West to East the site falls by approximately 7m. This provides a challenge for developing the site in a way that is accessible for all.



Fig 2.17.1 - Pine Street and Pine Street car park



Fig 2.17.2 - Level changes from Crown House

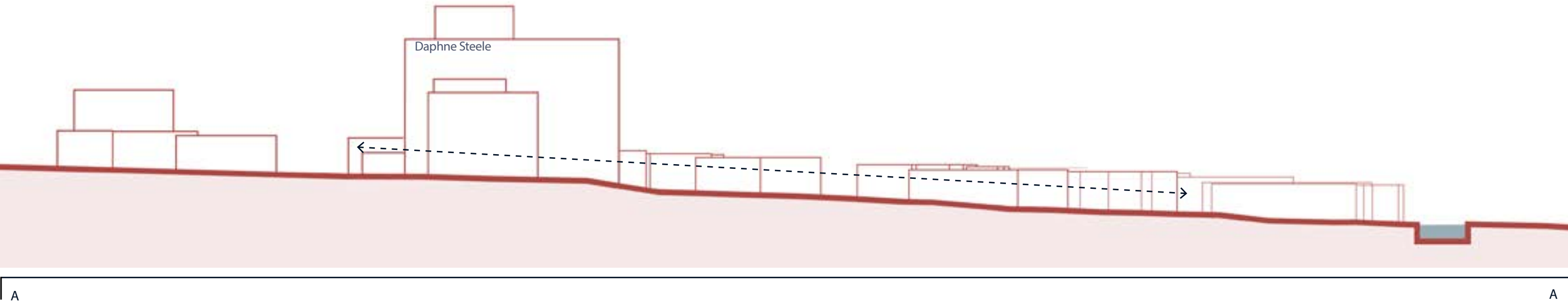


Fig 2.8.2 - Site section looking north, showing level change from east to west

2.18 ASPECT

The site has 4 main aspects:

South - Immediately to the south of the site is Crown House, an imposing 9 storey tower. Beyond Crown House, is a BT openreach building and a Sainsbury's Supermarket and petrol station. On the other side of Southgate, buildings from the Town Centre back onto the road until Kingsgate Shopping Centre and multi storey sit prominently on the roundabout where the University of Huddersfield buildings then come into view.

West - To the West of the site is the Town Centre. Backs of shops and some frontage overlook the site. The steeple of St Peter's Church rises above the York stone buildings of the Town Centre which defines the close proximity and relationship that this site has to the centre of Huddersfield.

East - To the East the site runs down to Huddersfield Broad Canal. Pine street car park sits within the land between the canal and the site, which will be retained within the first phase of masterplan implementation. The rest of the land is currently disused, however will become the Southgate Masterplan. Beyond this, existing mill buildings line the canal, and light industrial sheds which are still occupied are littered within this area - the area also provides some opportunity for future development.

North - Immediately to the North of the site are low level industrial sheds as well as the residential tower of Harold Wilson Court. Beyond this the gas works sits as a the highest point to connect back to the building.

The MSCP has prominent aspects to the North and South, with the Eastern edge facing toward the Canal that will be largely sheilded by future development plots. The Western edge is the most protected from view as it sits behind the larger massing of Crown House.



Fig 2.18.1 View east towards Broad Canal



Fig 2.18.3 View north towards Leeds Road



Fig 2.18.2 View south towards University of Huddersfield campus



Fig 2.18.4 View west towards Huddersfield town centre



Fig 2.18.5 Current site looking SE



Fig 2.18.7 Current National Health Innovation Campus, looking West



Fig 2.18.6 Current site between Daphne Steele and Emily Siddon, facing the north edge of the MSCP.



Fig 2.18.8 Current site looking NW.

2.19 APPEARANCE (DETAIL AND MATERIAL)

The strong and varied historical background to Huddersfield has resulted in a number of materials considered common in the town. Whilst many of the civic buildings such as the Post Office, Station, St Peters Church and St George Hotel use a local Sandstone as their primary material, many of the buildings and surrounding houses close to the site use a vernacular brick. The nearby university uses a mix of both stone, brick and metal clad buildings with many more recent ones using contemporary detailing of these materials.

There is a fairly varied material palette in the town, although sandstone is considered a dominant material.

Huddersfield Station – completed between 1846-50, the station was designed by JP Pritchett and sits on the original Manchester to Leeds line which now extends to the East and West coasts of England.

George Hotel – Opened in 1851, the hotel was developed to support the requirements of the adjacent railway station and was famously the venue where the Northern Rugby Football Union was established in 1895. The 60 bedroom hotel is currently undergoing a significant refurbishment and is currently closed.

The Mechanics Institution – with construction commenced in 1859, the institute is well proportioned sandstone building dominated by 3 blind arches to its frontage. More recently, it has been redeveloped into 21 loft apartments.

Post Office – In the early 20th century, the new Post Office was opened. Designed by post office architect, Charles P Wilkinson, the building is now listed. It also has an addition to the rear made in 1968 to accommodate mechanised sorting equipment. The Post Office has been re-located within the Town Centre, the building now unused, however the sorting office remains in function. This is a key point for re-development within the Huddersfield Blueprint, with residential and co-working spaces proposed.

Open Market – opened in 1888, the listed market hall is constructed from cast iron and glass with a colourful treatment to the external metal dominating the street along with its intricate detailing.

St Peters Church – Constructed in 1836, the site has had a church located here since 1073. J P Pritchett was the architect for the current church which uses local sandstone. Further updates were made in the 19th century by acclaimed architect of the time William Butterfield. Further additions have been added more recently.

Oastler Building – completed in 2017, this confident building is located on a prominent

gateway to the university campus and combines local sandstone with glazing then wrapped in brise soleil.

Barbara Hepworth Building – in 2019, the university completed its latest major new building for the School of Art Design and Architecture. This has established a new standard for quality of architecture in the town and has secured numerous awards for it design.



Fig 2.19.1 - Huddersfield Station



Fig 2.19.3 - The Mechanics Institution



Fig 2.19.5 - Open Market



Fig 2.19.7 - Oastler Building



Fig 2.19.0 - Daphne Steele, artist impresion (under construction)



Fig 2.19.2 - George Hotel



Fig 2.19.4 - Post Office



Fig 2.19.6 - St Peters Church



Fig 2.19.8 - Barbara Hepworth Building

2.20 FUTURE DEVELOPMENT

The new Health Campus, at Southgate, will create a new gateway development for the town centre and University of Huddersfield, adding to their strategic development. It is vital that the new campus sits well within existing urban structure of the town as well as connect to the main Queensgate Campus, both in look and feel. The site's position provides an opportunity for it to become a key connection from the East of Huddersfield into the town centre. The National Health Innovation Campus will also sit along the strategic route of 'station to stadium' which highlights the journey of sports fans through the town.

To support these connections between campus, the Broad canal becomes an excellent opportunity to create an easy journey between the two. The canal will become a 'back bone' between the two campuses with routes provided for students, academics and the public to move through the town this way. This therefore connects the Southgate site to both the Town Centre and University campus, solidifying its position as a central part of the town - connecting not only physically, but via its re-establishment of the importance of the Huddersfield Broad Canal within the heritage of the town.

The surrounding area of the site also shows potential for development. In the future, these sites could be developed to support the regeneration of the area, contributing to a new neighbourhood for Huddersfield and further solidifying the areas prominence as a vital part of the Town Centre.



Fig 2.10.1 Potential development along the canal



Fig 2.20.1 Potential development east of Southgate site



Fig 2.20.3 Barbara Hepworth Building, University of Huddersfield



Fig 2.20.4 Oastler Building, University of Huddersfield

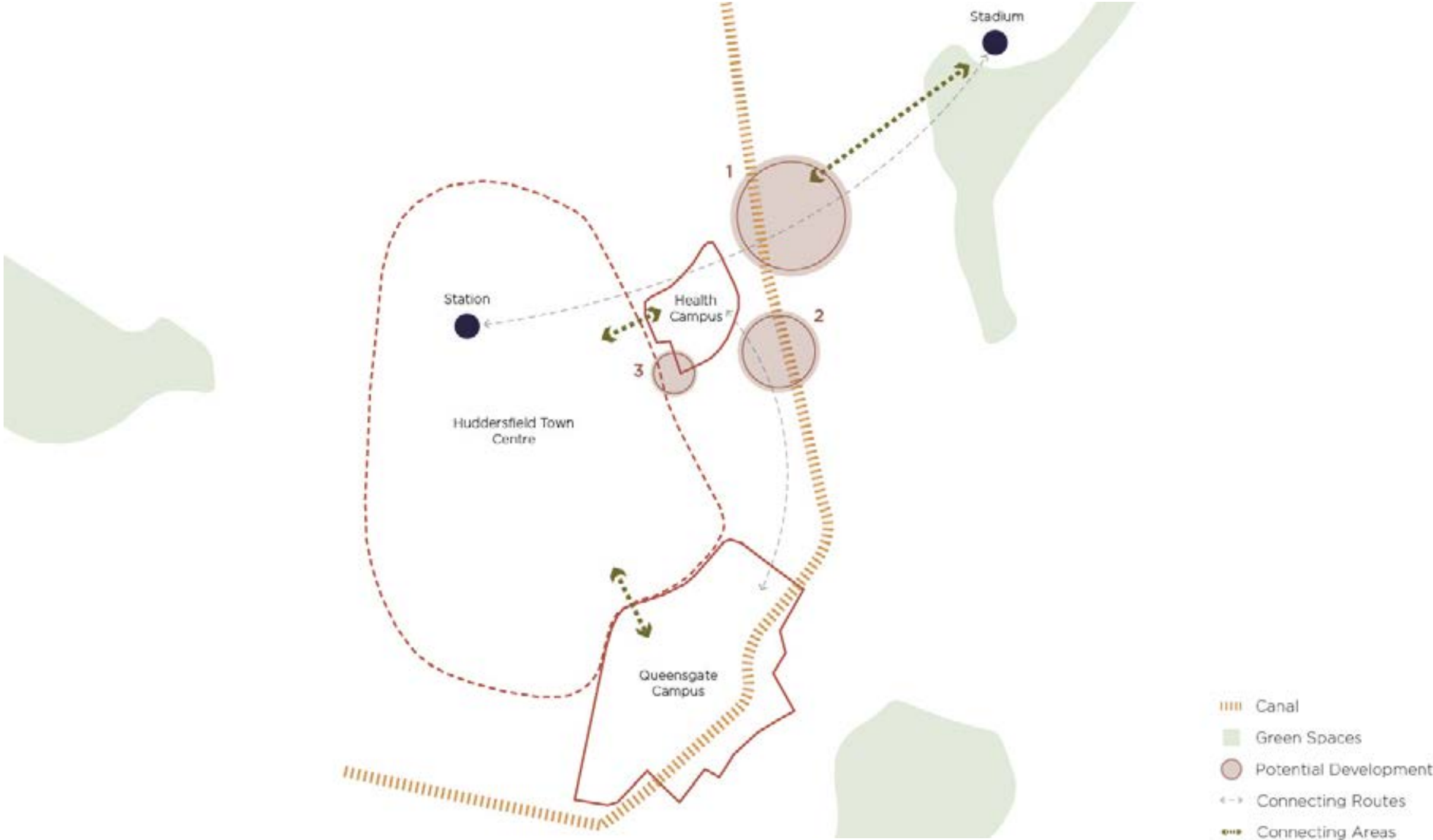


Fig 2.20.5 Future development of Huddersfield

3.0 MASTERPLAN DEVELOPMENT

3.0 MASTERPLAN DEVELOPMENT

In order to develop the most appropriate design solution for the site, a series of explorations have been undertaken to support the design process. Each of the following design options applies a rule from the strategic framework and tests its theory on the site.

To illustrate the development process behind the proposed options for the Southgate site, as well as illustrate the ways in which they respond to Outline Planning Conditions, one option has been included within this chapter: Preferred massing option.

Each option explores three further options which look at different conditions and how this would affect the site, these options are as follows:

A - Considerations of micro-climate

Development that considers site micro-climate, looking at placing taller buildings along the edge of the site and lower buildings at the core

B - Reduced massing along Old Leeds Road

Development that takes into consideration the existing massing along Old Leeds Road, reducing proposed massing along this street.

C - Total area of 75,000 m²

Development achieves a total area of 75,000 m² as granted by the outline planning permission

The actual overall site development will be dependant upon specific building requirements as they come forward in the future so Preferred massing option is proposed indicatively at this stage to provide an idea and a contextual framework within which to progress.

3.1 STRATEGIC FRAMEWORK

The Vision

The overarching vision for the Southgate site is a world class leading National Health Innovation Campus which integrates health and well-being outcomes into its values as a place. The campus will be a place where people will come to learn, innovate, research, communicate and share the role that health will play in the future success of Huddersfield and Kirklees. The new masterplan carefully considers an environment where relationships between academics, businesses and the public are actively encouraged.

The Framework

The framework is a guide for the strategic development of the Southgate masterplan site, and will direct the trajectory of Southgate in becoming an innovative world class National Health Innovation Campus. The strategic framework diagram sits as a conceptual overview of the site, taking into consideration the key principles that have been developed, all of which are centred around driving the aspiration for a Health Innovation Campus.

The framework targets four key objectives;

1. Walkability

The objective is to improve connectivity through the site and into Huddersfield town centre through the means of well designed public realm and walking routes.

2. Human Dimension

The objective is to provide a sense of enclosure and activity within the masterplan and create a place which feels accessible for all users.

