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NATIONAL HEALTH INNOVATION CAMPUS MASTERPLAN
SOUTHGATE, HUDDERSFIELD

MASTER PLANNING, PHASING, DESIGN CODE CONTEXT: VOLUME 2 - PHASING

October 2026

Project Number: 2025.00083.000

Revision: P03

Date: 26.10.26

Author: AS

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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 all 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. This particular document, Volume 2: Phasing, provides the detailed phasing strategy for each of the proposed 7 phases. The intent with volume 2: Phasing, is that it provides an increased amount of detail per phase as the particular plot is developed.

1.2 CLIENT & PROFESSIONAL TEAM

Client and Developer ..... University of Huddersfield

Architect ..... AHR Architects

Planning Consultant ..... DLP Planning



2.0 PHASING STRATEGY

2.1 OVERALL VISION

The overarching vision for the Southgate site is a world class leading Health 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 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.

• Create a contextual yet flexible framework for flexible future development



2.2 OVERALL PHASING - PHASE 2 - 7

A number of options have been considered regarding the phasing of the Southgate site, considering integrating the delivery of the public realm into the process of phasing, and encouraging these spaces to become connections into the proceeding phases.

Phases 1 and 2, the completed Daphne Steele and Emily Siddon buildings, have established the campus frontage along Leeds Road. The previous option explored phasing the buildings initially along Leeds Rd to create an edge to the site. Once this edge of the site is completed, the MSCP is explored as an option to support the buildings and occupancy which are on site already. 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 3 - MSCP - Project Application







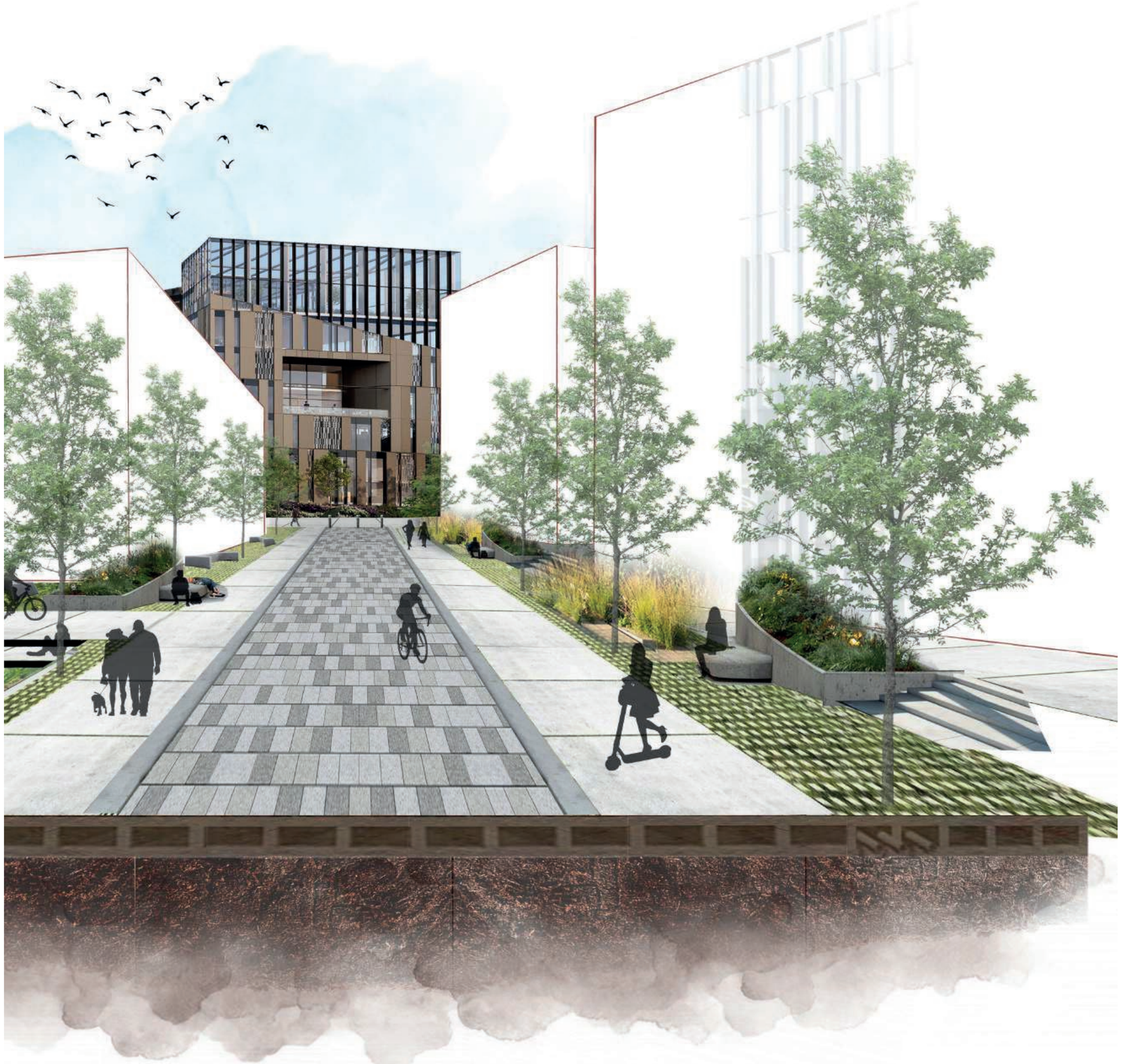


Phase 7

2.3 PINE STREET ASPIRATION

The artistic impression of Pine Street to the right illustrates the aspirations for the completion of the Street after Phase 6 of the masterplan development, when the existing surface car park has been developed.

The aspiration for the street is to create a vista and outlook for the buildings that promotes health and well being and increases net bio diversity. Pine Street also provides a welcoming approach into and through the site, connecting public realm spaces back to active frontages, promoting a pedestrian prioritised environment.



Early Artistic Impression

2.5 TEMPORARY SPACES

When developing the masterplan it can take several years until the vision is completely realised. In this transition time, some plots will be developing where as others will yet to begin. This gives an exciting opportunity to use these temporary spaces in a range of different ways that attract people to the masterplan before it is even complete.

The Southgate masterplan presents a variety of temporary space options throughout the phasing process. With this range of spaces, proximity to town and opportunities to engage with the student population, this presents a lucrative opportunity for the site.

Examples of what can be achieved on the site can be seen adjacent. These examples are all temporary spaces which have been set up for a range of different time scales to make the most of opportunities within the masterplan phasing processes. These examples show event space, outdoor cinemas, bar and food hubs.



Homeground, Manchester

This temporary events space is part of Homeground in Manchester, set on a plot of land which is awaiting development. The theatre and events space holds events, concerts and performances. A temporary stage and seating has been erected for the summer.



Escape to Freight Island, Manchester

As part of the Mayfield masterplan development the site is currently being used as a temporary bar and food space. Some of the best food outlets in Manchester now have stalls here with plenty of outdoor and covered seating for those eating and drinking.



Homeground, Manchester

Another part of Homeground is the bar and food space. Food retailers park their temporary food trucks and a bar has been set up. Picnic tables are scattered throughout the site for easy sitting.



Screenfields, Manchester

Screenfields is an outdoor cinema in Manchester which was a pop up event throughout the development of Spinngingfields. By using the public realm space as a cinema it attracted people into the area before the completion of the surrounding buildings.

3.0 DEVELOPED PHASES

3.1 PHASE 1
3.2 PHASE 2
3.3 PHASE 3
3.4 PHASE 4
3.5 PHASE 5
3.6 PHASE 6
3.7 PHASE 7

3.0 Developed Phasing

The following pages provide an overview of the phasing strategy for each individual phase of the Southgate Masterplan.





