

UDP

KIRKLEES UNITARY DEVELOPMENT PLAN

WRITTEN STATEMENT – REVISED WITH EFFECT FROM 28 SEPTEMBER 2007

As a result of a Direction issued by the Secretary of State for Communities and Local Government, from 28 September 2007 some of the policies in the UDP continue to have effect ('saved policies') and some do not as they were not saved. This updated version of the UDP contains explanatory text for each not saved policy. Further information about policy saving can be found on the Kirklees website at

<http://www.kirklees.gov.uk/business/regeneration/udp/savedPolicies.aspx>



KIRKLEES UNITARY DEVELOPMENT PLAN

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15. HUDDERSFIELD TOWN CENTRE

STRATEGY

- 15.1 Huddersfield town centre is the principal town centre of Kirklees and the issues involved in its future development are complex. Therefore detailed proposals have been prepared for the town centre. The policies in the rest of the plan will apply to the town centre where appropriate.
- 15.2 The proposals in this section seek to regenerate the town centre, by promoting improvements to existing facilities and enabling new development. The town centre plays an important role in the provision of shopping, leisure and education facilities. Many people work there and for some it is also a place to live. It is an important focus for public transport services and the highway network. The environment of the town centre affects all those who use it, therefore it is important to ensure high quality in all improvement and development schemes.

TC1 THE ROLE OF HUDDERSFIELD TOWN CENTRE WILL BE ENHANCED BY:

- i IMPROVING THE RANGE, QUALITY AND QUANTITY OF SHOPPING PROVISION;**
- ii INCREASING THE AMOUNT OF HOUSING BY CONVERSION OF PROPERTIES AND NEW BUILDING;**
- iii ENCOURAGING ADDITIONAL EMPLOYMENT OPPORTUNITIES;**
- iv PROVIDING LEISURE AND RECREATION FACILITIES;**
- v IMPROVING THE QUALITY OF THE BUILT ENVIRONMENT AND OPEN SPACES;**
- vi SUPPORTING THE EXPANSION OF THE UNIVERSITY AND TECHNICAL COLLEGE;**
- vii MANAGING PRIVATE AND PUBLIC TRANSPORT TO IMPROVE ACCESS AND SAFETY;**
- viii EXTENDING THE PEDESTRIANISATION OF SHOPPING STREETS AND REDUCING TOWN CENTRE TRAFFIC; AND**
- ix ENABLING DEVELOPMENT OPPORTUNITIES.**

SHOPPING

Development in the Main Shopping Area

- 15.3 The key to a successful and dynamic town centre is the range and quality of its shopping. The first priority will therefore be to strengthen town centre shopping within the ring road by encouraging new development and refurbishment in order to increase the range and quality of shops available, and to create a more attractive shopping environment. These measures will assist in the economic and environmental regeneration of the town centre, the creation of new job opportunities and the attraction to Huddersfield of spending that is currently going to other competing shopping centres in West Yorkshire.
- 15.4 The main shopping area includes all recognised shopping streets within the ring road and has scope for the re-use of existing buildings, redevelopment and refurbishment, improvement and extension of existing premises. Within this general area, 5 specific sites have been identified for new shopping provision. There is unlikely to be scope for significant expansion of shopping floorspace in the town centre beyond that identified in Policy TC2. There will however be opportunities for additional small scale and specialist provision.

~~**TC2 PROPOSALS FOR NEW AND IMPROVED SHOPPING FACILITIES WILL BE PERMITTED WITHIN THE MAIN SHOPPING AREA IDENTIFIED ON THE PROPOSALS MAP. THE FOLLOWING SITES, SHOWN ON THE PROPOSALS MAP, PROVIDE THE MAJOR OPPORTUNITIES FOR NEW SHOPPING DEVELOPMENTS:**~~

~~**i KINGS GATE**~~

~~**ii NEW STREET/MARKET STREET**~~

~~**iii ALFRED STREET/PRINCESS STREET**~~

~~**iv NEW STREET/VICTORIA LANE**~~

~~**v VICTORIA LANE**~~

~~**OUTSIDE THE MAIN SHOPPING AREA SHOPPING PROPOSALS WILL NOT NORMALLY BE PERMITTED WHERE THEY WOULD PREJUDICE THE PROSPECT OF ACHIEVING THE DEVELOPMENT OF NEW SHOPPING FACILITIES ON THE SITES LISTED ABOVE.**~~