3. Sustainability

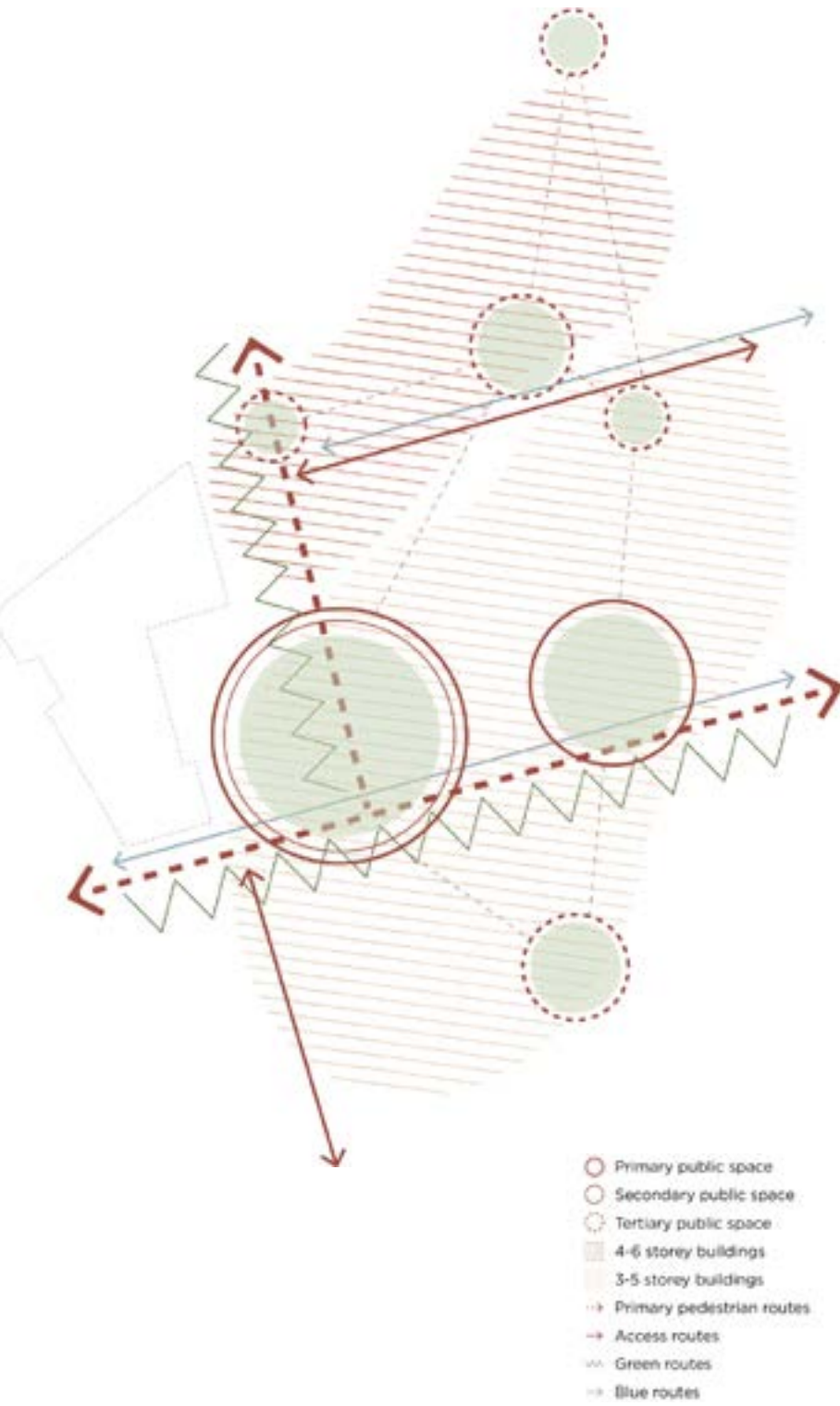
The objective is to create a place which promotes health and environmental welfare through its built environment and landscape.

4. Built Form

The objective is to connect the site with the existing urban context, creating a place which is legible for its users and in keeping with the vernacular of Huddersfield.

5. Future Campus

The objective is to create an academic campus which can project and adapt to the needs of future users as well as to users today.



3.2 URBAN STRUCTURE & GRAIN

The massing, density and granularity of the proposed masterplan layout relates to the surrounding urban grain. The contextual analysis, illustrated in the previous section of this report, illustrates the street patterns and building heights of the surrounding areas.

The Figure-Ground diagram to the right, illustrates how the potential formation of plots can help to ensure the proposed buildings can be designed in the future to maintain alignment in a sympathetic and appropriate manner with the existing street patterns, retaining key vistas into the surrounding context. Analysis of the historical street structure and urban grain have helped to establish the proposals so that the proposed masterplan feels like a natural organic extension of the historic town centre.

The Town Centre, to the West of the site, is of a more Victorian street pattern, with an obvious hierarchy of streets and perimeter blocks making up the built form. St Peter's church sits obviously as a point block within the structure and its neighbouring gardens a break for green space. These aspects have been taken into consideration and reflected within the massing and phasing of the proposed development plots to address and reinforce the perimeter of the site in relation to Southgate, Leeds Road and Old Leeds Road. A clear hierarchy of spaces is then established within the masterplan that can developed in a intuitive phased manner to create the appropriate balance between public realm and amenity spaces between the buildings.



Figure Ground Diagram



Figure Ground Diagram



--- Key Axis

The diagrams to the left illustrate the routes, vistas and alignment of proposed street patterns with those of the existing. This will help to ensure the New health Campus seamlessly merges and becomes an extension of the town centre itself, whilst allowing the plots to be developed in a more flexible manner.

3.3 PEDESTRIAN ROUTES

University - National Health Innovation Campus

One of the many aspirations behind the development of New Health Campus, is to create a world class facility that puts the University of Huddersfield and town at the forefront of advancement within the related fields of health and well-being. In order to achieve this, the site has been designed in a manner that becomes an extension of the town centre itself with key considerations of how pedestrians and cyclists move between the proposed and existing campus facilities, through the town centre itself, acting as a conduit.

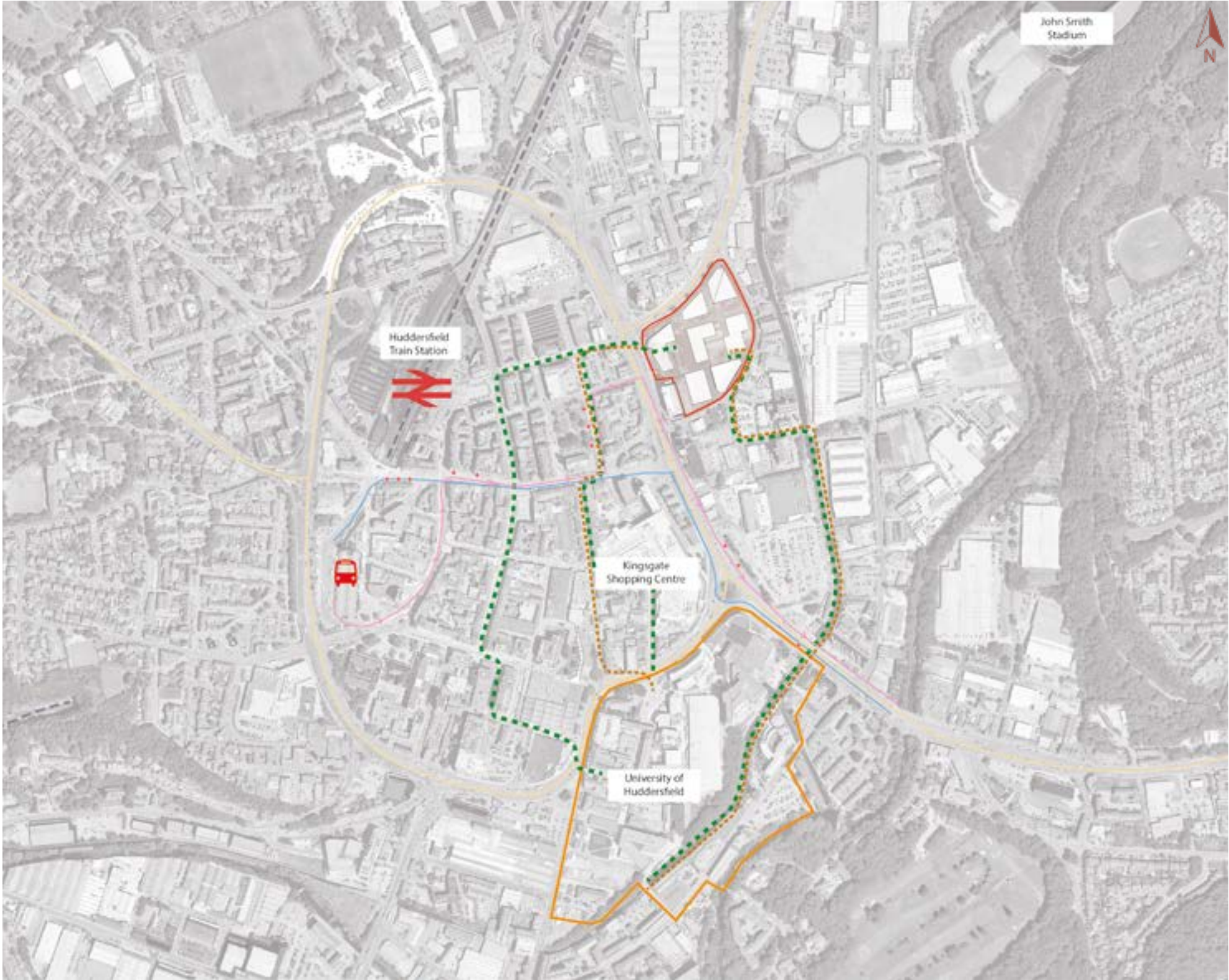
This approach will help to enhance the overall experience for the University with enhanced footfall throughout the town centre, providing greater access to a variety of amenities resulting in a better town centre experience for all.

The routes indicated through the town centre, provide the safest and most attractive pedestrian and potential cyclist options throughout the day and coupled with the proposed Huddersfield Blueprint interventions, this offers attractive and rich variety of facilities to engage pedestrians along the route. Many students and academics arrive via train or bus, within the town centre and will also utilise the routes indicated to arrive at the new health campus.

The route along the canal offers a very unique experience for the university community and general public to travel between the two campus sites, surrounded by the heritage assets of Huddersfield. This is a unique setting that should be celebrated.

- Pedestrian Routes
- Cycle Route
- Bus Route (Away from Town)
- Bus Routes (Towards Town)
- Bus Stops
- University of Huddersfield
- Site Boundary

University - National Health Innovation Campus



3.3.1 PEDESTRIAN ROUTES

Station - Stadium

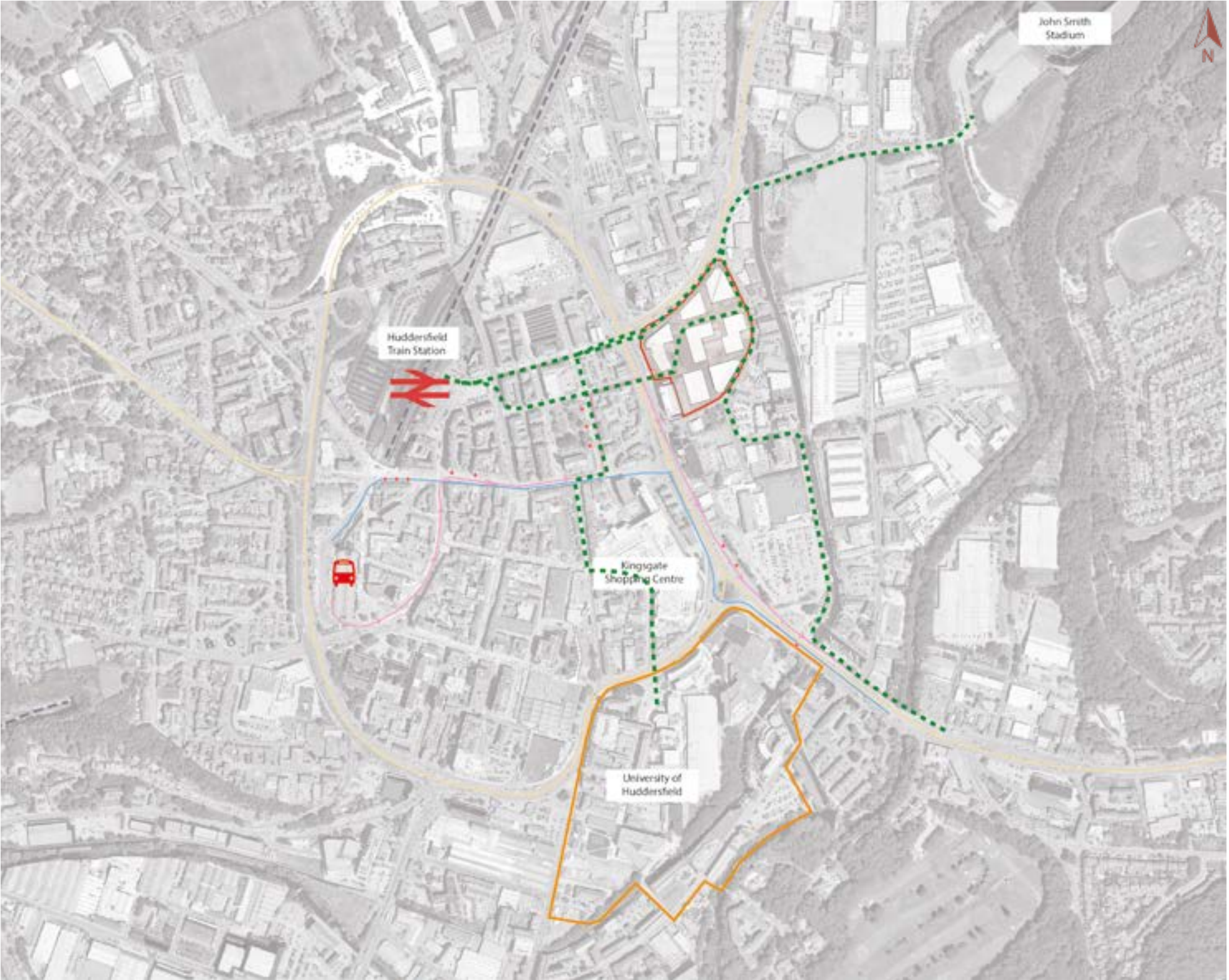
The station to stadium route has been identified as an important route within the Huddersfield Blueprint. The masterplan acknowledges the importance of this route and rather than trying to circumnavigate pedestrians around the site, like an island would, there are a range of permeable routes through the site, which will help to enhance the route. This could also lead to provision of amenities, within the masterplan, along this route for respite and relaxation.

There are also future aspirations to explore how additional bridge links crossing the canal to the west of the masterplan, could be aligned with Pine Street to help enhance the connection between station to stadium.

Please refer to the Connectivity Report for further information.