Temporary Orchard / Growzone



Street Parklet



Meadow planting meanwhile use

3.1 Phase 1

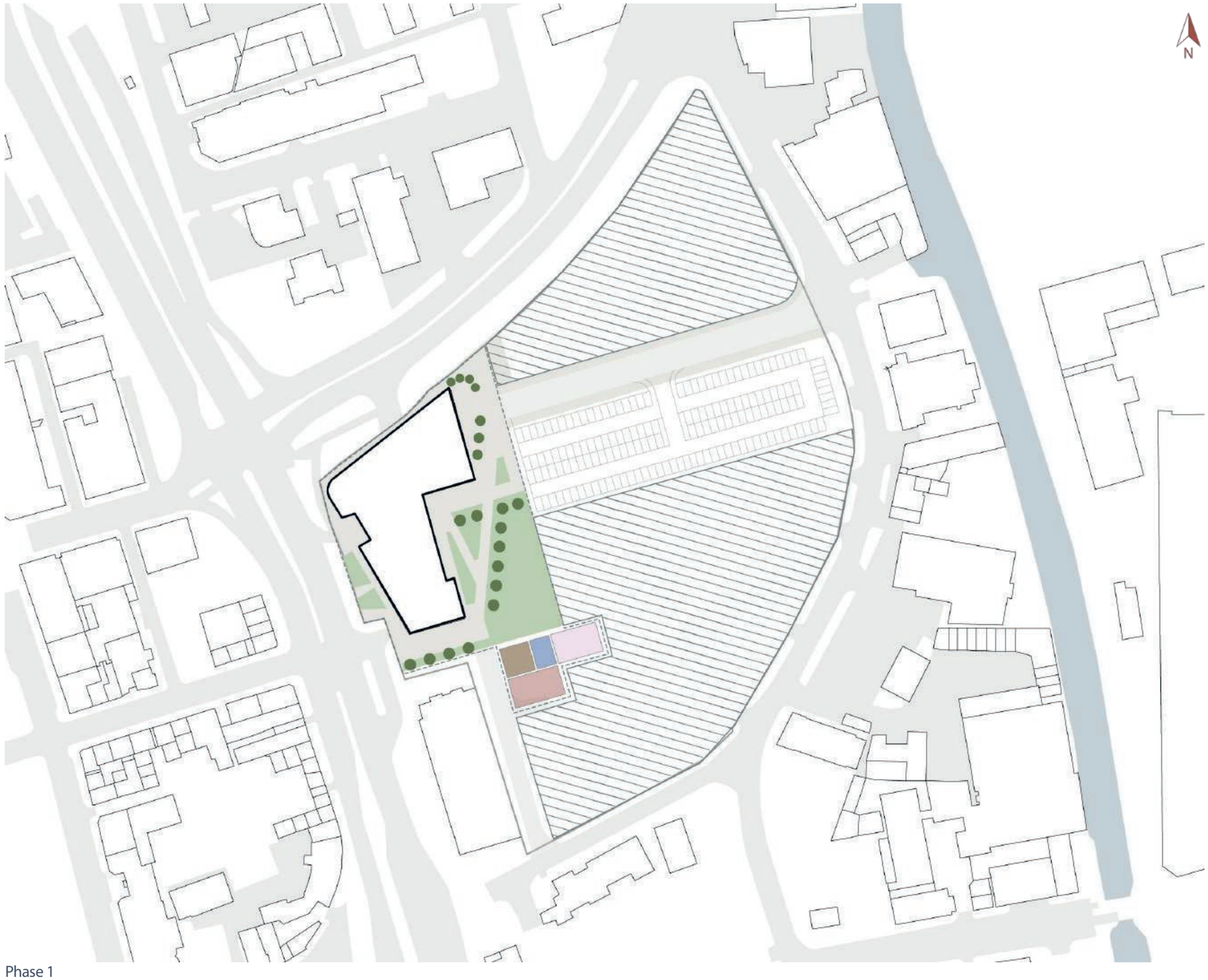
Design phase completed and construction in September 2024. The first phase of the Southgate Masterplan is the new health building. This plot occupies the most prominent part of the site and equally the building sets the tone for the rest of the masterplan phased development.

Significant importance has been placed on the provision of high quality external public realm spaces which merge seamlessly into the building.

The generous provision of high quality public realm spaces will provide valuable amenity space for the proposed building and a new heart for the masterplan.

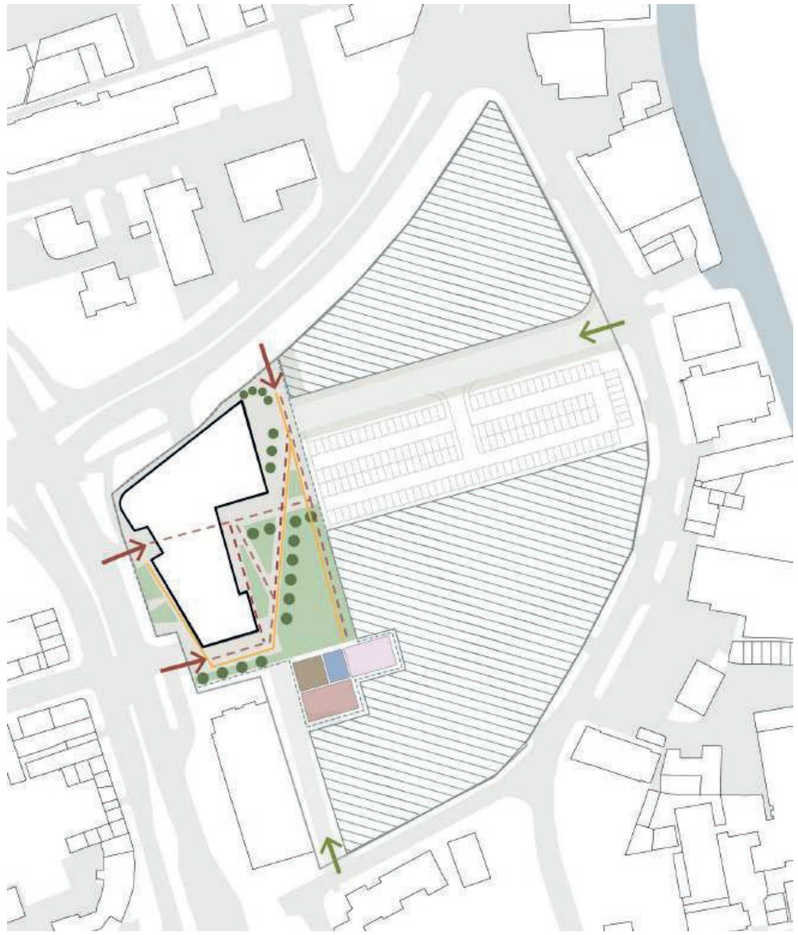
There is an intention to continue to utilise the existing surface car park and a new planning application will be sought to extend its utilisation. This will meet all requirements for the proposed building.

A cycle hub and bin store has been indicated within a zone, that will be suitably secured and screened. This is now all being transferred into the MSCP and Phase 3 design. Refer to Design and Access Statement for further information.