Policy TC2 was not saved because some of the sites identified have been developed and the issues it refers to are covered in Planning

Policy Statement 6: Planning for Town Centres, the relevant text of which follows: ¹

ASSESSING PROPOSED DEVELOPMENTS

- 3.3 *The key considerations for identifying sites for allocation in development plan documents, as set out in Chapter 2, apply equally to the assessment of planning applications. This Chapter sets out only the additional detail relevant to the consideration of planning applications, and should be read in conjunction with Chapter 2.*
- 3.4 *In the context of development control and subject to the policies set out below, local planning authorities should require applicants to demonstrate:*
- a) *the need for development (paragraphs 3.8–3.11);*
 - b) *that the development is of an appropriate scale (paragraph 3.12);*
 - c) *that there are no more central sites for the development (paragraphs 3.13–3.19);*
 - d) *that there are no unacceptable impacts on existing centres (paragraphs 3.20–3.23); and*
 - e) *that locations are accessible (paragraphs 3.24–3.27).*
- 3.5 *Subject to the policies set out below, local planning authorities should assess planning applications on the basis of the above key considerations and the evidence presented. As a general rule, the development should satisfy all these considerations. In making their decision, local planning authorities should also consider relevant local issues and other material considerations.*
- 3.6 *In considering planning applications for the development of sites proposed to be allocated in an emerging development plan document, or for the development on unallocated sites within a proposed extension to a primary shopping area or town centre in such a document, the weight to be attached to the proposal will depend on the stage the development plan document has reached. Where an adopted development plan document allocates no new sites for development local planning authorities and applicants should take a positive attitude towards early engagement to discuss if any sites exist which may be suitable, viable or available, having regard to this policy statement.*
- 3.7 *The level of detail and type of evidence and analysis required to address the key considerations should be proportionate to the scale and nature of the proposal.*

¹ To assist applicants the Council has identified text from relevant sources which it considers provides the most appropriate guidance as to how the issues in this unsaved policy should be addressed in planning applications. However, the selected text is intended to provide general guidance only, is not necessarily exhaustive and does not constitute legal or other professional advice. The Council recommends that applicants should always obtain their own expert advice.

a) Assessing the Need for Development

3.8 *It is not necessary to demonstrate the need for retail proposals within the primary shopping area or for other main town centre uses located within the town centre.*

3.9 *Need must be demonstrated for any application for a main town centre use which would be in an edge-of-centre or out-of-centre location and which is not in accordance with an upto-date development plan document strategy. Specific considerations in assessing need for retail and leisure development are set out below.*

i) Quantitative Need

3.10 *A needs assessment prepared in support of a planning application should, wherever possible, be based on the assessment carried out for the development plan document, updated as required, and in the case of retail development should relate directly to the class of goods to be sold from the development ('business-based' cases will not be appropriate). The need for additional floorspace should normally be assessed no more than five years ahead, as sites in the centre may become available within that period. Assessing need beyond this time period might pre-empt future options for investment in centres, except where large town centre schemes are proposed and where a longer time period may be appropriate to allow for site assembly. The catchment area that is used to assess future need should be realistic and well related to the size and function of the proposed development and take account of competing centres.*

ii) Qualitative Need

3.11 *In addition to considering the quantitative need for additional retail or leisure floorspace, local planning authorities should consider whether there are qualitative considerations, as described in Chapter 2, that might provide additional justification for the development.*

b) Securing the Appropriate Scale of Development

3.12 *An indicative upper limit for the scale of a development (usually defined in terms of gross floorspace) which is likely to be acceptable in particular centres for different facilities may be set out in development plan documents. Where this is not the case, or where a development plan document is out-of-date, the factors to be considered in determining the appropriate scale of development in a centre are those set out in paragraphs 2.41–2.43.*

c) Applying the Sequential Approach to Site Selection

3.13 *The sequential approach to site selection should be applied to all development*

proposals for sites that are not in an existing centre nor allocated in an up-to-date development plan document (see also paragraph 3.29). The relevant centres in which to search for sites will depend on the overall strategy set out in the development plan, the nature and scale of the development and the catchment that the development seeks to serve.