- Pedestrian Routes
- Cycle Route
- Bus Route (Away from Town)
- Bus Routes (Towards Town)
- Bus Stops
- University of Huddersfield
- Site Boundary

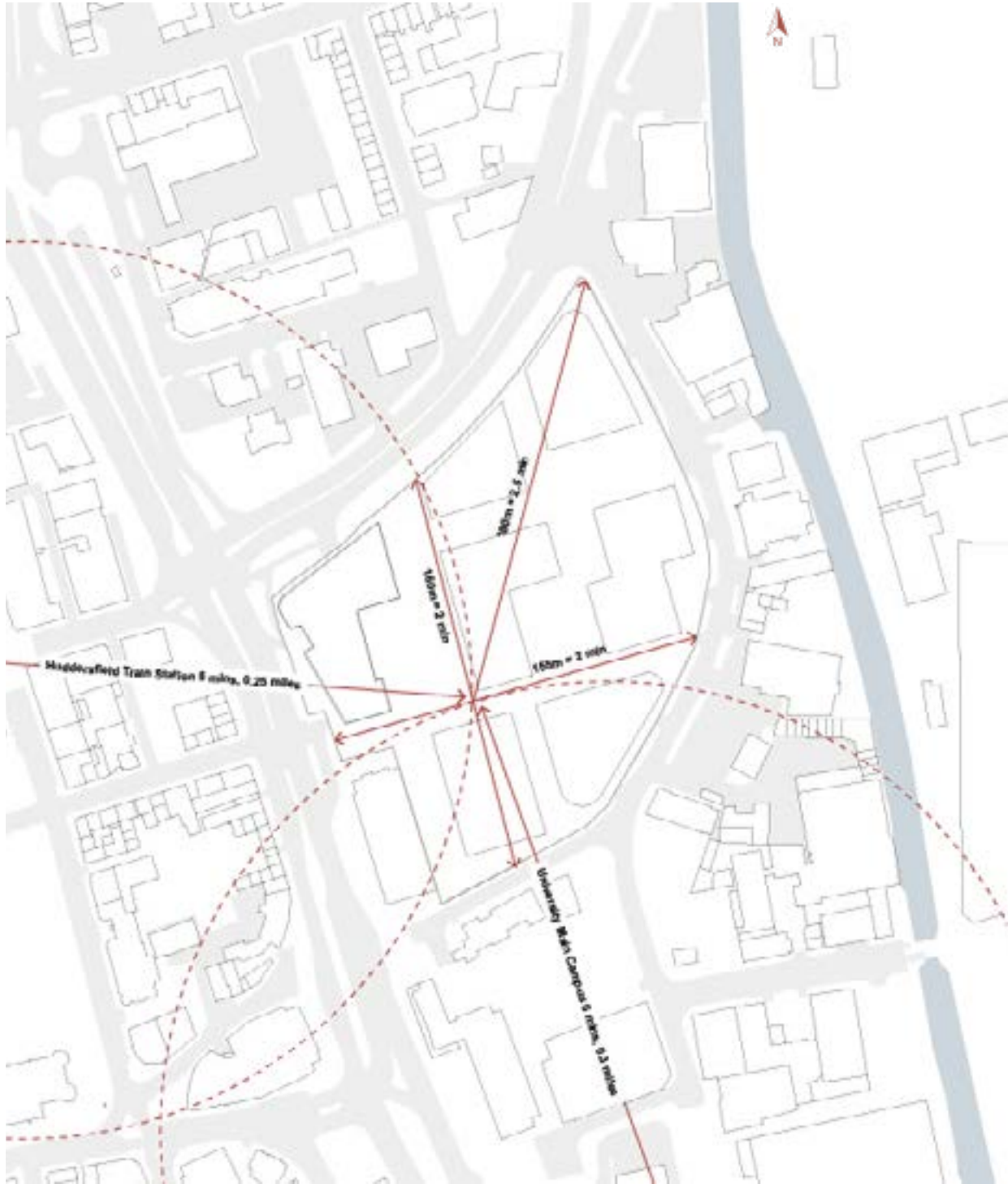
Station - Stadium



3.4 WALKABILITY

Walking Routes have been considered taking into consideration the proximity of Huddersfield Train Station, which is the primary arrival point for the majority of building users, proximity to the existing campus and the overall scale of the site.

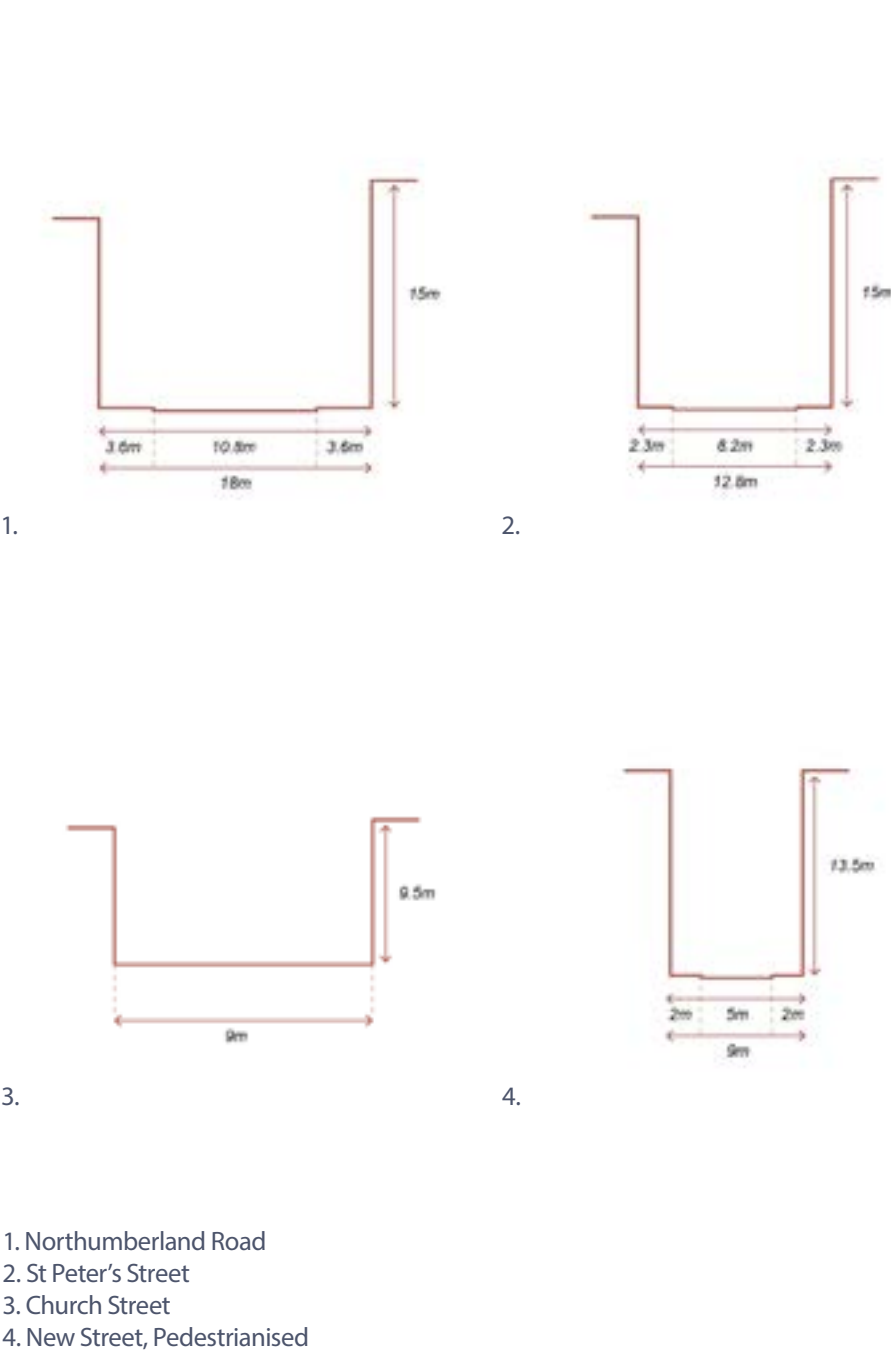
Walking Distances



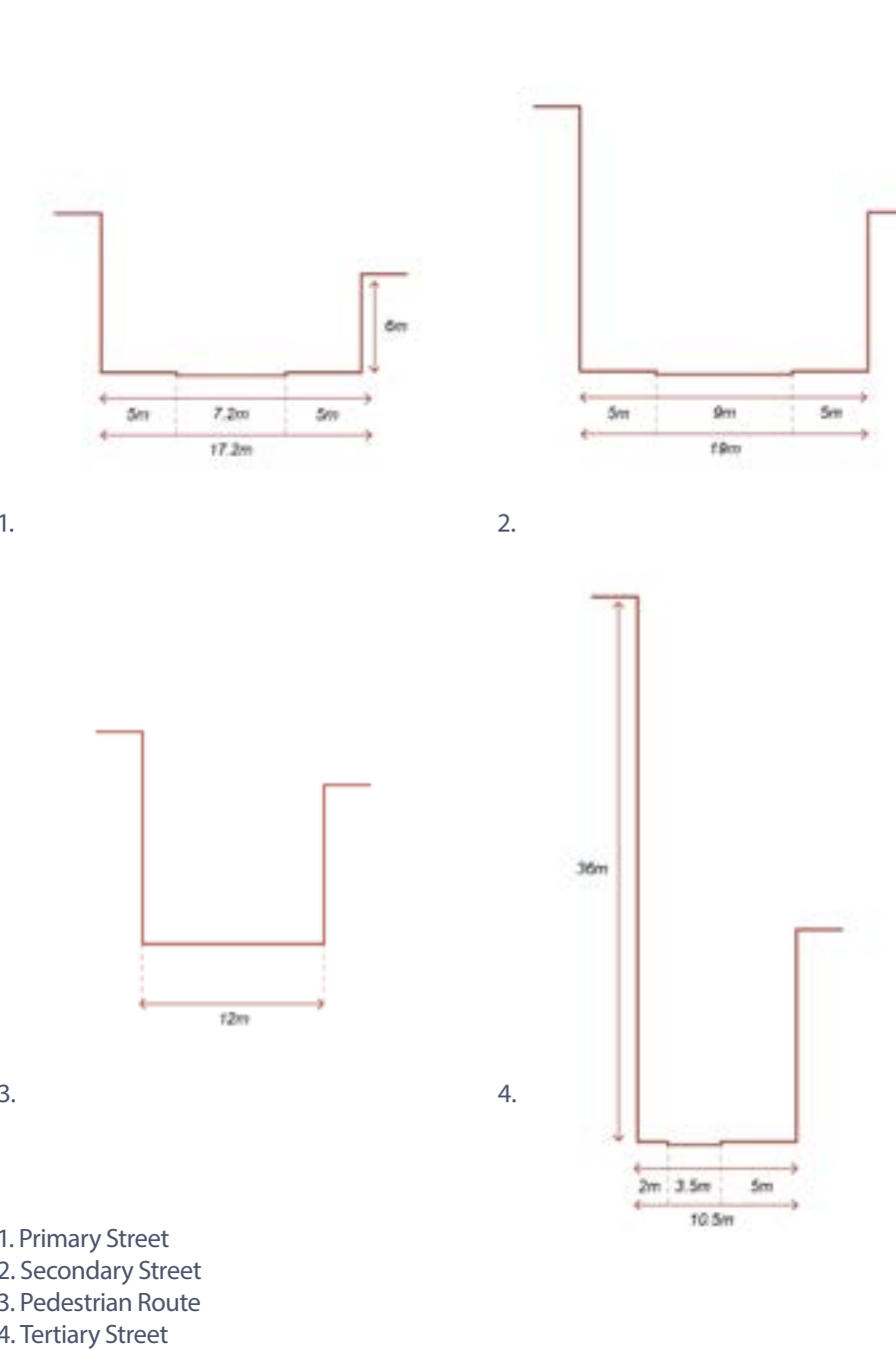
Road Hierarchy



Street Ratios, Existing in Huddersfield



Street Ratios, Proposed Masterplan



3.5 SOCIAL SUSTAINABILITY

We have taken into consideration the contextual settings of the site in relation to the wider townscape and the Huddersfield Blueprint Masterplan aspirations to ensure the proposed masterplan aligns with their principles to create accessible inclusive and welcoming spaces.

The aspiration for the National Health Innovation Campus is to create high quality public realm spaces that are an extension of the town centre. These spaces will remain accessible throughout the day, and into the evening. Orientation and organisation of development plots and public realm spaces should be considered to ensure outdoor spaces benefit from optimised sunlight hours.

We anticipate that the opening times of the buildings for public usage to be Monday - Friday 0600am to 2000pm and Saturday/Sunday 0800am to 1800pm. Full time security presence in the building 24/7 is not anticipated. Outside of opening hours, the buildings will be locked and alarmed, monitored from the Control Hub at Queensgate with regular patrol visits.

We anticipate a wide variety of building uses that will help to animate the buildings and public realm areas, at all hours. This has been carefully considered through the organisation and hierarchy of open space and buildings within the masterplan. Careful consideration of active building frontages, access points, and pedestrian routes help to create vibrant and lively spaces that are safe and welcoming at all hours.

Sustainable Drainage

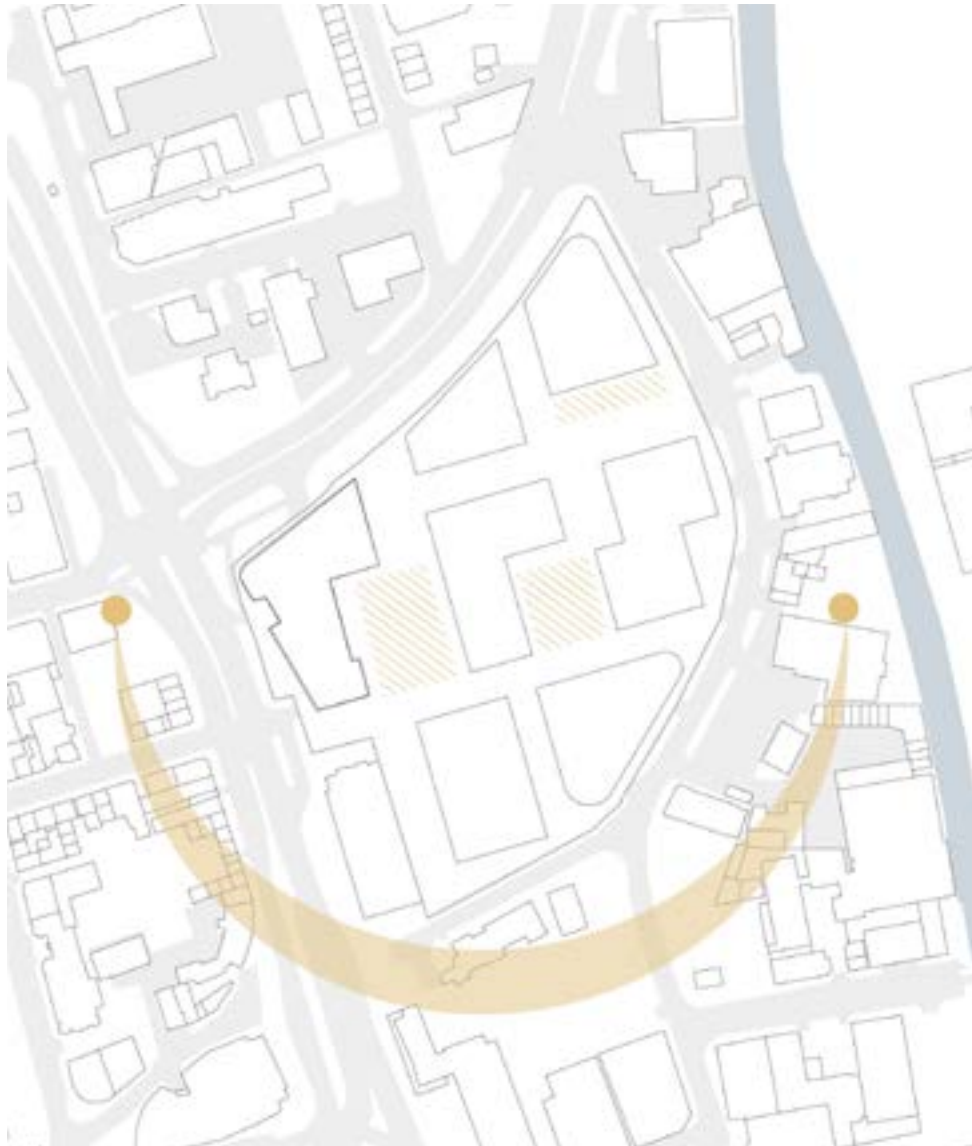
With respect to the proposed site drainage strategy, the Outline Consent states 138litres per second flow rate is to be achieved for the entire site.

The Drainage strategy will be to maintain the target of 138l/s as each phase is delivered. A proportional amount of this flow rate will need to be delivered with the associated development as it is submitted for Reserved Matters consent.

The proposal is in accordance with the approved Drainage Strategy Document.