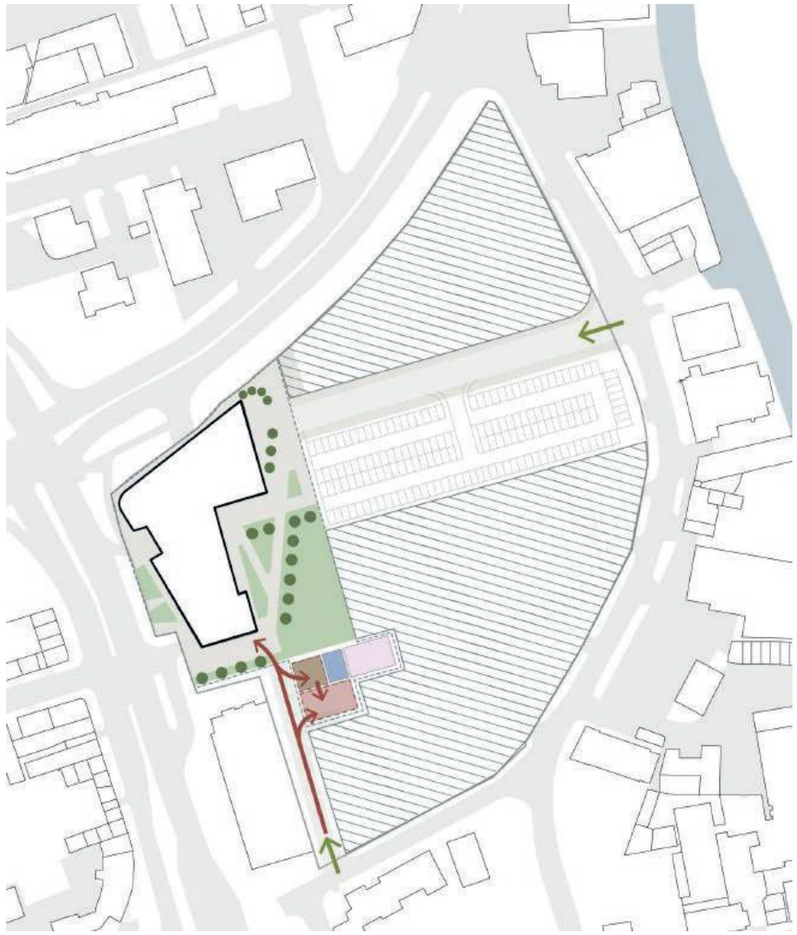
Phase 1

ACCESS & MOVEMENT



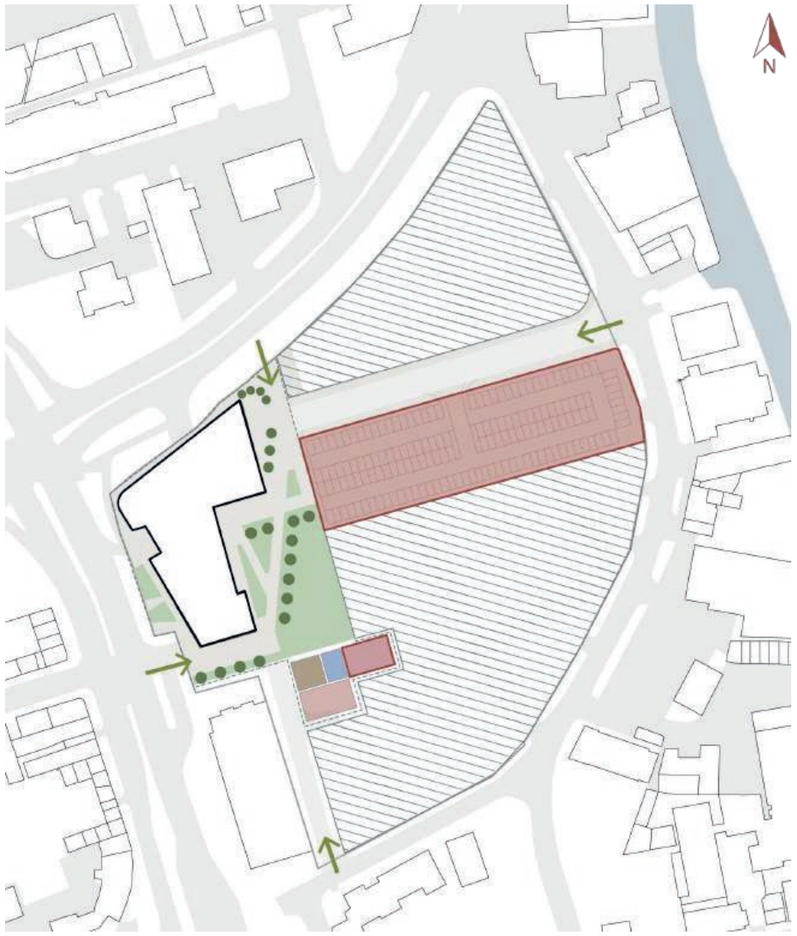
- Pedestrian Access
- Vehicular Access
- Pedestrian Routes
- Cycle Routes

SERVICE STRATEGY



- Vehicular Access
- Service Access
- Waste Management

PARKING STRATEGY



- Parking
- Emergency Access

3.2 Phase 2

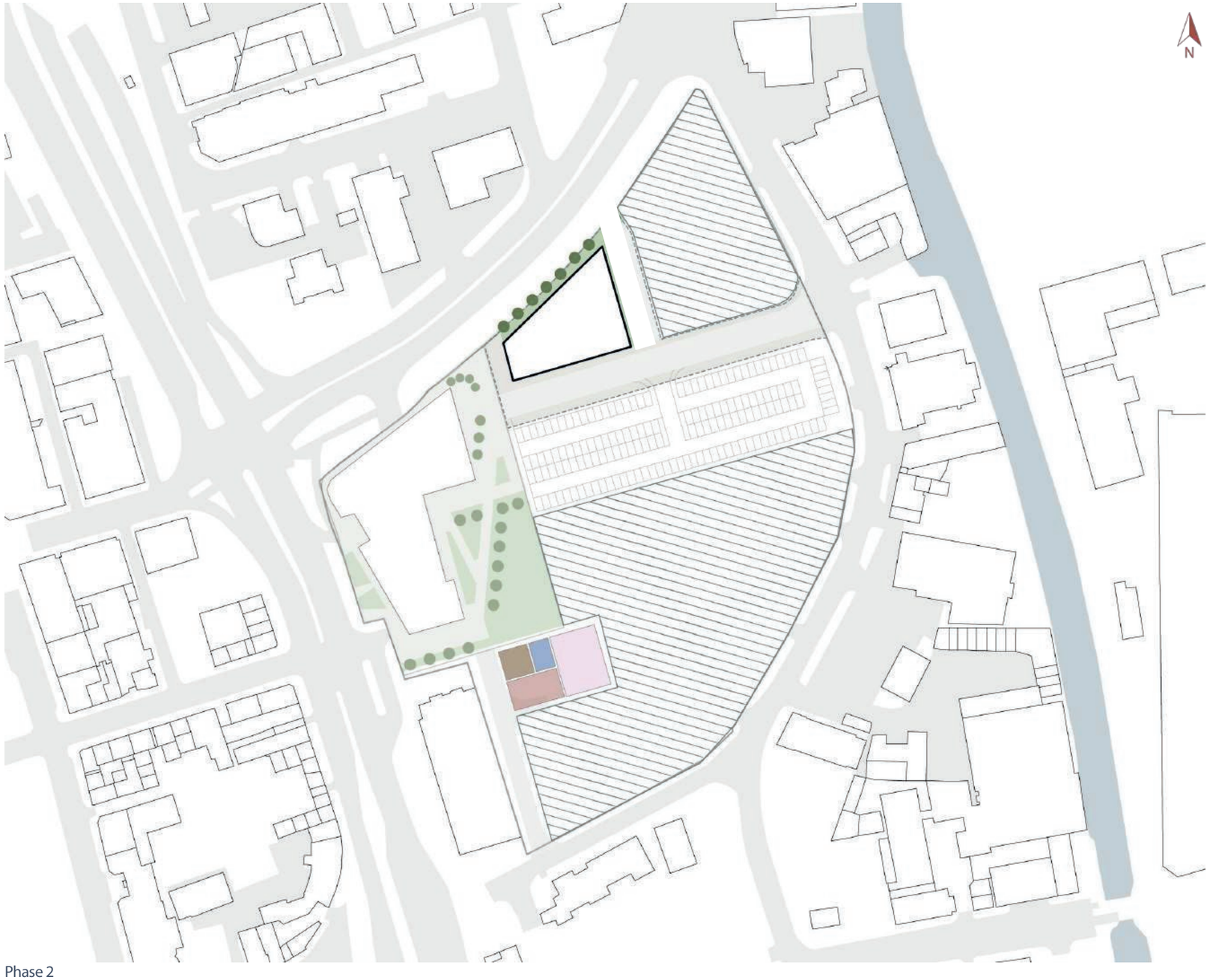
Phase 2 was the Emilly Siddon building which was completed September 2025.

Phase 2 continued development to reinforce the prominent edge of the site boundary along Leeds Road. Existing trees along this boundary edge were retained and enhanced as indicated, to enhance the streetscape with new trees and soft planting, allowing filtered views through to and out of the building.