- 3.14 *In selecting sites, all options in the centre should be thoroughly assessed before less central sites are considered. The order for site assessment is set out in paragraph 2.44.*
- 3.15 *In applying the sequential approach, and considering alternative sites, developers and operators should be able to demonstrate that in seeking to find a site in or on the edge of existing centres they have been flexible about their proposed business model in terms of the following planning considerations:*
- *the scale of their development;*
 - *the format of their development;*
 - *car parking provision; and*
 - *the scope for disaggregation (see paragraphs 3.17–3.18).*
- 3.16 *The purpose of this exercise is to explore the possibility of enabling the development to fit onto more central sites by reducing the footprint of the proposal. In seeking to demonstrate flexibility under Paragraph 3.15 above, developers and operators should consider, in terms of scale: reducing the floorspace of the development; in terms of format: more innovative site layouts and store configurations such as multi-storey developments with smaller footprints; and, in terms of car parking: reduced or reconfigured car parking areas. However, local planning authorities should be realistic in considering whether sites are suitable, viable and available (see paragraph 3.19). Local planning authorities should take into account any genuine difficulties, which the applicant can demonstrate are likely to occur in operating the applicant's business model from the sequentially preferable site, in terms of scale, format, car parking provision and the scope for disaggregation, such as where a retailer would be required to provide a significantly reduced range of products. However, it will not be sufficient for an applicant to claim merely that the class of goods proposed to be sold cannot be sold from the town centre.*
- 3.17 *As part of this exercise it is important to explore whether specific parts of a development could be operated from separate, sequentially preferable, sites. For retail and leisure proposals in edge-of-centre or out-of-centre locations which comprise a group of retail and/or leisure units, such as a retail park, leisure park or shopping centre, the applicant should consider the degree to which the constituent units within the proposal could be accommodated on more centrally-located sites in accordance with the objectives and policies in this policy statement.*

3.18 A single retailer or leisure operator should not be expected to split their proposed development into separate sites where flexibility in terms of scale, format, car parking provision and the scope for disaggregation has been demonstrated. It is not the intention of this policy to seek the arbitrary sub-division of proposals. Rather it is to ensure that consideration is given as to whether there are elements which could reasonably and successfully be located on a separate sequentially preferable site or sites. Paragraphs 3.17 and 3.18 do not apply to uses other than retail and leisure proposals.

3.19 Where it is argued that otherwise sequentially-preferable sites are not appropriate for the particular development proposed, applicants should provide clear evidence to demonstrate why such sites are not practicable alternatives in terms of:

- Availability: the sites are unavailable now and are unlikely to become available for development within a reasonable period of time (determined on the merits of a particular case). Where such sites become available unexpectedly after receipt of the application the local planning authority should take this into account in their assessment of the application; and*
- Suitability: with due regard to the requirements to demonstrate flexibility (paragraphs 3.15–3.18), the sites are not suitable for the type of development proposed; and*
- Viability: the development would not be viable on these sites.*

d) Assessing Impact

3.20 Impact assessments should be undertaken for any application for a main town centre use which would be in an edge-of-centre or out-of-centre location and which is not in accordance with an up-to-date development plan strategy. Where a significant development in a centre, not in accordance with the development plan strategy, would substantially increase the attraction of the centre and could have an impact on other centres, the impact on other centres will also need to be assessed.

3.21 In assessing sites, local planning authorities should consider the impact of the proposal on the vitality and viability of existing centres within the catchment area of the proposed development, including the likely cumulative effect of recent permissions, developments under construction and completed developments. The identification of need does not necessarily indicate that there will be no negative impact.

3.22 In particular, local planning authorities should consider the impact of the development on the centre or centres likely to be affected, taking account of:

- *the extent to which the development would put at risk the spatial planning strategy for the area and the strategy for a particular centre or network of centres, or alter its role in the hierarchy of centres;*
- *the likely effect on future public or private sector investment needed to safeguard the vitality and viability of the centre or centres;*
- *the likely impact of the proposed development on trade/turnover and on the vitality and viability of existing centres within the catchment area of the proposed development and, where applicable, on the rural economy (an example of a positive impact might be if development results in clawback expenditure from the surrounding area);*
- *changes to the range of services provided by centres that could be affected;*
- *likely impact on the number of vacant properties in the primary shopping area;*
- *potential changes to the quality, attractiveness, physical condition and character of the centre or centres and to its role in the economic and social life of the community; and*
- *the implications of proposed leisure and entertainment uses for the evening and night-time economy of the centre (see also paragraph 2.24).*