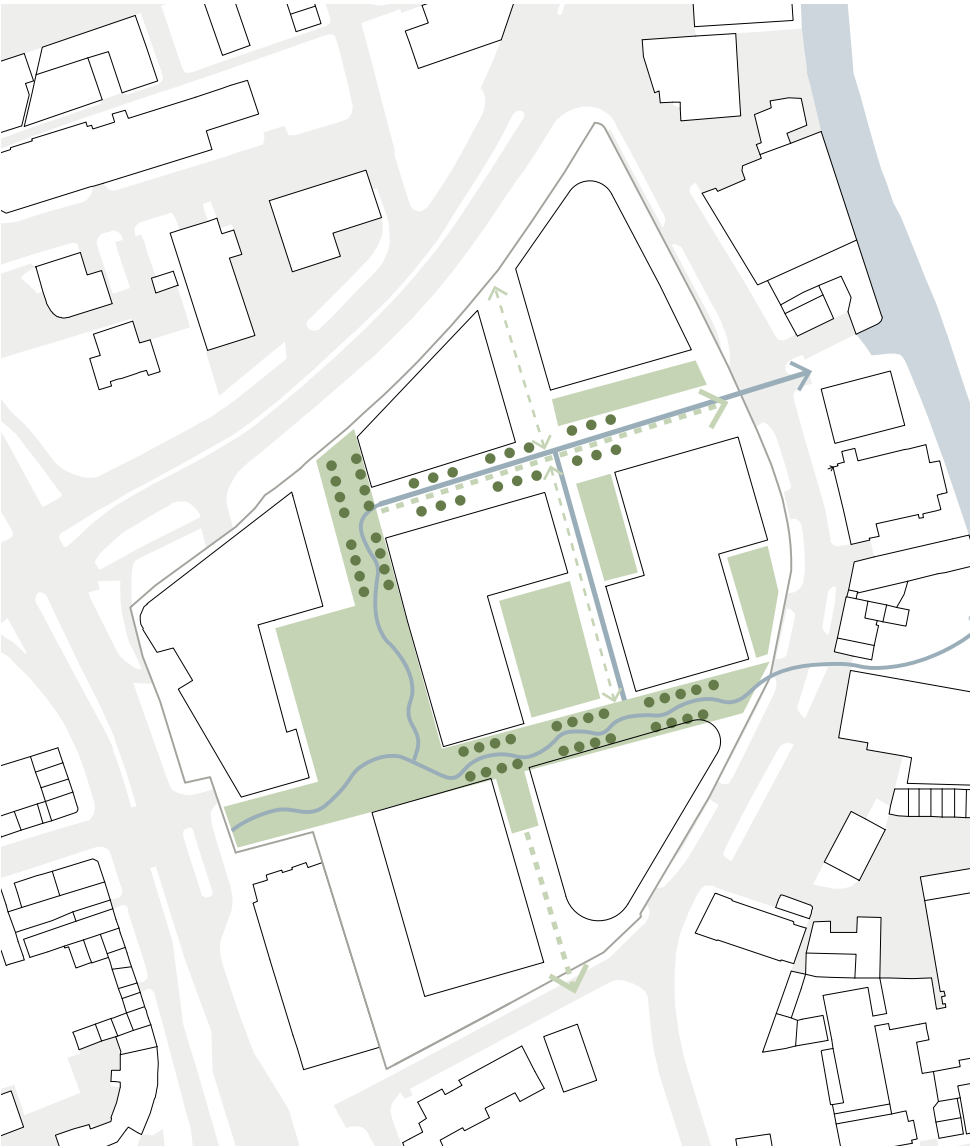
The aspiration for the development of the masterplan is to explore innovative ways in which the site drainage can help to create landscaped features and assets that promote bio-diversity and positive amenity assets in the form of bio-swales and raingardens, which will also underpin the site ethos for promoting a sense of well-being through healthier and more natural settings.

Sun Path



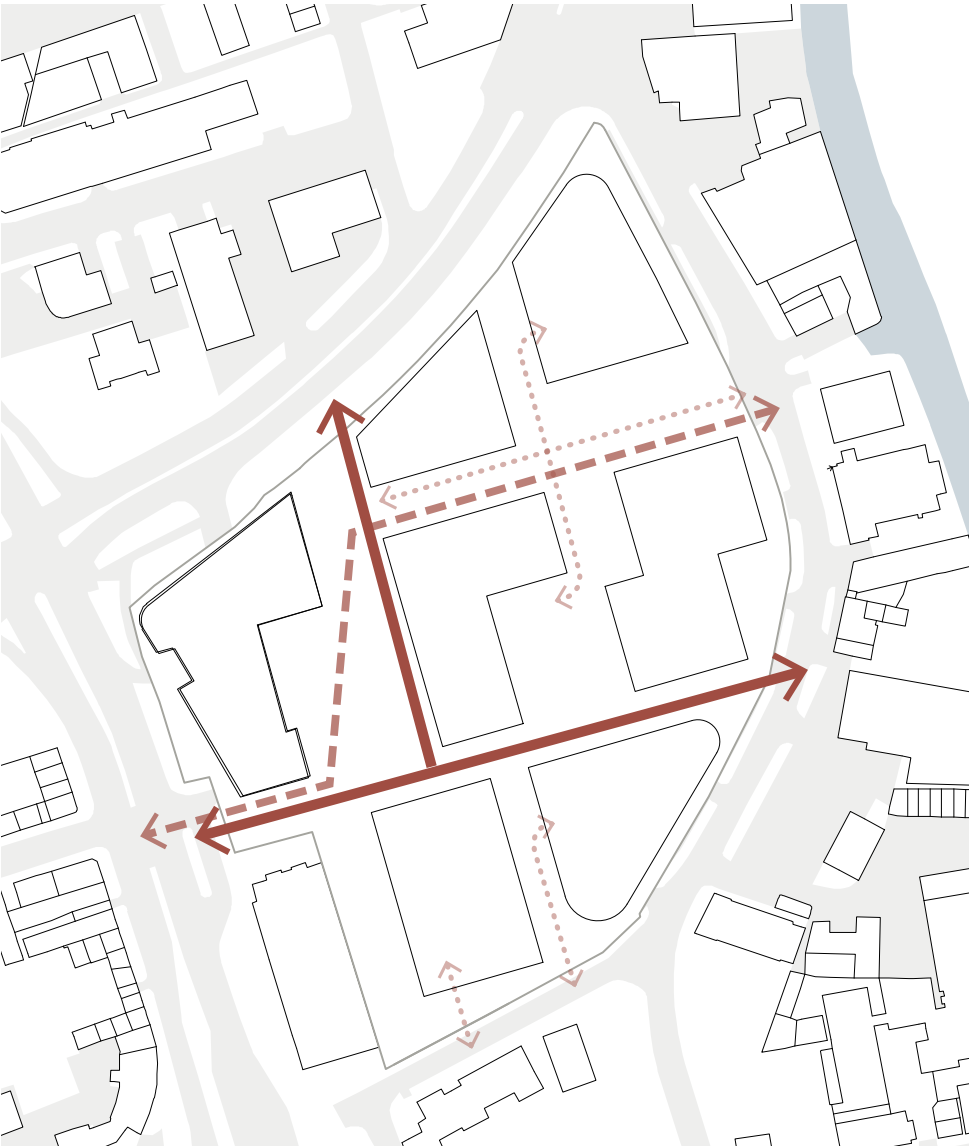
South Facing Open Spaces

Green Coridors



Green Routes
Water Routes
Trees on the streets

Pedestrian, Cycle and Vehicle Hierarchy



Pedestrian
Cycle
Vehicular

Permeability



Green Routes
Pedestrian

3.6 SPATIAL ORGANISATION

Hierarchy of Public Spaces

The balance and hierarchy of spaces between buildings helps to establish how public realm and private spaces can be organised within a legible and easy to navigate masterplan. Larger communal public realm spaces can be effectively utilised to create multi-functional event spaces for meeting others, whilst the smaller more intimate and private spaces will also be attractive to users seeking a quieter space for meeting in smaller groups, or for personal reflection and respite. Consideration of how the spaces are interconnected through the proposed routes and vistas has enabled us to create welcoming and attractive spaces that are well orientated for utilisation throughout the year. These spaces will provide a high-quality amenity and outlook from the buildings promoting health and well-being in line with biophilic design principles.

Human Dimension

Designing spaces catered to the human dimension places value on people and how they will use the space. A series of strategies will be applied throughout the masterplan which will allow the users to subconsciously and consciously experience the spaces in-between the buildings and the relationship between these spaces in a positive way. These strategies will therefore encourage accessibility for all throughout the masterplan and enable Southgate to become a place filled with activity and engagement.

In creating a space tailored towards human dimensions, one of the key considerations should be the size of spaces created. Public spaces should be designed around how the user feels in space. In order to allow users of the space to maintain visual and auditory connection to other users, dimensions should be kept to an optimum size. Through providing a variety of spaces utilising different shapes and sizes, and with differing levels of privacy, a diverse landscape will be created which gives options for all types of user.

As the user moves through the site, legibility will be clear. An established road hierarchy will reflect the streets within Huddersfield to create a familiarity within the streetscape, allowing the masterplan to compliment and sit well within the existing urban structure. Pedestrian routes will have priority throughout the site, with Pine St becoming the only access road for servicing buildings. Pine St will still however be designed for the pedestrian and cyclists to promote access through the site.

To ensure that the masterplan is active at all times which will also contribute to the security on site, mixed uses will be encouraged throughout. Uses should be well considered throughout the site and placed strategically.



View north down Watergate



View north up Old Leeds Rd

Hierarchy of Public Spaces



- Primary Public/Green Spaces
- Secondary Public/Green Spaces
- Key Axis

Key Views



1. View along Leeds Rd
2. View down Northumberland Street
3. View down St Peter's Street
4. View from Leeds Rd
5. View from Old Leeds Rd
6. View up Pine Street
7. View up Linear park
8. View from Pine Street to Plot 7
9. View from Southgate
10. View from Southgate North

Active Frontages



- Public / Green Spaces
- Active Building Frontages

3.7 MASTERPLAN MASSING

Preferred Massing Option - Maximising Plot Size

This massing option maximises the size of each plot allowing for enhanced flexibility for future development, an essential requirement for any successful masterplan. The option also places a strong emphasis on the creation of high quality public realm areas that take into consideration orientation for maximized sunlight hours, allowing enjoyment throughout the year.

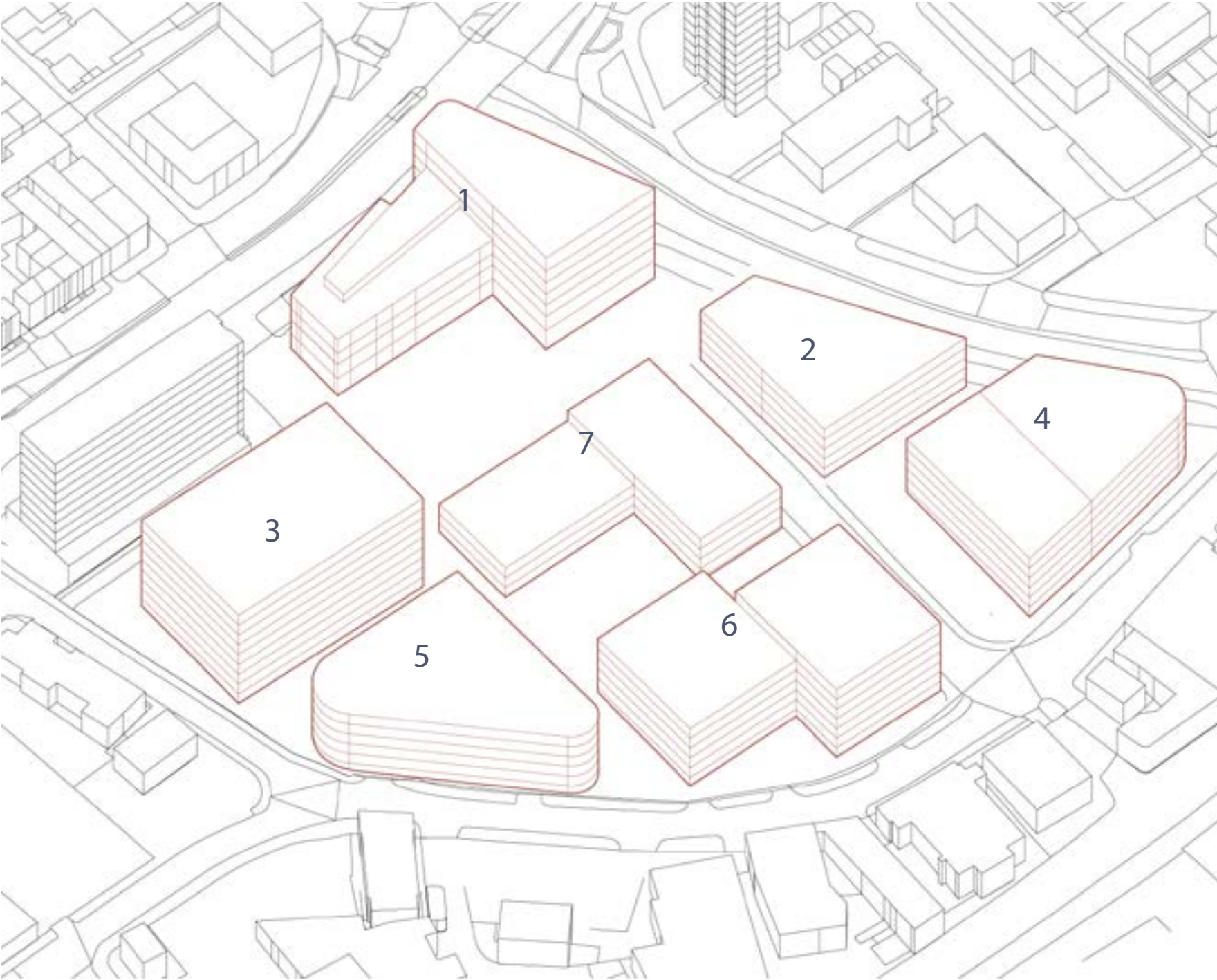
Whilst the massing shown is indicative, the principles behind the organisation of the plots and how they function, is based on all of the analysis demonstrated within this document.

The masterplan illustrates how the analysis and contextual setting has resulted in defining the proposal.