A service route is indicated to the east of the building, providing discrete access. All elevations for the proposed development plot will need to be considered as prominent and primary elevations due to the orientation and location of the plot. Active frontages are described within the Masterplan document and should be encouraged to enhance the existing context, streetscape and proposed public realm areas.

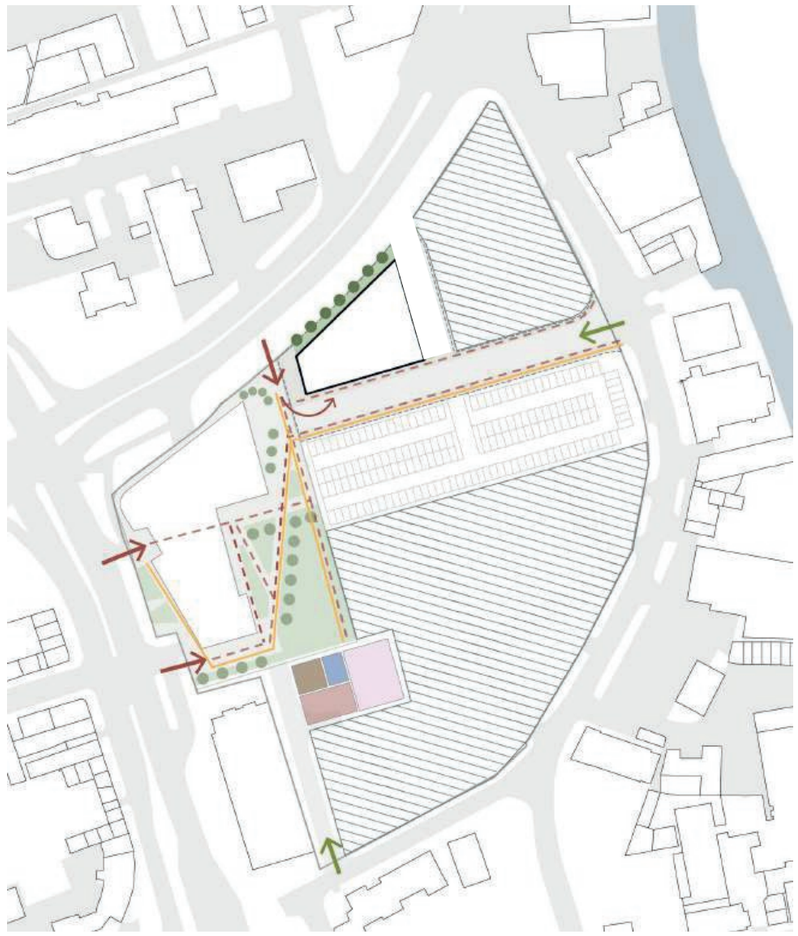
The topography of the site drop from west to east and the proposed massing of the building could compliment the Phase 1 development but step down in height and massing along this edge of the site.

A cycle hub and bin store will be transferred into the MSCP and Phase 3 design. Refer to Design and Access Statement for further information. It will be a centralised Waste Management Centre, that will be suitably secured and screened and operated by the University facilities management team. It will be organised for removal by an external contractor.



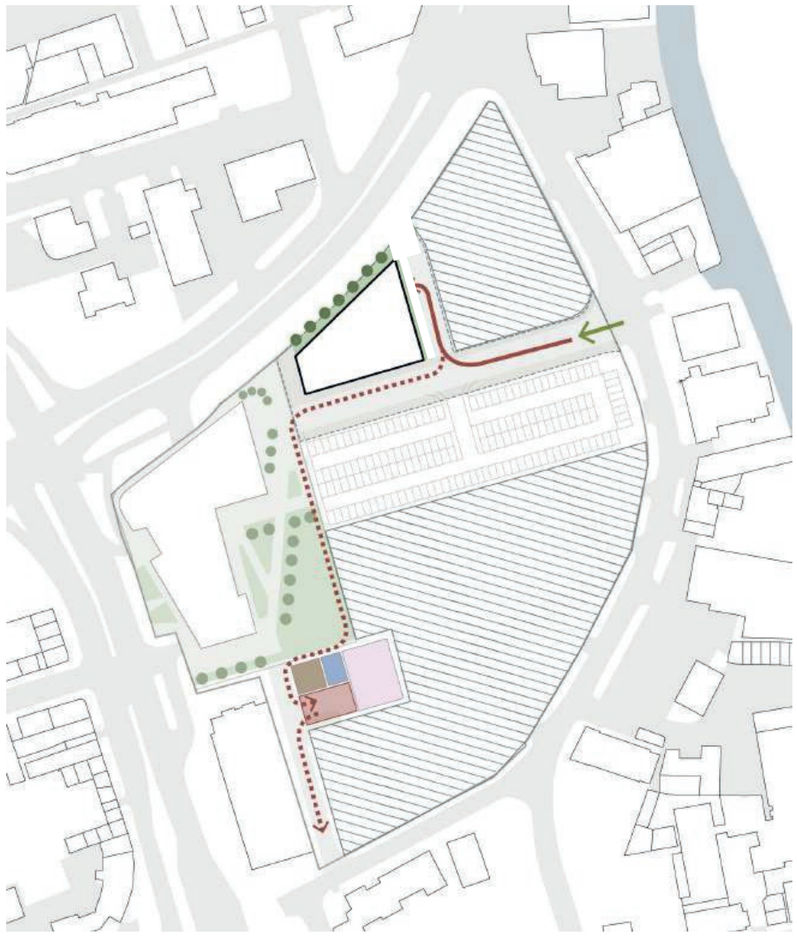
Phase 2

ACCESS & MOVEMENT



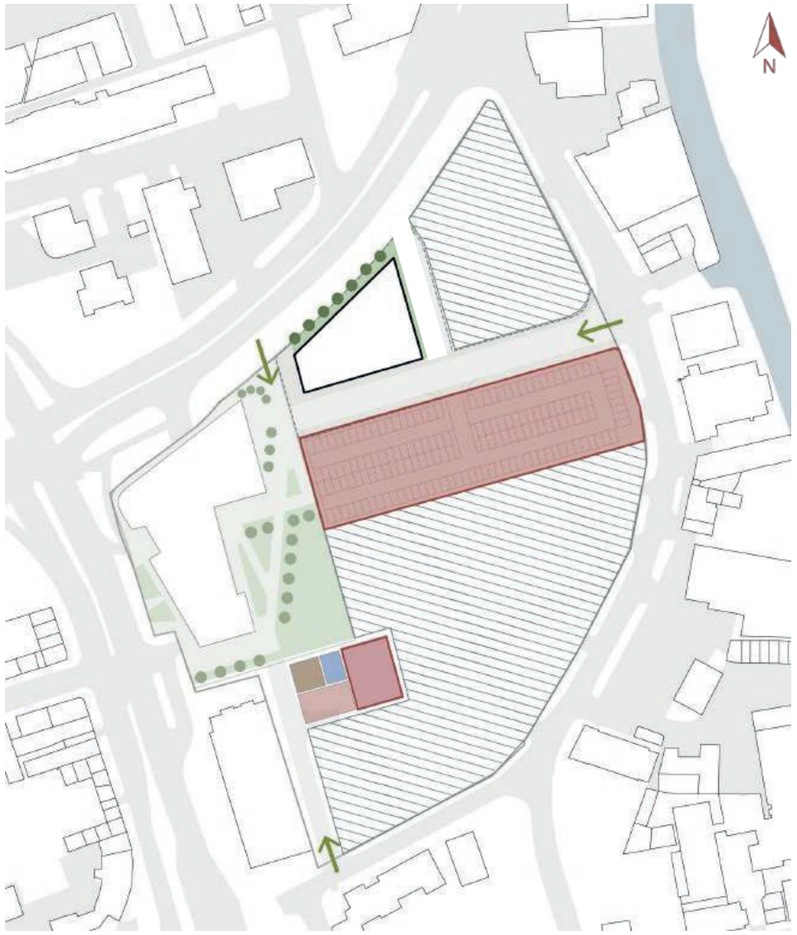
- Pedestrian Access
- Vehicular Access
- Pedestrian Routes
- Cycle Routes

SERVICE STRATEGY



- Vehicular Access
- Service Access
- Waste Management

PARKING STRATEGY



- Parking
- Emergency Access

3.3 Phase 3

Phase 3 seeks to creates a new multi storey car park facility for the existing and future development plots. It has been moved forward from the previous phasing strategy to enable the infrastructure required for the future plots. It has a central location and is easily accessed by all development plots. It will provide the required centralised facilities of Cycle Hub, Car parking, relevant EV charging facilities for all modes of transport. The Waste management Centre, will be located at the lower level and away from the northern edge of the building, which should be prioritised for pedestrian and cyclist access, leading directly to the Linear Park.