3.23 *The level of detail and type of evidence and analysis required should be proportionate to the scale and nature of the proposal. Impact assessments which address the issues in Paragraph 3.22 above should be provided for all retail and leisure developments over 2,500 square metres gross floorspace, but they may occasionally be necessary for smaller developments, such as those likely to have a significant impact on smaller centres, depending on the relative size and nature of the development in relation to the centre.*

e) Ensuring Locations are Accessible

3.24 *In considering proposed new developments, local planning authorities should consider:*

i) The need for accessibility by a choice of means of transport

3.25 *Developments should be accessible by a choice of means of transport, including public transport, walking, cycling, and the car (taking full account of customers' likely travel patterns). In determining whether developments are or will become genuinely accessible, local authorities should assess the distance of proposed developments from existing or proposed public transport facilities (bus or railway stations and interchanges). Account should also be taken of the frequency and capacity of services, and whether access is easy, safe and convenient for pedestrians, cyclists and disabled people. Distances should be measured as actual walking distance rather than as a straight line.*

3.26 *Local planning authorities should assess the extent to which retail, leisure and office developers have tailored their approach to meet the Government's objectives as set out in Planning Policy Guidance Note 13: Transport (PPG13). For example through the preparation of accessibility analyses, transport assessments, travel plans and the promotion of opportunities to reduce car journeys through home delivery services, and contributions to improve access, traffic management and parking.*

ii) The impact on car use, traffic and congestion

3.27 *In assessing new developments, local planning authorities should consider:*

- whether the proposal would have an impact on the overall distance travelled by car; and*
- the effect on local traffic levels and congestion, after public transport and traffic management measures have been secured.*

Consider Local Issues and Material Considerations

3.28 *As set out in Chapter 2, above, material considerations to be taken into account in assessing planning applications may include:*

- physical regeneration;*
- employment¹⁵;*
- economic growth; and*
- social inclusion.*

Extensions to Existing Development

3.29 *Applications for the extension of existing development in edge-of-centre and out-of-centre locations may raise specific issues. The impact on existing town centres of the proposed extension should be given particular weight, especially if new and additional classes of goods or services for sale are proposed. In addition, where establishing need is concerned, local planning authorities should establish that the evidence presented on the need for further floorspace relates specifically to the class of goods proposed to be sold. The sequential approach is only a relevant consideration in relation to extensions where the gross floor space of the proposed extension exceeds 200 square metres. This policy relates to development which creates additional floorspace, including proposals for internal alterations where planning permission is required, and applies to individual units or stores which may or may not be part of a retail park, mixed use development or shopping centre.*

Ancillary Uses

3.30 *Shops may be proposed as an ancillary element to other forms of development (for example, petrol filling stations, motorway service areas, airport terminals,*

industrial/employment areas, railway stations, sports stadia or other leisure, tourist and recreational facilities). Local planning authorities should ensure that in such cases the retail element is limited in scale and genuinely ancillary to the main development, and should seek to control this through the use of conditions (see paragraphs 3.31–3.32). Whether a shop is ancillary will be a matter of judgement for the decision maker and will depend on factors such as the scale of development involved, the range of goods sold, and the proportion of turnover from goods sold which are not directly related to the main use. Where the retail element is not considered to be ancillary, it should be subject to the policies set out in this statement, particularly where the development would adversely affect the viability and vitality of a local centre, whether in an urban or a rural area.

Using Conditions Effectively

3.31 *Local planning authorities should consider using planning conditions to ensure that the character of a development cannot subsequently be changed to create a form of development that the local planning authority would originally have refused. When appropriate, conditions should be used to:*

- *prevent developments from being sub-divided into a large number of smaller shops or units;*
- *ensure that ancillary elements remain ancillary to the main development;*
- *limit any internal alterations to increase the amount of gross floorspace by specifying the maximum floorspace permitted (including for example through the addition of mezzanine floors); and*
- *limit the range of goods sold, and to control the mix of convenience and comparison goods.*

3.32 *Conditions can also be used by local authorities in seeking to resolve issues relating to the impact of the development on traffic and the amenity of neighbouring residents, such as the timing of the delivery of goods to shops. In considering restrictions on deliveries, local authorities should take account of all relevant factors, including impact on congestion, especially in peak periods. In considering how to mitigate night-time noise, local authorities should consider alternatives to a complete ban, such as embodying codes of practice into planning agreements relating to the number of vehicles and noise standards.*