- Masterplan Blocks
- Green Space
- Building Entrance

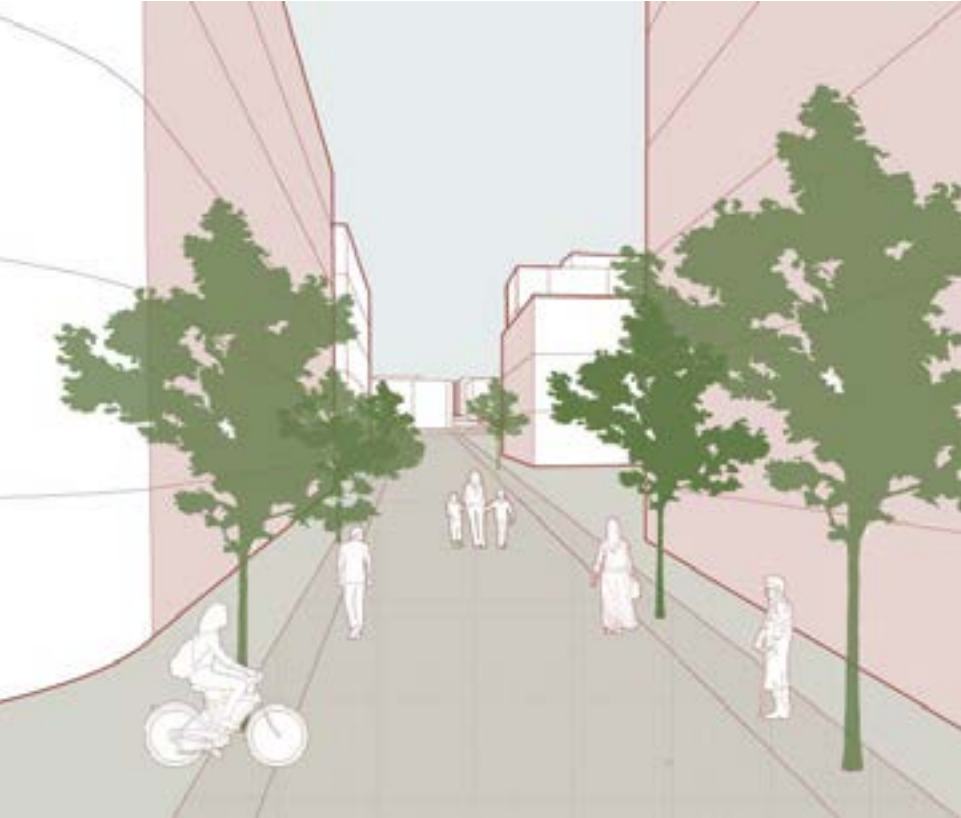
Preferred massing option A - Optimised Micro-climate



OPTION 8 A			
	m² Per Storey	No. of Storeys	Total m² Per Plot
Plot 2	460 730	6	8900
Plot 4	1020 850	6	11220
Plot 5	1658	6	9948
Plot 3	1770	9	16200
Plot 6	1658	6	13082
Plot 7	1058 840	4 3	6752
Total m²			58,752

Overall massing including Plot 1 = 75,000 m²

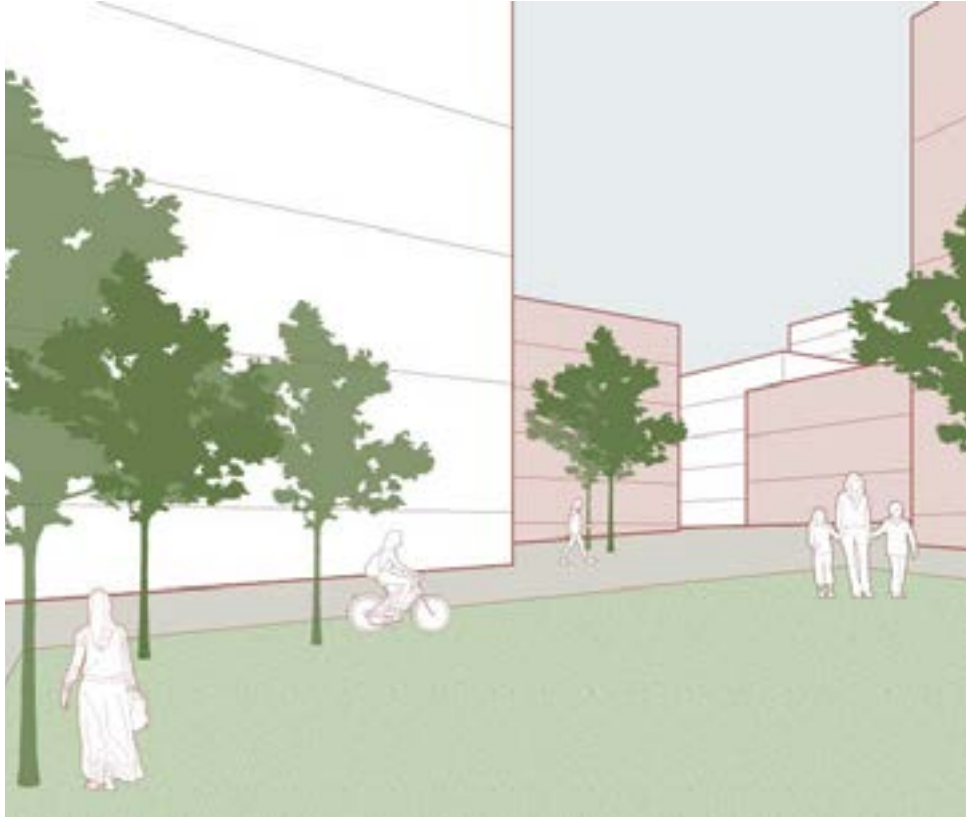
Schematic Perspective Views



1. View down the Linear Park

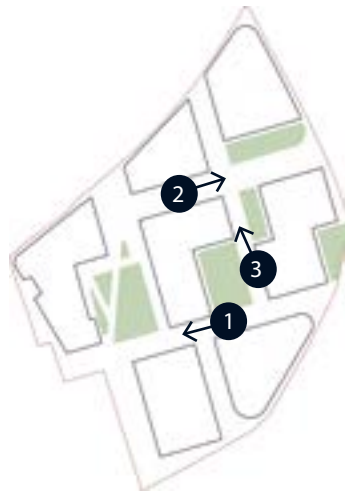


2. View down Pine St



3. View in towards Pine St

Pink faces indicate active and primary facades. All facades should be designed as primary facades due to their visibility and relationship with public realm spaces.



Sun Path Analysis



10am, June



3pm, June



10am, October



3pm, October

Active Frontage



Active Building Frontage

Access Strategy



Building Access
Building Entrance

3.8 CONTEXTUAL MASSING / BUILDING HEIGHTS

The site was previously occupied by two high-rise towers, which had little relevance to the immediate and wider contextual massing of the town. Through three-dimensional contextual massing exploration studies, demonstrated within this report, we have refined and optimised the massing from surrounding views looking towards the site. This allowed us to sensitively scale the buildings appropriately to prevent any overlooking or overbearing impact on surrounding buildings and one another and retain the street ratio to buildings heights found across the town centre.

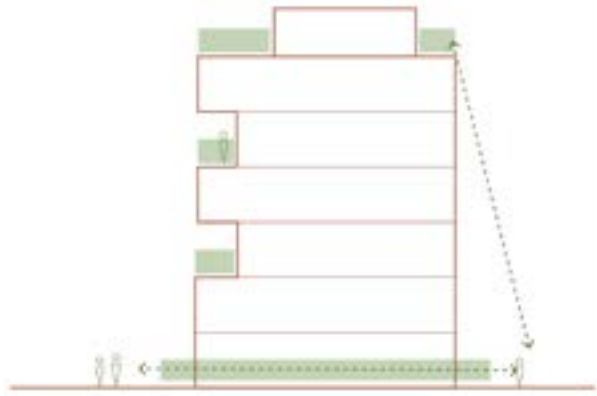
The Daphne Steele is treated as a prominent gateway building should be on the north west corner of the site. The site topography drops away from this high point, down along Leeds Road, as does the scale and massing of the buildings, creating the active edge to the northern site boundary.

The scale of the proposed buildings along Old Leeds Road, starting with Emily Siddon are more sympathetic to the scale of the existing buildings and an additional set back and green buffer helps to lessen the impact of any proposed in proximity to the existing.

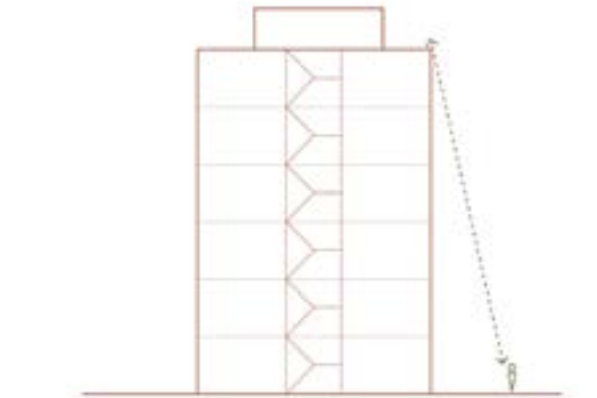
Crown house is the tallest building adjacent to the masterplan. The masterplan ensured a suitable offset and lower massing was proposed for the MSCP. This forms a hard boundary against Southgate, behind which the MSCP sits, primarily visible at the corners from this Eastern boundary which will be appropriately defined as the entrances to the building.

The indicative massing option might suggest a taller building to the centre of the site, which is lower than Building 1 and due to the topography of the site, also sits at a lower level. The sun-path analysis demonstrates this can still be configured to achieve high quality public realm squares, which enjoy sunlight hours throughout the day and year.

Creating a set back on the top floor can help to reduce the overall scale and massing of proposed buildings. These set backs can create opportunities to introduce external amenity space through the provision of roof gardens and terraces which can help to promote biodiversity and well-being. Roof top plant rooms should also be arranged with a set back to reduce their visual prominence.

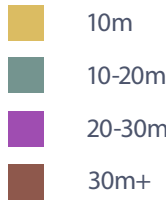


Rooftop Amenity

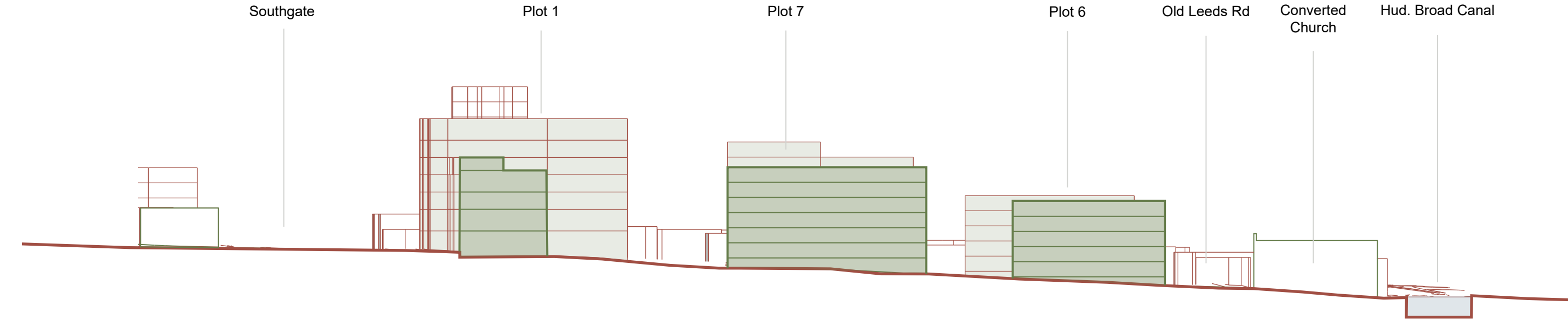


Rooftop Plant

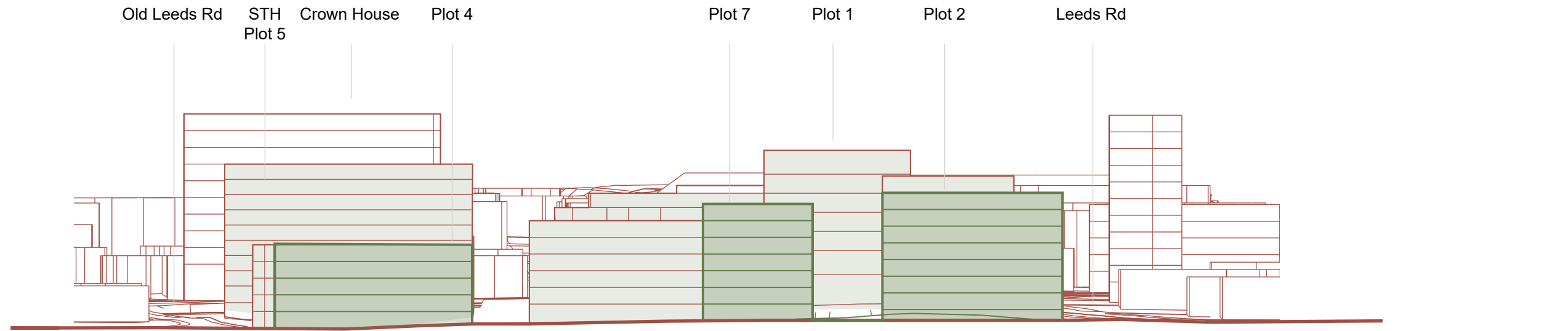
Building Heights



Section AA - West to East



Section BB - North to South



3.9 KEY VIEWS

Leeds Road

This schematic massing view depicts the Leeds Road approach towards the town centre, in a south-westerly direction. It illustrates the proposed massing in relation to Building 1 and the existing context.

The topography of Leeds Road and the site rises up to the junction with Southgate, as does the proposed massing of the buildings along the northern boundary of the proposed masterplan. This will create opportunities to animate the facades of the proposed buildings and create an active edge to the site.

The stepped massing forms, help to create a coherent overall composition that respects the surrounding context, culminating in the tallest buildings at the prominent junction to the north western corner of the site.



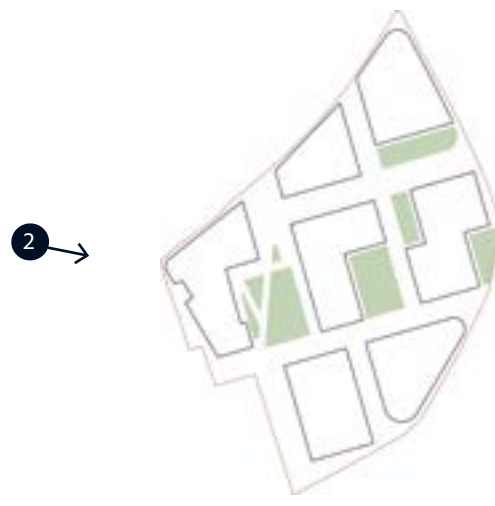
VIEW UP LEEDS ROAD

3.9 KEY VIEWS

Huddersfield Train Station

This schematic massing view depicts a primary route from the train station and town centre down Northumberland Street towards the junction of Southgate. This is an important approach towards the proposed site, which is defined by Building 1, a gateway building.

The view illustrates the importance of the prominent gateway building for the masterplan which creates a sense of arrival and also illustrates how the proposed scale and massing is of a scale and proportion that compliments the existing heritage buildings, along this approach.



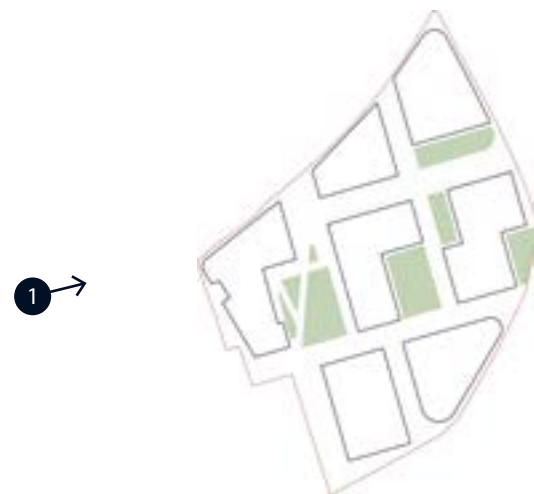
APPROACH FROM HUDDERSFIELD TRAIN STATION

3.9 KEY VIEWS

Northumberland Street

This schematic massing view depicts a primary route from the train station and town centre down Northumberland Street towards the junction of Southgate. This is an important approach towards the proposed site, which is defined by Building 1, a gateway building.