A service route is indicated to the west of the building plot, providing discrete access for all relevant services and the sprinkler tank. Access into the MSCP would be from the South access road off Old Leeds Road. Cyclists and pedestrians will be able to access the building from the northern edge off the Linear Park. This minimises the crossover of vehicles and pedestrians and maintains a pedestrian prioritised central heart to the masterplan.

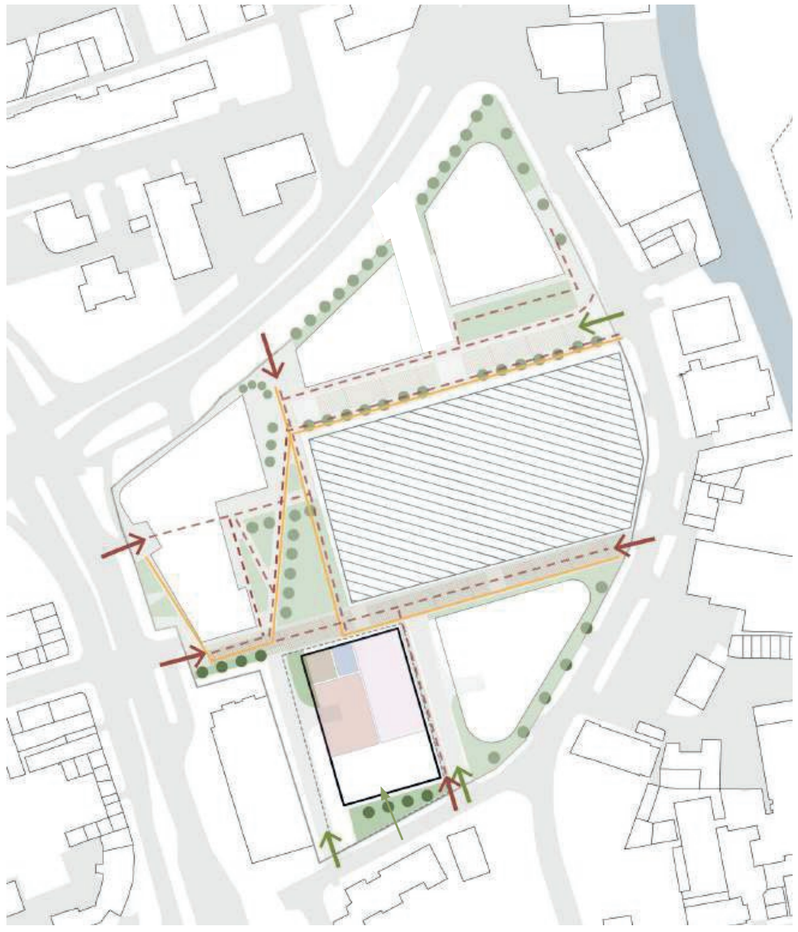
All elevations for the proposed development plot will need to be considered as prominent and primary elevations due to the orientation and location of the plot, also taking into consideration proximity and appropriate offsets to Crown House. Active frontages are described within the Masterplan document and Design and Access statement and aims to encourage and enhance the existing context, street-scape and proposed public realm areas. Trees and soft landscaping have been proposed along the southern boundary edge, to enhance the street-scape.

There is an intention to continue to utilise the existing surface car park, whilst this phase is developed and a new planning application will be sought to extend its utilisation if required. When this development is completed, the site of the existing centralised surface car park will become ready for future development and temporary use to activate and utilise this central and prominent portion of the masterplan in a positive manner is encouraged.



Phase 3

ACCESS & MOVEMENT



- Pedestrian Access
- Vehicular Access
- Pedestrian Routes
- Cycle Routes

SERVICE STRATEGY



- Vehicular Access
- Service Access
- Waste Management

PARKING STRATEGY



- Parking
- Emergency Access

3.4 Phase 4

Phase 4 seeks to continue development to reinforce the prominent northern edge of the site boundary along Leeds Road and develops the prominent north east corner which acts as a focal point, to the Leeds Road approach into the town centre.

Existing trees along this boundary edge should be retained and enhanced as indicated, to enhance the streetscape with provision of soft planting, allowing filtered views through to and out of the building.

A service route is indicated to the west of the building plot, providing discrete access.

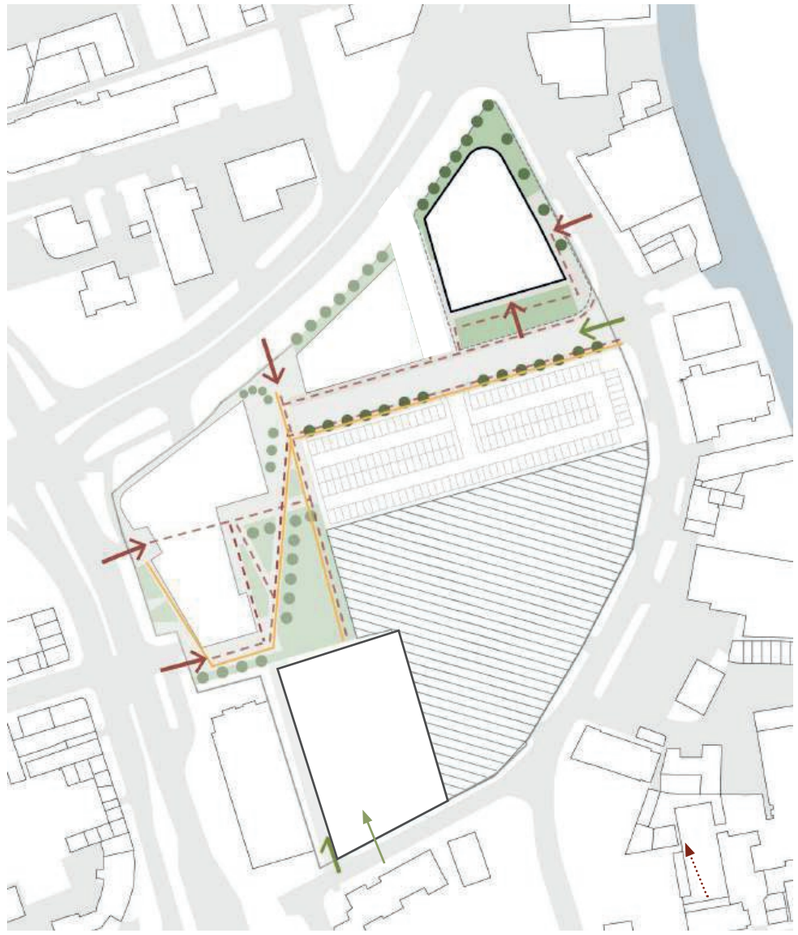
All elevations for the proposed development plot will need to be considered as prominent and primary elevations due to the orientation and location of the plot. Active frontages are described within the Masterplan document and should be encouraged to enhance the existing context, streetscape and proposed public realm areas.

The topography of the site drops from west to east and the proposed massing of the building should compliment the Phase 1 & 2 development in height and massing along this edge of the site.



Phase 4

ACCESS & MOVEMENT



- Pedestrian Access
- Vehicular Access
- Pedestrian Routes
- Cycle Routes

SERVICE STRATEGY



- Vehicular Access
- Service Access
- Waste Management

3.5 Phase 5

Phase 5 seeks to continue development to reinforce the site boundary along Old Leeds Road.

Trees and soft landscaping have been proposed along the boundary edge, to enhance the streetscape, allowing filtered views through to and out of the building.