15.5 The five major sites referred to in policy TC2 are described below:-

Kingsgate The redevelopment of this area will provide a significant improvement to the range and quality of shops in the town centre, within an attractive shopping environment. The approved redevelopment scheme will provide 22,600 sq.m of retail floorspace with parking for over 1,100 cars. King Street and its yards (Goldthorpe, Wormalds Top and Hammond Yards) are to be refurbished to provide speciality shops and wine bars, bistros

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and craft workshops. The integration of the Kingsgate scheme with the core of the shopping area will need to be achieved. In this respect a network of pedestrian routes will need to be established and the opportunity to link the scheme with the existing Packhorse and Princess Alexandra Walk Centres will be investigated.

New Street/Market Street Planning permission has been granted for a scheme involving refurbishment and selective demolition and redevelopment to provide an extended pedestrian arcade comprising a mix of small-scale speciality shops and services, and a food court with offices above.

Alfred Street/Princess Street The opportunity exists to provide a retail development based around the existing Co-op department store. Any redevelopment scheme for this site will be required to provide a link with the covered market and an expanded multi-storey car park.

New Street/Victoria Lane Planning permission has been granted for a scheme involving refurbishment and selective demolition and redevelopment to provide a quality pedestrian arcade comprising a mix of speciality shops and services.

Victoria Lane The opportunity exists to build new shop units to the rear and possibly to the side of the library over the service yard. This may include the possibility of a mixed scheme of retail and an extension to the art gallery. Any scheme will need to retain the grassed open space of the Piazza. Servicing should be from the underground network.

- 15.6 In 1992 a large supermarket with a 600 space car park was constructed at Southgate/Wakefield Road adjacent to the ring road. A pedestrian access across Southgate to link the supermarket with the Kingsgate scheme has been provided, and a canalside walkway will be established linking Quay Street and Aspley Place.

Pedestrians Arcades and Yards

- 15.7 The many courtyards, walkways and alleys in Huddersfield town centre, remnants of the historic street pattern, are attractive townscape features. They generally present a small scale and sheltered environment well liked by shoppers. The provision of specialist shops and services, cafes, restaurants, wine bars, bistros and craft workshops would be appropriate in these yard locations, provided that development and refurbishment is of a scale, layout and design that is sympathetic to neighbouring yard buildings. A range of environmental improvements will be introduced as resources allow.

TC3 PROPOSALS WHICH WOULD PREJUDICE THE RETENTION AND REFURBISHMENT OF THE PEDESTRIAN ARCADES AND YARDS DEFINED ON THE PROPOSALS MAP WILL NOT NORMALLY BE PERMITTED. THE PROVISION OF SPECIALIST SHOPS AND SERVICES, CAFES AND CRAFT WORKSHOPS WILL BE PERMITTED, PROVIDED THAT REFURBISHMENT

AND DEVELOPMENT SCHEMES ARE OF A SCALE AND DESIGN THAT IS SYMPATHETIC TO NEIGHBOURING YARD BUILDINGS.

Service Uses

- 15.8 In recent years there has been steady and continuous growth in the number and type of service uses occupying premises in Huddersfield town centre. These uses, such as restaurants, building societies, estate agents and hot food takeaways, can contribute to increasing the range and variety of facilities in a centre, thus improving its vitality and attractiveness to shoppers. However, an undue concentration of these uses on major shopping streets can be detrimental to the viability of the centre for comparison shopping as shopping frontages become more fragmented and the centre as a whole less compact. It is therefore important to strike a balance between maintaining and strengthening the retail core of the centre and encouraging the establishment of appropriate service uses. The application of policy S11 provides the means of striking this balance. Appropriate service uses include estate agents, banks, building societies, restaurants, hot food takeaways, cafes, amusement centres, employment agencies, pubs, wine bars, bistros, licensed betting offices.

[POLICY TC4 DELETED]

- 15.9 In recognition of the legitimate role of service uses in the town centre, a number of secondary frontages are identified in locations of high pedestrian flow, where the change of use of ground floor shopping premises to appropriate non-shopping uses will be favourably considered.

~~**TC5 WITHIN SECONDARY SHOPPING FRONTAGES IDENTIFIED ON THE PROPOSALS MAP, APPLICATIONS FOR CHANGE OF USE TO NON SHOPPING USES WILL NORMALLY BE PERMITTED.**~~

This policy was not saved because the issues it refers to are covered in Planning Policy Statement 6: Planning for Town Centres, the relevant text of which is set out following policy TC2 above.