The view illustrates the importance of the prominent gateway building for the masterplan which creates a sense of arrival and also illustrates how the proposed scale and massing is of a scale and proportion that compliments the existing heritage buildings, along this approach.



VIEW DOWN NORTHUMBERLAND STREET

3.9 KEY VIEWS

Southgate

This schematic massing view depicts the Southgate approach towards the town centre and arrival at the site, in a southerly direction. It illustrates the proposed massing of Building 1, the gateway building, and the proposed and existing context.

Two taller and prominent buildings (Harold Wilson Court and Crown House) flank the proposed site. Building 1, the New Health Building, sits subservient in scale, has been carefully composed to create an animated and dynamic form at the junction of Southgate and Leeds Road. It is the tallest building on the proposed site and its tallest element is at the north western corner of the site, and the scale and massing drops away along the western boundary, which front Southgate, towards Crown House. As the levels drop away along Leeds Road from this junction, so does the scale and massing of the buildings proposed along Leeds Road.



VIEW FROM SOUTHGATE

3.10 CONTEXTUAL SETTING TO CROWN HOUSE

Crown House is a building of low architectural merit and quality. It's significant mass and scale make it a prominent building along Southgate. The masterplan configuration therefore focuses any users towards more attractive buildings and public spaces of a higher quality.

The masterplan takes into consideration the sensitivity of a potential future use as a residential conversion, ensuring a sympathetic offset of 11-20m is proposed.



Pine Street and Pine Street car park



Level changes from Crown House

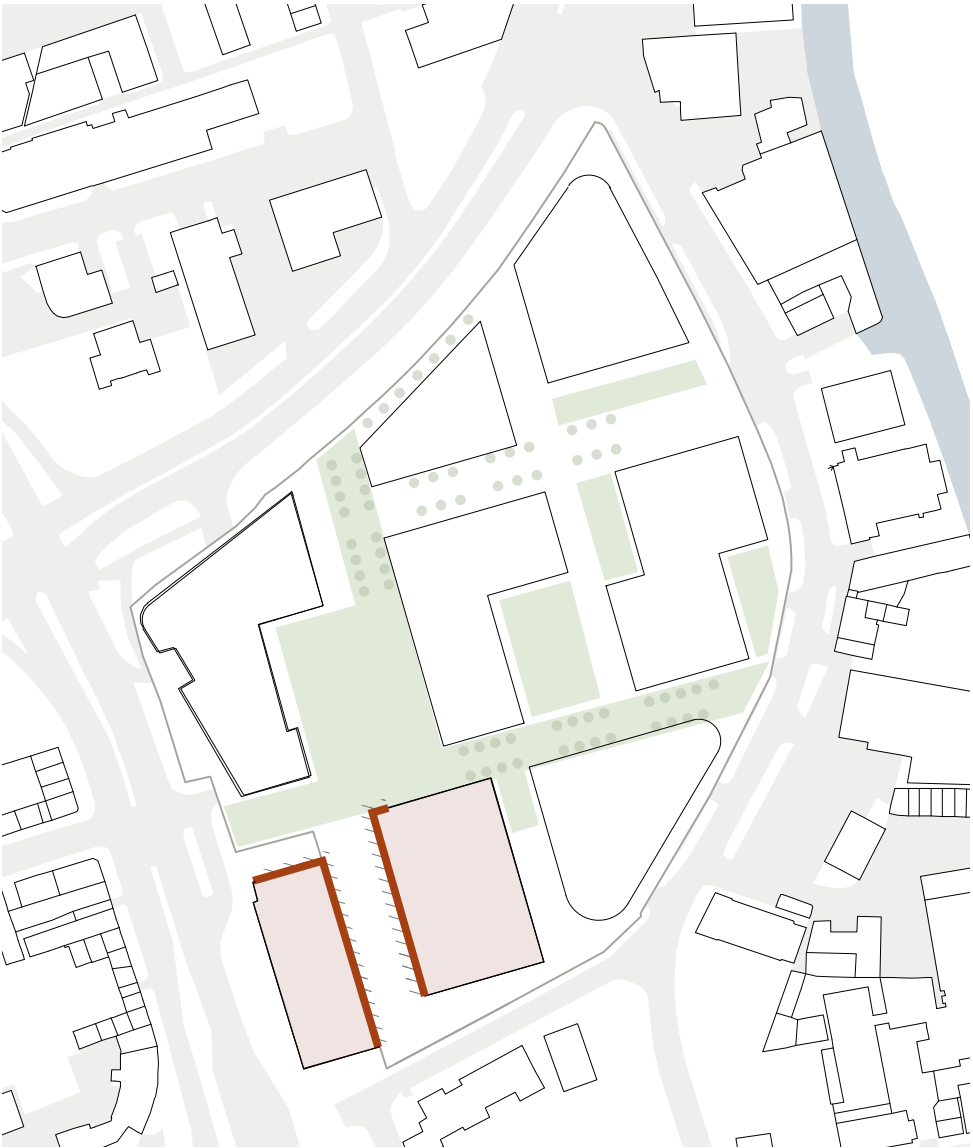


Crown House, to the South of the site



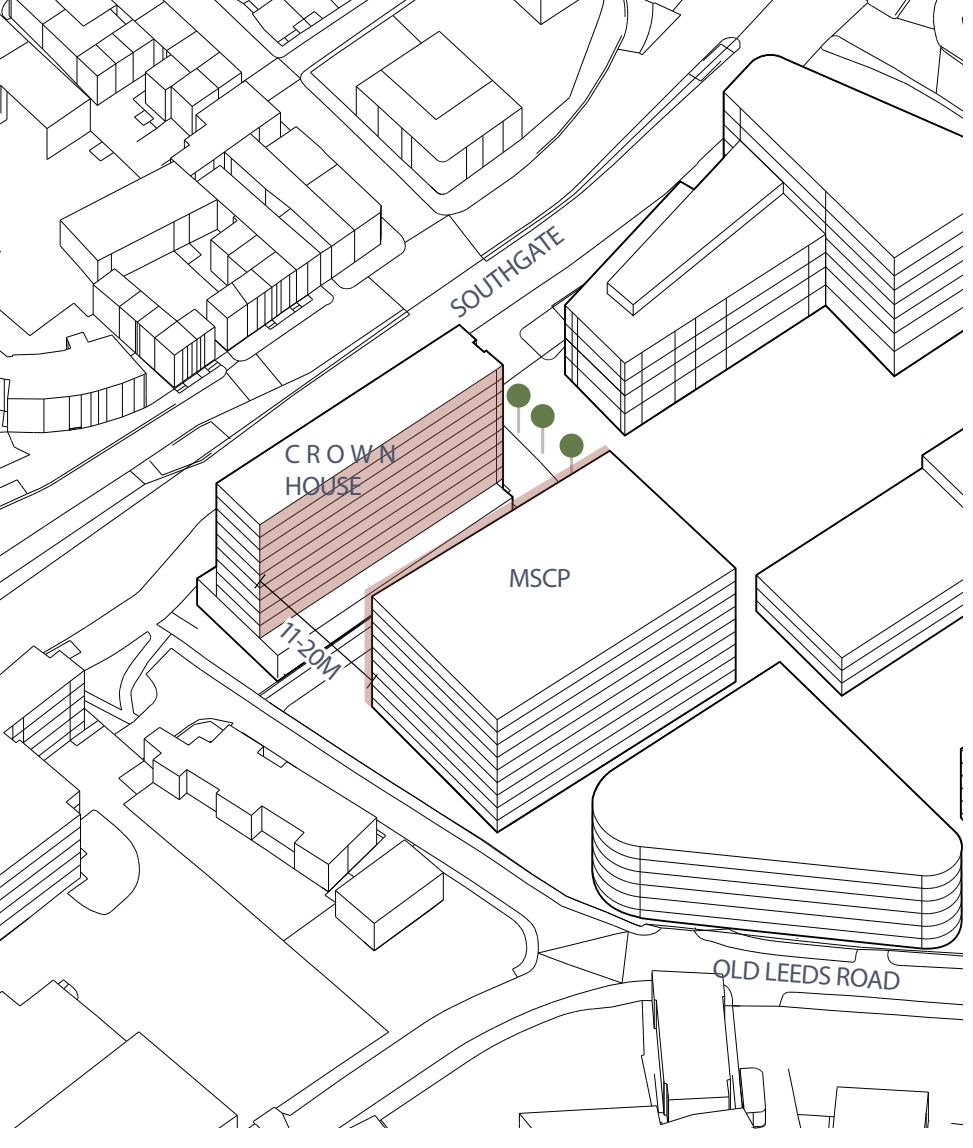
View north down Watergate

Crown House Buffer



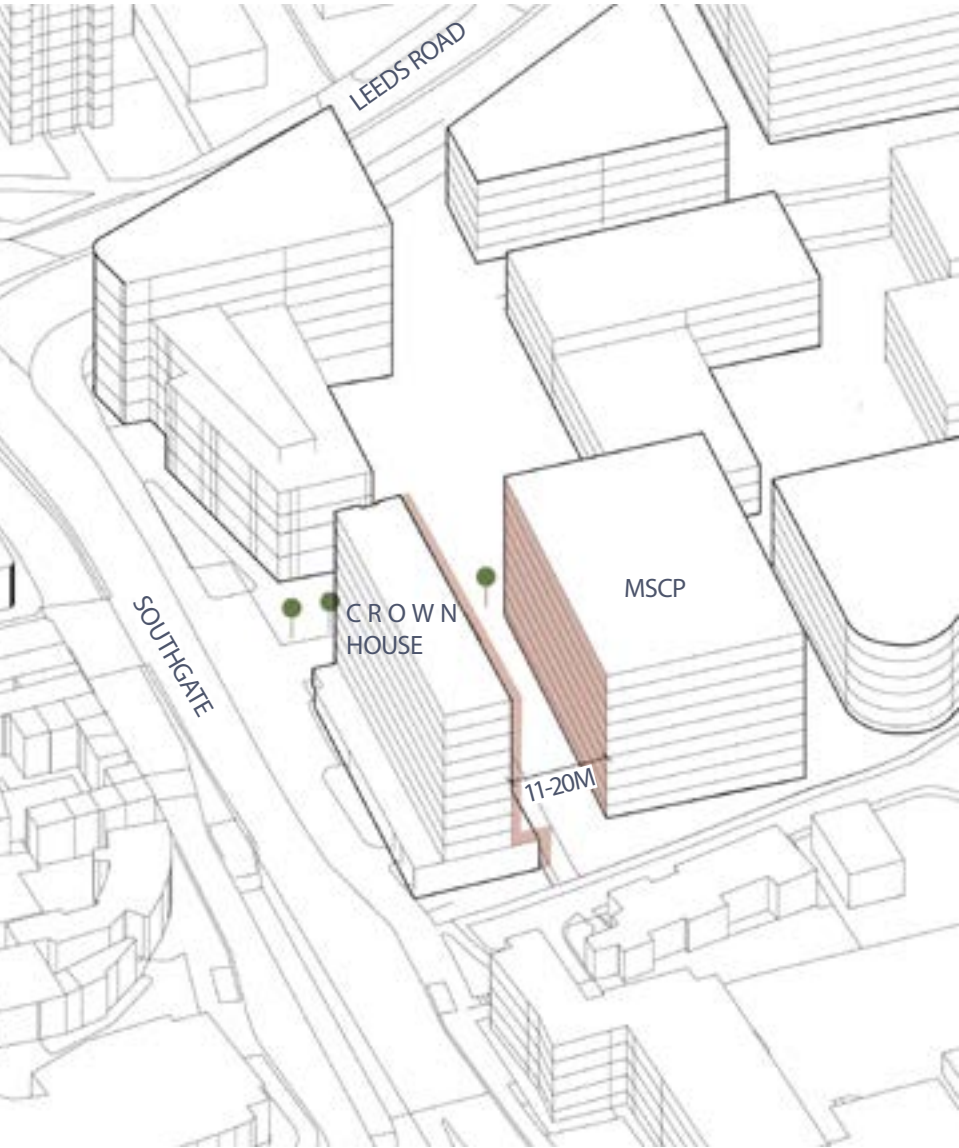
A distance has been retained of 11-20m between Crown House and the proposed MSCP on plot 5. This buffer zone is to be retained for any future development on the site.

Ariel View SE



Relevant buffer zone of 11-20m retained.

Ariel View SW



Relevant buffer zone of 11-20m retained.



3.11 PHASING

Overall Phasing

The phasing strategy for the Southgate site coordinates the delivery of buildings, infrastructure and public realm, ensuring that each phase supports campus activity and establishes connections to future development.

Phases 1 and 2, the completed Daphne Steele and Emily Siddon buildings, have established the campus frontage along Leeds Road. Following a review by the University, the multi storey car park (MSCP) has been brought forward to Phase 3 to meet the parking needs of these buildings and support future campus development. Its delivery will provide essential infrastructure for the campus and surrounding area, while releasing the existing Pine Street surface car park to enable the remaining development plots to come forward.

Subsequent phases will progressively define the central quadrangle and complete the campus towards Old Leeds Road. Key public spaces, including the Linear Park and Pine Street, will be delivered alongside development to connect buildings and establish a coherent campus that prioritises pedestrians and accessibility.



Phase 1 - Daphne Steel - Built



Phase 2- Emily Siddon - Built



Phase 3- MSCP - Project Application



Phase 4



Phase 5



Phase 6



Phase 7

Sub-Stations

A site wide infrastructure solution for sub-stations has been considered. These facilities will be integrated into the proposed development plots.

- Substation 1
- Substation 2
- Substation 3



4.0 PUBLIC REALM

4.1 Public Realm Strategy

The Public Realm at Southgate will create a distinctive and welcoming city centre campus that engages students, staff and the wider community. Following biophillic design principles, the green campus quarter will aim to enhance health and wellbeing and harness nature for the benefit of everyone.

The Public Realm Strategy is outward-facing, aiming to improve the quality of the existing streets and the interface with the city centre and surrounding areas. New public realm will bring life to Old Leeds Road and enhance the experience of Southgate and Leeds Road for road and footpath users. A consistent approach to design and materials will link the Southgate campus to the main Queen Street campus and enhance connectivity between the two.

With Southgate campus to be delivered in phases, a coherent public realm approach is essential to ensure accessibility, wayfinding and safety is maintained throughout the build out. Public realm is the fabric of place-making and will evolve and strengthen the campus experience over time.



High quality, sociable landscapes that promote health & well-being

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4.2 LANDSCAPE MASTERPLAN

Southgate Landscape Vision

The University of Huddersfield are committed to delivering an innovative and sustainable Southgate campus. At the heart of the new development is a landscape masterplan that makes student, staff and visitor wellness a key priority.