A service route is indicated to the west of the building plot, providing discrete access. The Linear Park, running west to east, begins to take form providing a new accessible pedestrian boulevard to the proposed development plot from Southgate, which continues onto Old Leeds Road.

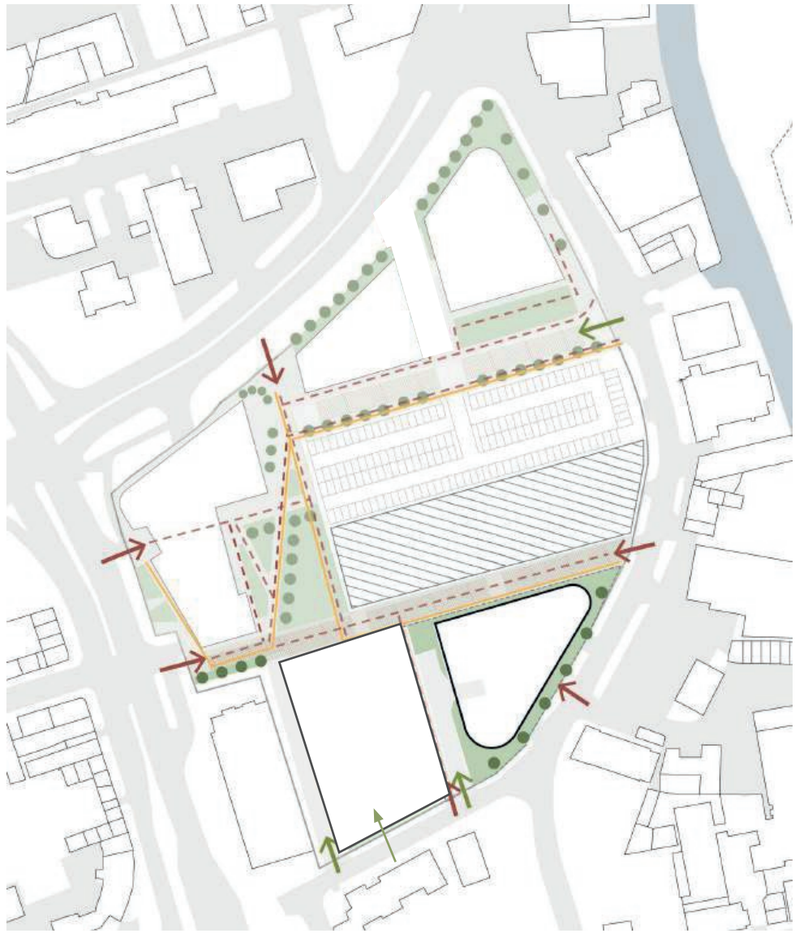
All elevations for the proposed development plot will need to be considered as prominent and primary elevations due to the orientation and location of the plot. Active frontages are described within the Masterplan document and should be encouraged to enhance the existing context, streetscape and proposed public realm areas.

All cycle and vehicular parking and refuse provision is already accommodated within the MSCP. This will meet all requirements for this proposed building phase.



Phase 5

ACCESS & MOVEMENT



- Pedestrian Access
- Vehicular Access
- Pedestrian Routes
- Cycle Routes

SERVICE STRATEGY



- Vehicular Access
- Service Access
- Waste Management

3.6 Phase 6

Phase 6 seeks to complete the formation and reinforcement of the site boundary along Old Leeds Road.

Trees and soft landscaping as well as public realm spaces have been proposed along the eastern boundary edge, to enhance the streetscape, allowing filtered views through to and out of the building.

A service route is indicated to the west of the building plot, providing discrete access. The Linear Park, running west to east, begins to take form providing a new accessible pedestrian boulevard to the proposed development plot from Southgate, which continues onto Old Leeds Road.

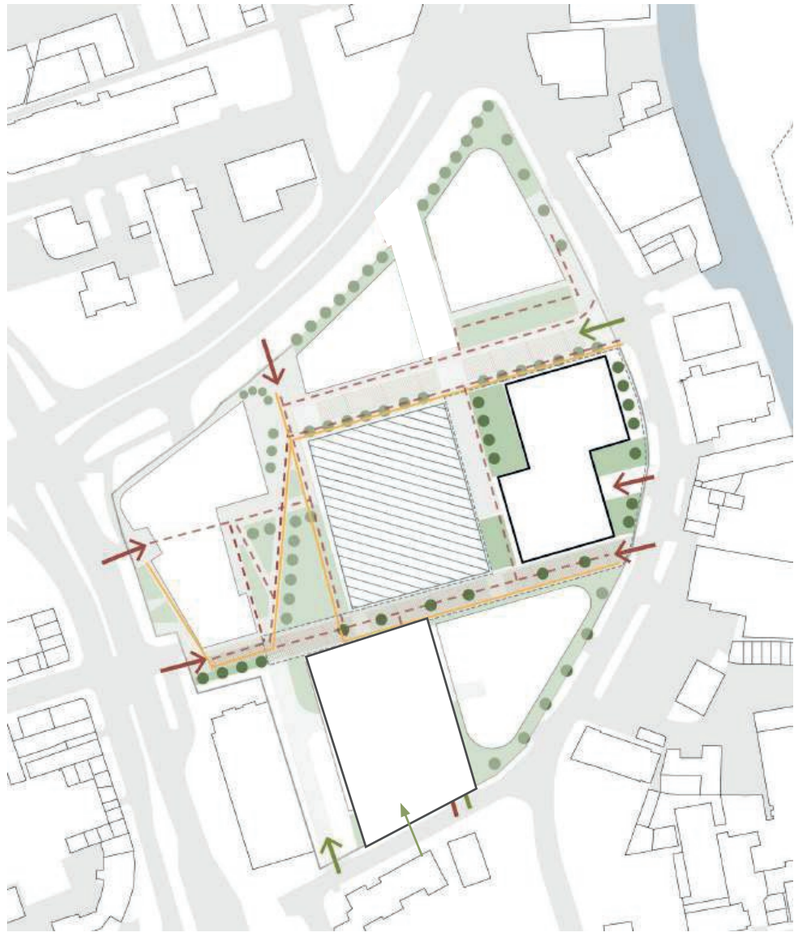
All elevations for the proposed development plot will need to be considered as prominent and primary elevations due to the orientation and location of the plot. Active frontages are described within the Masterplan document and should be encouraged to enhance the existing context, streetscape and proposed public realm areas.

All cycle and vehicular parking and refuse provision is already accommodated within the MSCP. This will meet all requirements for this proposed building phase.



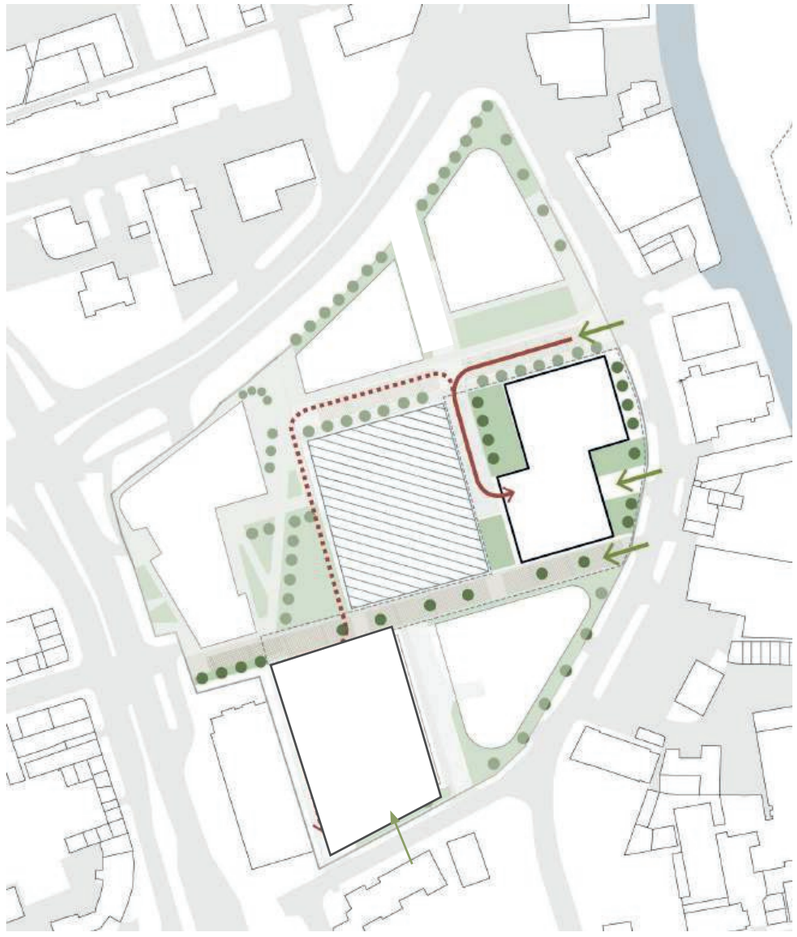
Phase 6

ACCESS & MOVEMENT



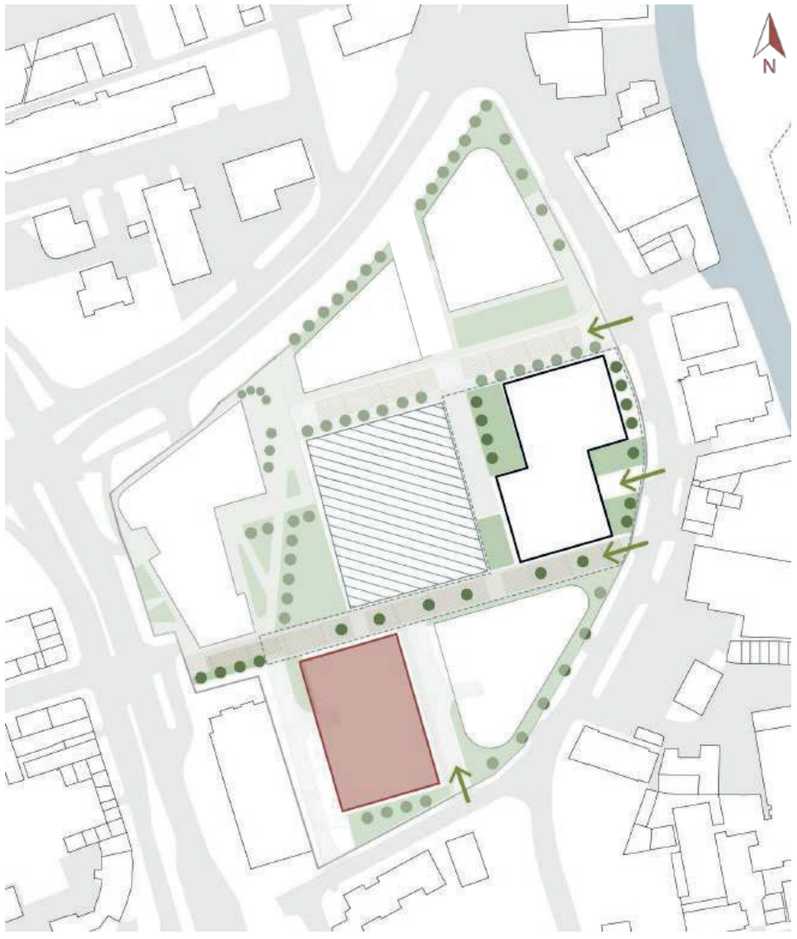
- Pedestrian Access
- Vehicular Access
- Pedestrian Routes
- Cycle Routes

SERVICE STRATEGY



- Vehicular Access
- Service Access
- Waste Management

PARKING STRATEGY



- Parking
- Emergency Access

3.7 Phase 7

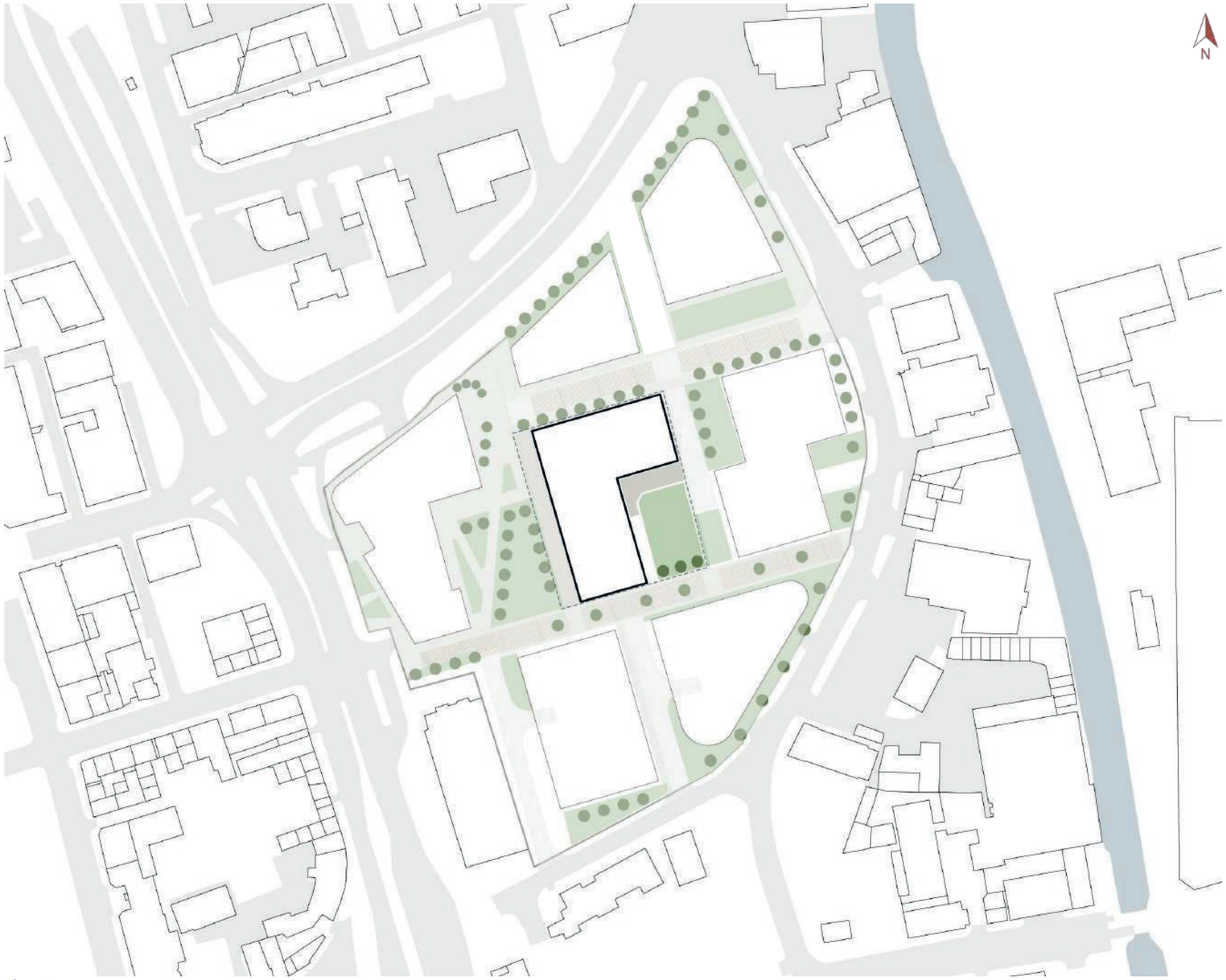
Phase 7 is the final development plot and completes the masterplan development, reinforcing the surrounding public realm squares and defining the edges to the proposed routes through the site.

Trees and soft landscaping as well as public realm spaces have been proposed along the boundary edges, to enhance the street-scape, allowing filtered views through to and out of the building and create a more welcoming approach into the site via Pine Street or the proposed Linear Park.

A service route is indicated to the east of the building plot, via Pine Street, providing discrete service access. The Linear Park, running west to east, along the south of the building plot.