The landscape masterplan sets out a vision for the new University of Huddersfield campus that seeks to prioritise pedestrians and cyclists;

- connect the campus to the wider City and surrounding area;
- creatively address site level changes and deliver an accessible public realm;
- create safe and inviting spaces that foster a sense of place and belonging;
- establish a unified campus with a common brand/identity across existing, new and proposed facilities;
- create a hierarchy of open spaces that encourage outdoor learning and support the health and well-being of all students, workers and University visitors;
- retain and enhance existing vegetation to deliver a green campus experience and improve biodiversity;
- use rain gardens, street swales and planting in a sustainable approach to surface water management;
- integrate productive landscapes (grow zones, raised beds and orchard trees) to engage students with nature and encourage community ownership and use.

The MSCP creates a seamless transition into the Daphne Steele Building and marks the first step of the pedestrian boulevard which runs east to west through the site. This is the heart of the campus and will be the point which future developments plug into.

The existing Spinkler tank between Daphne Steele and Crown House is proposed to be relocated within the service yard, away from the pedestrian realm. This allows the campus to have an open, clear and well signposted entrance that will bring visitors straight into the wider masterplan.



4.3 KEY STRATEGIES

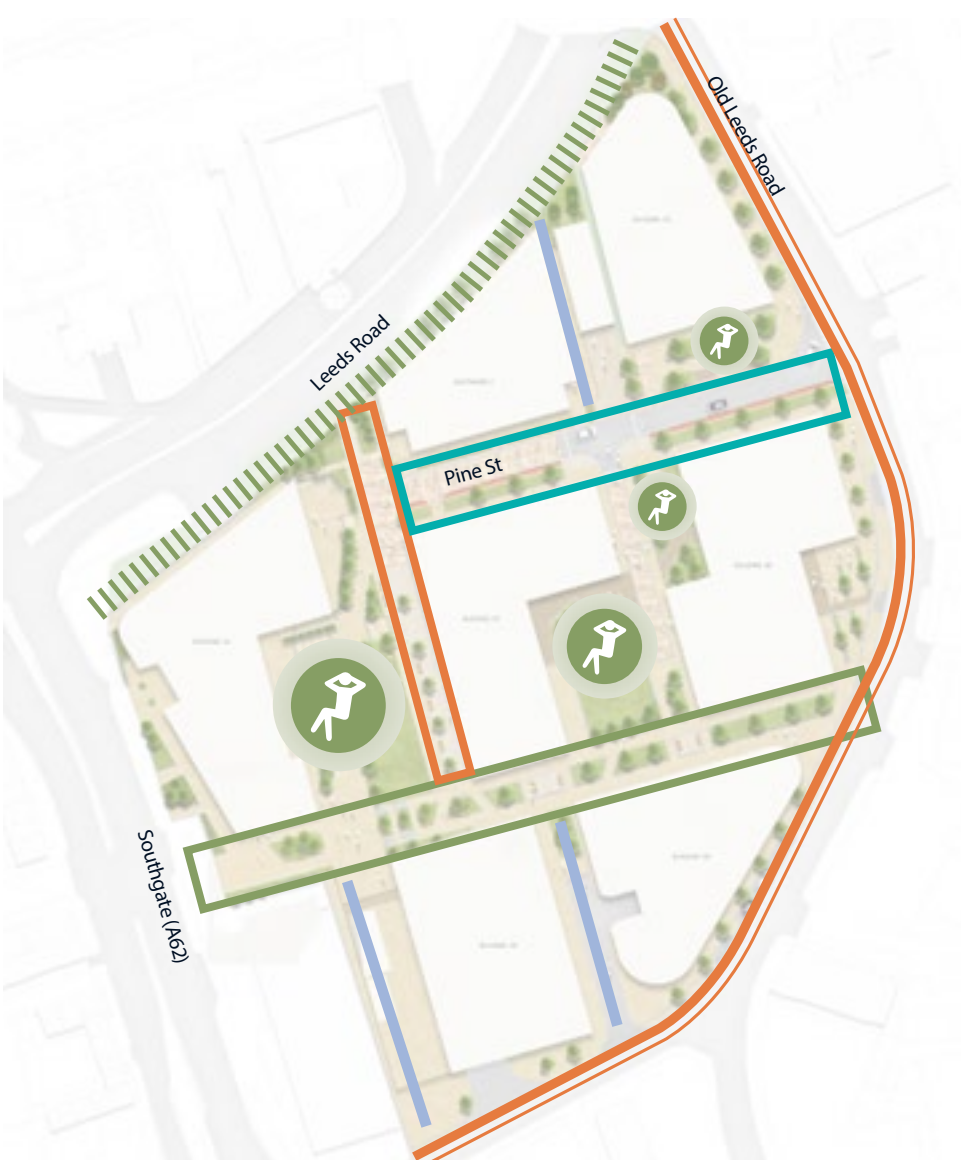


1. WELL CONNECTED AND ACCESSIBLE

- Wider cycle connections
- Wider pedestrian connections
- Primary cycle route
- Shared pedestrian/cycle route
- Key pedestrian links
- Cycle facilities
- Proposed building entrances
- NHS Patient Entrance

2. PLACE-MAKING THROUGH A CLEAR HIERARCHY OF OPEN SPACE

- Green Buffer
- Green Street
- Traditional Street
- Avenue
- Service Roads
- Linear Park
- Heart of Campus



3. SUSTAINABLE BLUE AND GREEN INFRASTRUCTURE

- Green Buffer
- Rain Gardens
- Street Swales
- Greenspace / Gardens



4.4 OPEN SPACE TYPOLOGIES

Green Edge (Leeds Road)

The existing embankment and trees fronting Leeds Road will be retained where possible and enhanced with new structural planting. This green buffer will filter views to and from the new development and create a key habitat corridor linking the site south to the Canal.

- 1. Existing site trees and embankment retained and enhanced.
- 2. Views filtered through green buffer.
- 3. New tree and shrub planting to define Leeds Road Edge



1.



2.

4.4 OPEN SPACE TYPOLOGIES

Green Street (Pine Street)

Pine Street will provide vehicle and service access to the Southgate development and an improved pedestrian and cyclist experience. A dedicated cycle route will connect the heart of campus to Old Leeds Road and the canal beyond (long-term ambition). Linear rain gardens with tree planting will enhance the street scene and manage surface water run-off. Raised crossovers at key junctions will help students navigate the site.

- 1. Artistic representation of Pine Street aspirations.
- 2. Integrated rain gardens and street trees.
- 3. Segregated cycle and pedestrian routes.



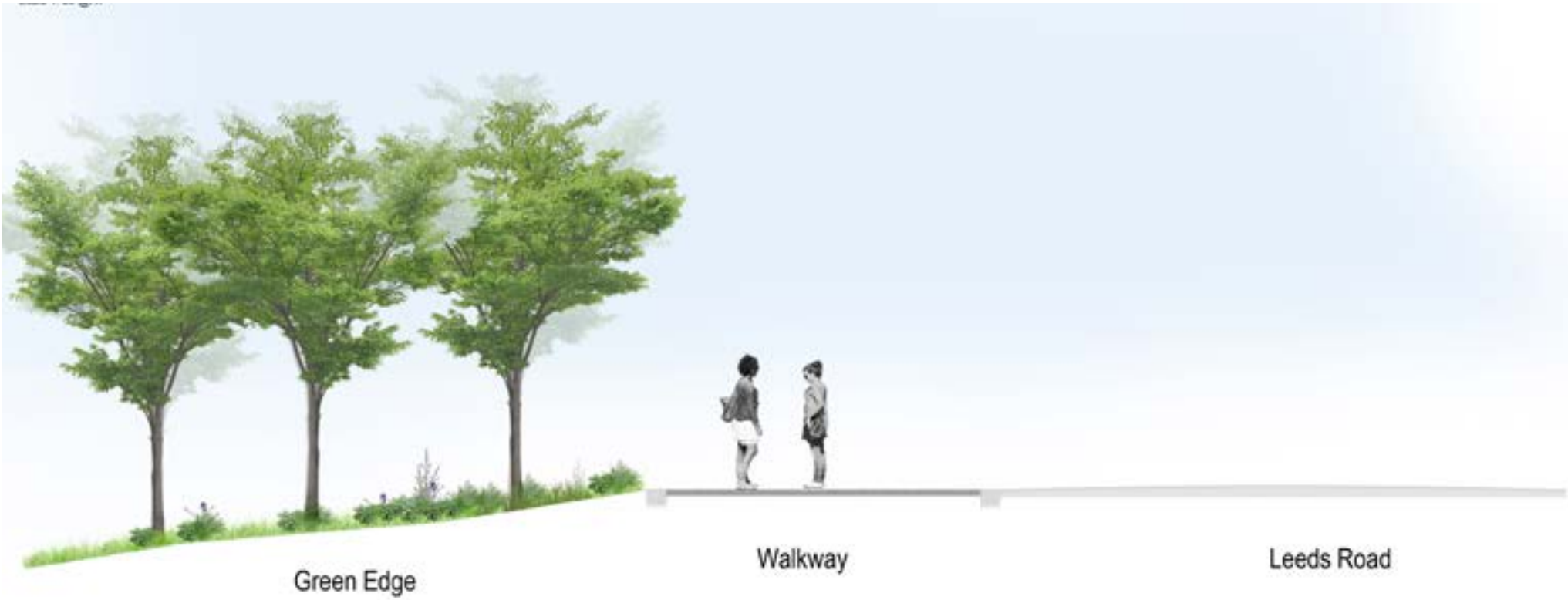
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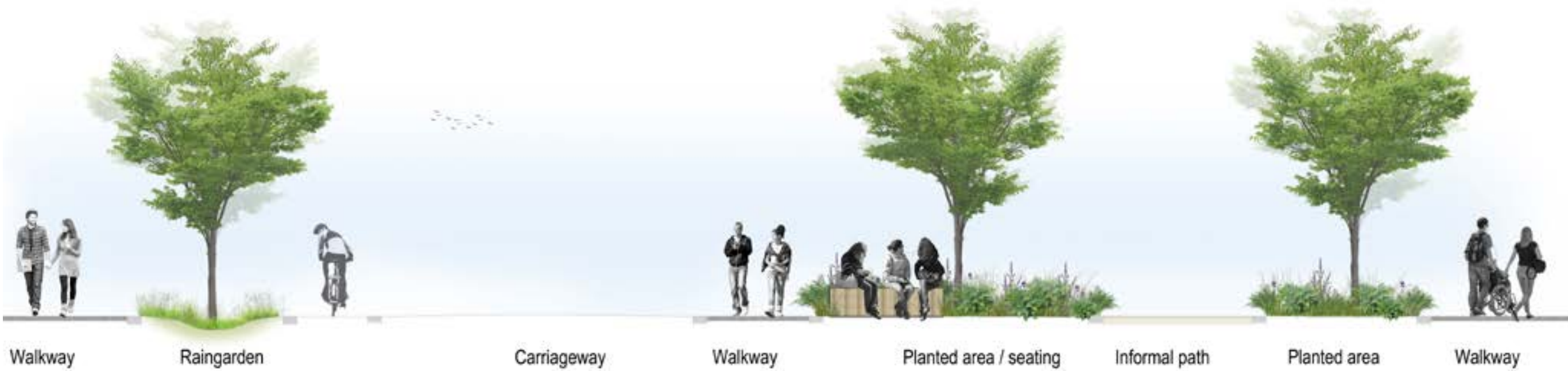
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4.4 OPEN SPACE TYPOLOGIES

Traditional Street (Old Leeds Road)

The proposed buildings along Old Leeds Road will positively engage with the street with ground floor windows/uses and entrances to animate the area. A more formal street approach with simple footways and street tree planting will be adopted. In places, short stay parking and loading will be integrated. Small plazas and squares will enhance building entrances.

- 1. Formal street treatment - parking and street trees
- 2. Arrival plazas to buildings fronting Old Leeds Road
- 3. Pedestrian movement prioritised at road junctions



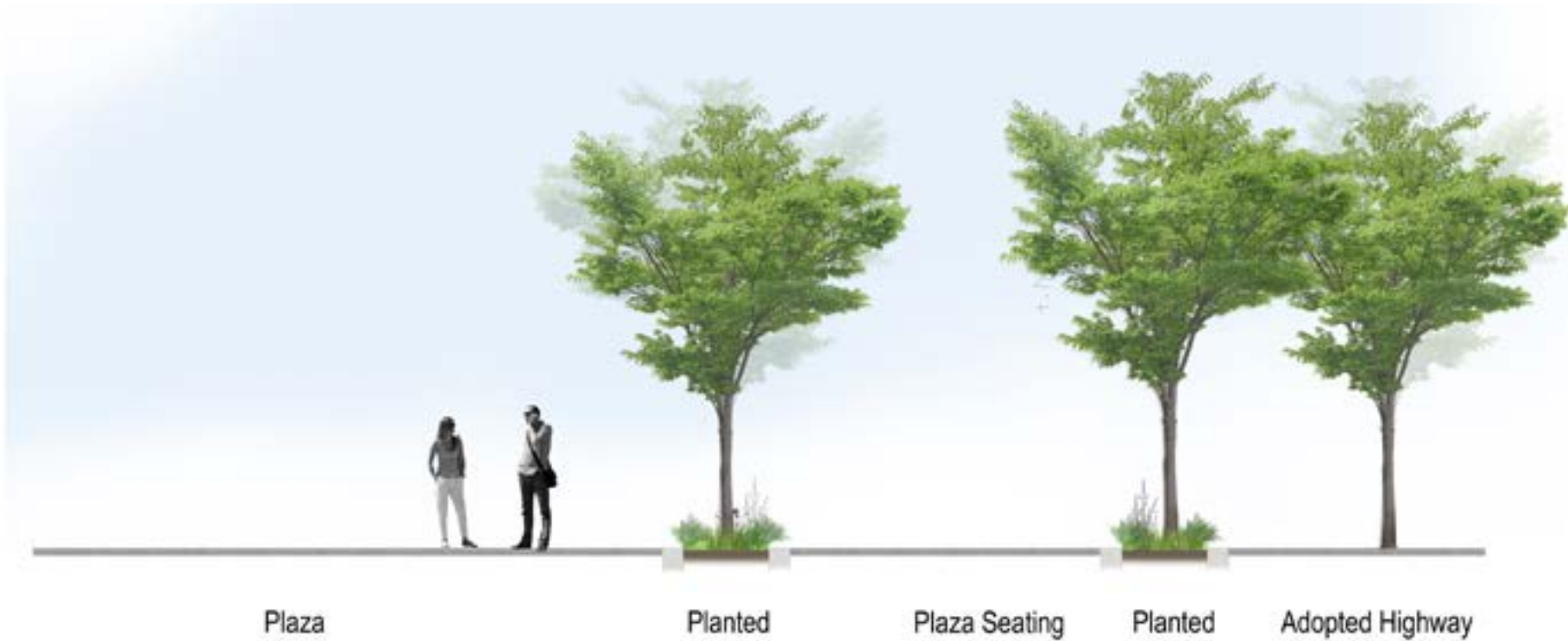
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4.4 OPEN SPACE TYPOLOGIES

Avenue

The Avenue will form a key axis linking Pine Street to Southgate and the heart of campus. This pedestrian and cycle only street will integrate mature trees, seating, lighting and ornamental planting to create an attractive movement and destination space.