All elevations for the proposed development plot will need to be considered as prominent and primary elevations due to the central orientation and location of the plot. Active frontages are described within the Masterplan document and should be encouraged to enhance the existing context, streetscape and proposed public realm areas.

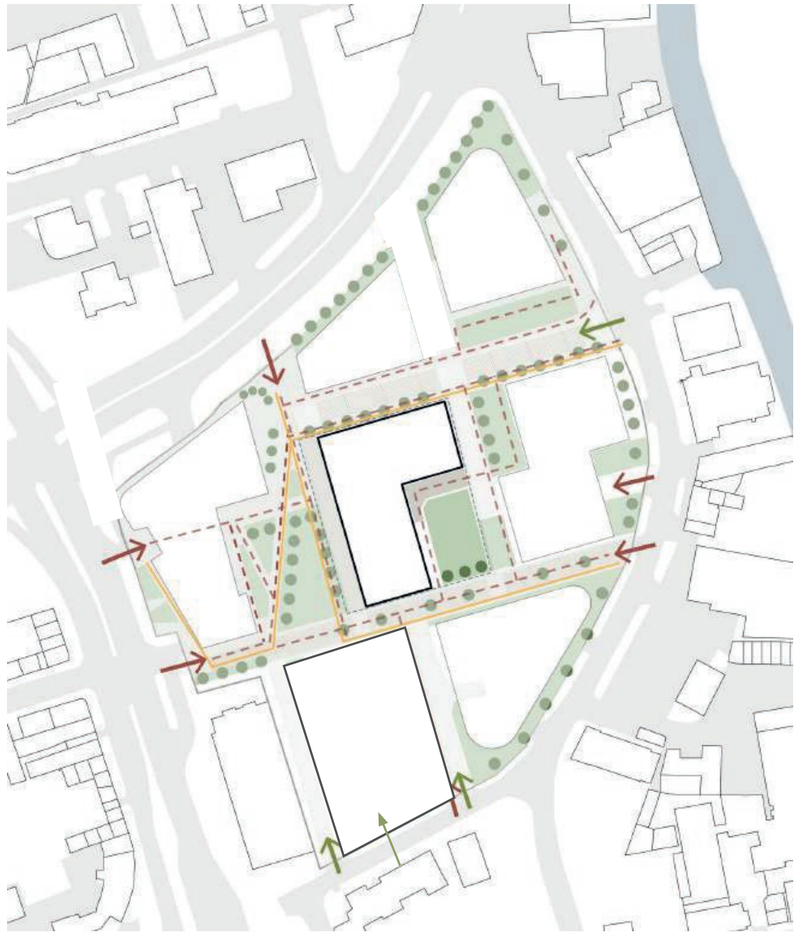
All cycle and vehicular parking and refuse provision is already accommodated within the MSCP. This will meet all requirements for this proposed building phase.



Phase 7

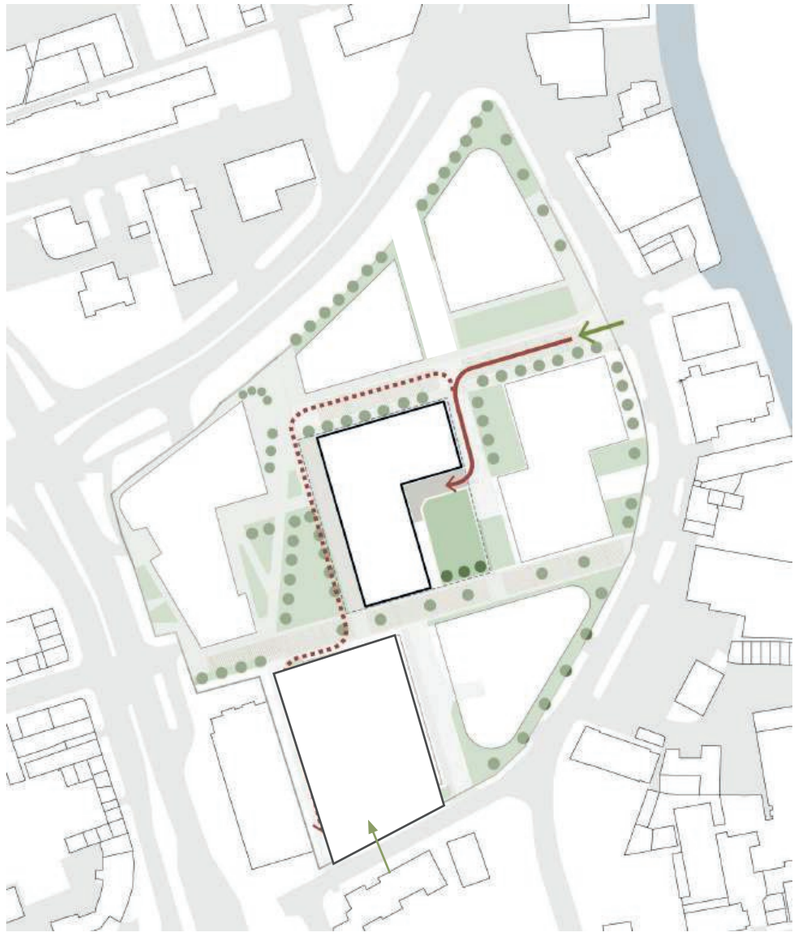
- Temporary Spaces
- Cycle Hub
- Sprinkler Tank
- Bin Store
- Waste Management Centre
- Phase Boundary

ACCESS & MOVEMENT



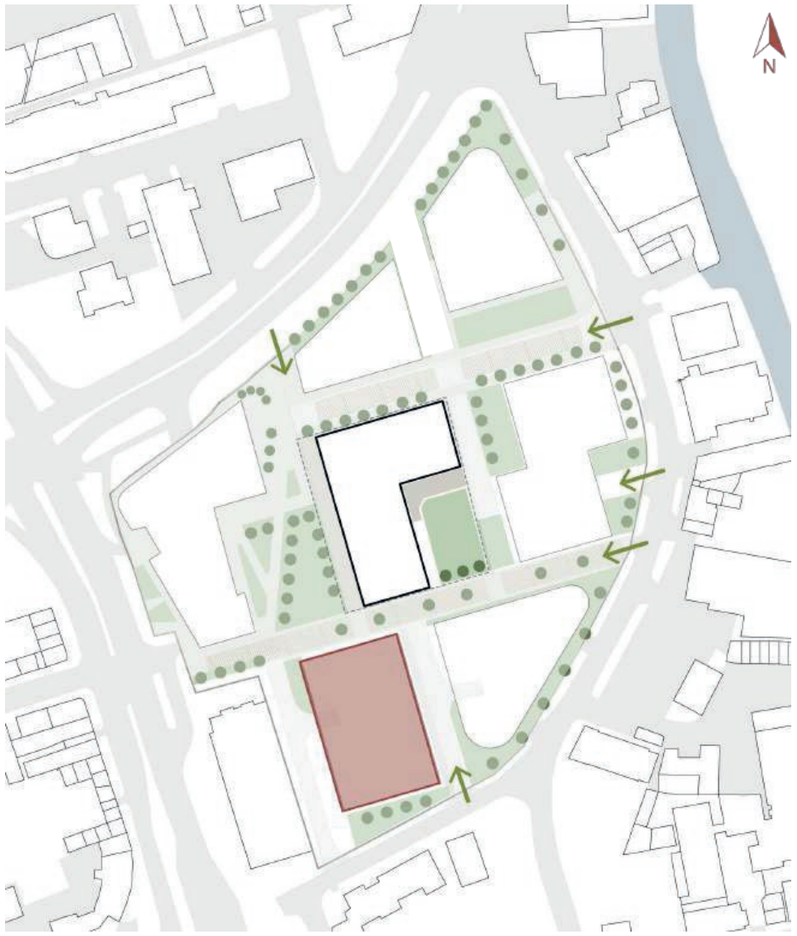
- Pedestrian Access
- Vehicular Access
- Pedestrian Routes
- Cycle Routes

SERVICE STRATEGY



- Vehicular Access
- Service Access
- Waste Management

PARKING STRATEGY



- Parking
- Emergency Access

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