- 1. Avenue tree planting and greening
- 2. Places to sit and socilaise
- 3. Car free with shared pedestrian / cycle access



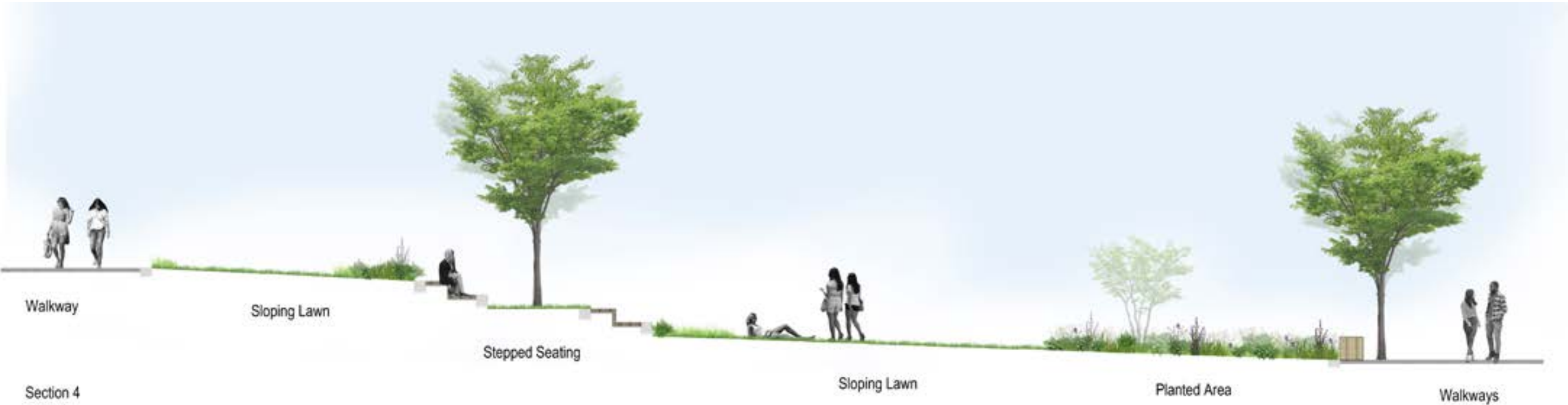
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4.4 OPEN SPACE TYPOLOGIES

Service Roads

Service access will be provided off Pine Street and Leeds Old Road. There will be no through access from these points. Access roads will be terminated with street greening and rain gardens to filter views to vehicles. Footpaths will connect pedestrians to the wider network.

- 1. Service streets terminated with planting and greenspace
- 2. Early Artistic Impression of Linear Park and Routes



1.



2.

4.4 OPEN SPACE TYPOLOGIES

Linear Park

A new linear park will link Southgate to Old Leeds Road. A series of steps and amphitheatre seats will enhance the Phase 1 landscape and create improved connections to the proposed Southgate pedestrian crossing. Further east, a series of rain gardens will provide space for outdoor working, socialising and informal events connecting students and visitors to the heart of the campus.

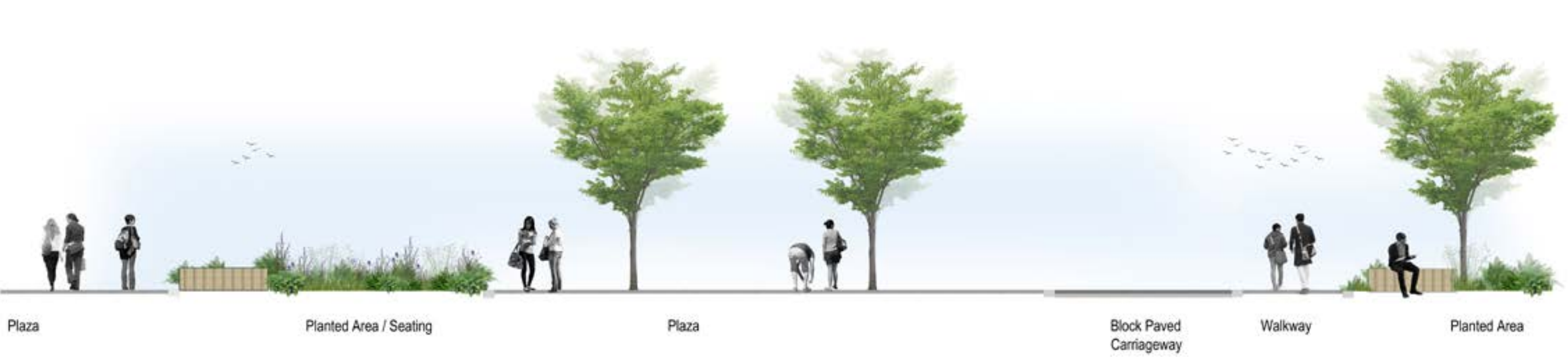
- 1. Car free street with central linear park
- 2. Places to meet and work
- 3. Central rain garden with access to nature



1.



2.



3.

4.4 OPEN SPACE TYPOLOGIES

Heart of Campus

A series of public open spaces will provide restorative gardens at the heart of the campus. These gardens will provide social, work and respite space located close to classrooms. The open spaces will integrate seating, lighting, ornamental planting and trees and encourage spill out activity from adjacent buildings.

In addition, it is anticipated that semi-private internal courtyards will further enhance the external environment.

- 1. Trees and soft landscaping to enhance well-being
- 2. High quality doorstep gardens and open space
- 3. Opportunities to socialise and work outdoors



1.



2.



3.



4.4 OPEN SPACE TYPOLOGIES

Temporary Landscape Treatments

In the interim period, there are opportunities to enhance the appearance, use, safety and biodiversity of the site through temporary landscaping. This may include pocket parks/ parklets, community open space on vacant lots, large scale meadow planting, educational signage and temporary seating and recreation installations. Any temporary landscaping will be developed alongside individual plots to ensure the public open space is well connected and attractive during all phases of development.



Temporary Orchard / Growzone



Street Parklet



Meadow planting meanwhile use

4.5 PHASE 1 LANDSCAPE PROPOSAL

Phase 1 Proposals

The Daphne Steele Building delivers the first Southgate green space and sets the standard for public realm across the site. The scheme provides soft and hard landscaping spill out areas and recreation space. A ramp and stairs address access issues and provide pedestrian and cycle links to the Pine Street car park.

The materials and detailing for Daphne Steele set the character and quality of the landscape for the wider masterplan. See sections A & B and phase 1 plan for further details.

The proposed MSCP, just south of the Daphne Steele Building, will considerably tie into this landscaping treatment, providing a seamless transition and opening up the campus entrance between the two projects.



Phase 1 Landscape Proposal

Section A



Section B



5.0 CONCLUSION

5.1 SUMMARY

In summary, this document has been collated as volume 1 of a 3 part document which responds to the requirements laid out by Kirklees Council in the Outline Planning Permission document, specifically concerning conditions 4, 5 and 6. An analysis of the way in which these conditions have been addressed can be found in section 5.2 of this document.

This comprehensive approach to establishing a unique set of principles and Design Code for the Southgate masterplan has been prepared through rigorously testing the principles against 11 overall design scenarios/options, which each presented a differing set of constraints for the Southgate site. This allowed the team to test and refine how the strategic masterplan framework principles can be adopted to present spatial opportunities and contextual solutions for every scenario.

This masterplan has been prepared in a manner as such that does not attach prescriptiveness, but allows for maximum flexibility, responsiveness and design creativity as individual phases of the site’s overall development come forward.

This revision of the document has been updated following the approval of the Phase 1 Daphne Steele building and to reflect the recently submitted application details for the next phase of development on the overall Southgate site, the Phase 2 building.

5.1 OUTLINE PLANNING RESPONSE – CONDITIONS 4, 5 & 6

CONDITION 4

4. A plan showing the phases of development shall be submitted to and approved in writing by the Local Planning Authority prior to the submission of any application for the approval of Reserved Matters. The phases of the development thereafter shall be carried out in accordance with the submitted phasing plan and any reference to phase or phases in the following conditions shall refer to the phases detailed in the plan thereby approved.

Reason: To define the scope of this permission and to provide clarity in relation to the progression of development across the site.

The proposed masterplan illustrates the general Phasing Strategy. The Phasing Strategy - Volume 2, provides greater detail for each phase of plot development.

CONDITION 5

5. As part of any reserved matters application for each phase, a Masterplan for the application site shall be submitted to and approved in writing by the Local Planning Authority. The Masterplan shall at least include the following details:

i. Define a clear structural layout of the new development, establishing the permeability of the public realm and establishing a clear pattern of gateways and streets/pedestrian route lined with trees;

The proposed Masterplan clearly illustrates the structural layout, permeability of public realm and how the pattern of gateways, streets and pedestrian routes relate to the existing town centre context. The formation and sequence of development of the proposed gateways, streets and public realm spaces has been considered throughout each phase of the Masterplan and is clearly demonstrated in the proposed Masterplan drawings and Phasing Strategy.

ii. Positively address the ring-road network, detailing the strategy for boundary treatments along and the enclosure of the site, particularly to address the level-change across the site, vehicular access points and the hierarchy of site roads and gateways.

Volume 1_Masterplanning document illustrates the analysis, that describes the contextual setting, which in turn has informed the Phasing Strategy, formation of development plots, street patterns, gateways and hierarchy of pedestrian, cyclist and vehicles through the site. A site Masterplan drawing and sectional studies capture the site level changes and address treatment of surfaces to ensure the site is fully accessible for pedestrians and cyclists as well as vehicles.

iii. Illustrate the physical and visual connections to the site based on pedestrian desire routes into the site and across the town centre and to the existing University campus;

– This has been considered and illustrated with a series of diagrams and 3D visuals in Volume 1 Master Planning, ‘Section 2 - Contextual Analysis’ & ‘Section 3 - Strategic Site Masterplan’.

iv. This would also need to include a consideration of pedestrian routes through the site to improve the area’s permeability to other destinations such as the stadium;

This has been considered and illustrated with a series of diagrams and 3D visuals in Volume 1 Master Planning, ‘Section 2 - Contextual Analysis’ & ‘Section 3 - Strategic Site Masterplan’.

v. Focus external views from the town centre along Northumberland Street, ensuring that the specifications for the ‘landmark building’ (at indicative site 01) addresses the need to express the connections with the historic core;

This has been considered and illustrated throughout ‘Section 2 - Contextual Analysis’ with a 3D visual in Volume 1 Master Planning, ‘Section 3 - Strategic Site Masterplan’. This has also been evidenced in the Design & Access Statement that accompanies Phase 1 development of The New Health Building. We have provided numerous references to how the Historic Core has informed the Masterplan street pattern formation, site permeability and how influences should also be considered in the materiality and design of the elevational treatment of buildings in Volume 3, Design Code Context.

vi. Consider key views/focal points from the surrounding area, including from the canal (a key pedestrian/cycle route) looking towards the Railway Station;

Consideration of key historical vistas, view/focal points and desire lines have been considered and evidenced within the Master Planning report. We have taken into consideration the view from the Canal towards the Train Station, along Pine Street, and accept that this view will be obstructed by the Phase 1 New Health Building. This decision was balanced against the benefit gained from developing the important and prominent junction between Leeds Road with Southgate, which provides a significant opportunity to create a prominent new town centre gateway building that will help to create an enhanced sense of arrival into the town centre and a legible marker for orientation around the ring road. The viewpoint from the Huddersfield Train Station, back towards this prominent junction is also illustrated within the 3D views, signifying the importance of placing a prominent marker building at this junction.

vii. Indicate how the proposed campus development would architecturally address the integration of Crown Buildings;

The adjacency of Crown House, has been taken into consideration when forming the proposed development plots within the Masterplan. Crown House is a prominent building of low architectural merit and quality, however due consideration has been paid to the potential residential conversion and use of the building. Appropriate offsets of between 11 – 20m will be retained when proposing any new development such as the MSCP within the adjacent proposed plot.

viii. Illustrate how vistas of key site gateways and internal nodes will be addressed to demonstrate active frontages and over-looked/passively controlled pedestrian/access areas;

An investigation and provision into the active frontages, boundary treatments, accessibility and public realm areas has been instrumental in formation of the proposed masterplan option. These elements of the masterplan, together with key gateways and viewpoints through the site to high quality landscaped public realm features, will help to create a more welcoming and accessible masterplan whilst enhancing the surrounding streetscape for passers-by.

ix. Outline the service/operational requirements for the building blocks to be considered when determining whether façades of buildings are of sufficiently high-quality and function well, defining the public and private/service areas to maximise the permeability and vitality of the public realm.

The organisation and orientation of buildings coupled with the accessible public realm areas, routes and vistas into and through the masterplan, will require all elevations of proposed buildings to be considered and treated as important primary elevations. Pedestrian routes and public realm is prioritised over infrequent vehicular servicing strategies, which utilise shared surfaces to discretely serve building plots. This requires all facades and external spaces to be designed appropriately to be functional yet of a high quality design and compliment the accessible public realm areas.

x. Establish how the structural landscaping will define the public realm, while compensating for the loss of tree groups

Existing trees along Leeds Road will be retained where possible and enhanced by new groupings of structural tree planting which will filter views to and from the site. The site currently has a limited number of mature trees or vegetation and it is the intention of the masterplan to significantly increase canopy cover and biodiversity generally. Structural landscaping – mature trees, rain gardens and ornamental beds will define key walking routes across the new Southgate Campus and enhance key views and into and out of the campus for maximum impact. Groups of trees will be used to “anchor” key buildings at prominent corner locations and help to create shade on south facing facades. Structural planting around plazas and green spaces will contribute towards the creation of usable and attractive public realm. Tree species will be a combination of native and non-native species suitable for urban situations where space is often limited. Tree selections will consider long-term survival which is key to maintaining green infrastructure value.

xi. Consider the opportunity to create tree-lined boundaries to Southgate, Leeds Road, and Old Leeds Road to define the edges of the campus site, with similarly expressed key gateways and access points.

The proposed Masterplan, whilst indicative, illustrates the proposals for tree-lined boundaries, soft landscaped areas and public realm spaces that will help to create high quality, engaging and welcoming access points, and gateways to the surrounding streetscapes. This tree planting will be introduced as part of each landscaping proposal for each phase as the wider masterplan comes into fruition. The treatment of boundaries is an important feature which sets the tone for the rest of the masterplan, creating a permeable, cohesive and integrated new intervention that will act as a catalyst for regenerating the surrounding areas of the site.

The details comprised in the reserved matters for each phase shall comply in all respects with the approved Masterplan.

Reason: To ensure that the development achieves high quality design across the whole site.

CONDITION 6

6. As part of any reserved matters application for the first phase, a Design Code for the whole of the site shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the development achieves high quality design across the whole site.

This condition has been closed out. Volume 3, Design Code Context has been developed to provide more granular detail and specific guidance for a how a more contextually appropriate, sensitive, unique and contemporary development should be developed that features and becomes an extension of the best aspects of the existing town centre cultural assets. The key concepts, materiality and design guidance also specifically relate to the health and well-being nature of the proposed National Health Innovation Campus and weaves related concepts into the guidance for how the masterplan should reflect these values and outcomes. A unique sense of place is thus established, reflecting the nature of the campus, whilst creating a sense of individuality that belongs to the unique character of Huddersfield town centre.



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/ PRINCIPAL DESIGNER