HOUSING

New Residential Development

- 15.10 The attraction of the town centre as a place to live has increased in recent years as the general environment has improved and as more people perceive the advantages in terms of accessibility to the services and facilities which the town centre can offer. Residential development within the town centre can also help to bring life and vitality back to the main shopping area outside normal shop and office hours. The Council therefore proposes to increase the number of dwellings within and in close proximity to the town

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centre to cater for the growing demand particularly from students and single persons.

Policy H6 allocates four sites for housing within the town centre at:

H6.1 The Headlands, Highfields	2.4ha
H6.2 Land between Manchester Road and the River Colne	1.4ha ⁽¹⁾
H6.3 Snow Island, Kings Mill Lane	1.2ha ⁽¹⁾
H6.4 Maple Street	0.4ha ⁽¹⁾

⁽¹⁾ See also policy TC37

15.11 These sites provide major opportunities for residential development close to the town centre. Additionally, there are several smaller sites within the plan area that could be developed to provide a range of housing accommodation. However, as these sites are smaller than 0.4ha they are not shown on the proposals map, but they are identified in the Council's annually updated Land Supply Review.

15.12 Snow Island in Kings Mill Lane is of particular significance. The site contains industrial buildings and the current occupants will have to be satisfactorily relocated before any development can proceed. Nevertheless, the extensive tree cover, waterside location and excellent accessibility to the town centre are assets which a developer could employ to provide a high quality housing scheme. A footbridge across the river will be required to provide access to and from the town centre via Firth Street.²

Conversion to Residential Use

15.13 The change of use of existing buildings, especially upper floors, is potentially a source of new housing units, utilising redundant office or warehouse accommodation which might be difficult to re-use for commercial purposes. Residential use would secure the retention and maintenance of listed buildings and enhance the quality of the environment, particularly within the heritage area, north of Kirkgate and Westgate, where the under-use of buildings is most marked. However, the conversion of upper floors to residential use with ground floors used for shopping or other purposes can pose particular problems because of fire escape and other building regulation requirements. Where schemes can meet these regulations they will be supported by the Council.³ In addition there are several redundant multi-storey mill premises and canal warehouses within the canal and river corridor that have potential for conversion to residential use. A number of these are of special architectural or historic interest.

~~TC6 THE REFURBISHMENT AND CONVERSION TO RESIDENTIAL USE OF REDUNDANT MULTI-STOREY MILL PREMISES AND CANAL WAREHOUSES WITHIN THE RIVERSIDE AREA AND UPPER FLOORS OF~~

² See paragraph 15.37 and policy TC18

³ See chapter 11 paragraph 11.34 and policy H9

~~PREMISES WITHIN THE HERITAGE AREA WILL NORMALLY BE PERMITTED.~~

This policy was not saved because the issues it refers to are covered in Planning Policy Statement 3: Housing, the relevant text of which follows: ⁴

Paragraph 38...

- *Options for accommodating new housing growth (or renewal of existing housing stock), taking into account opportunities for, and constraints on, development. Options may include, for example, re-use of vacant and derelict sites or industrial and commercial sites for providing housing as part of mixed-use town centre development, additional housing in established residential areas, large scale redevelopment and re-design of existing areas, expansion of existing settlements through urban extensions and creation of new freestanding settlements.*

15.14 Policy TC3 encourages the provision of specialist shops and services, cafes, restaurants, wine bars, bistros and craft workshops within the pedestrian arcades and yards identified on the proposals map. Development and refurbishment schemes may provide the opportunity of securing residential accommodation in upper floors that would otherwise remain vacant. Where schemes can be devised which meet safety requirements, these will be supported by the Council. However the provision of new housing units must not prejudice the intention of policy TC3.

~~TC7 THE PROVISION OF RESIDENTIAL ACCOMMODATION IN UPPER FLOORS OF THE PEDESTRIAN ARCADES AND YARDS WILL NORMALLY BE PERMITTED PROVIDED THAT INDIVIDUAL PROPOSALS DO NOT PREJUDICE THE IMPLEMENTATION OF DEVELOPMENT OPPORTUNITIES WHICH ARE IN ACCORDANCE WITH POLICY TC3.~~

This policy was not saved because the issues it refers to are covered in UDP Policy TC3 and Planning Policy Statement 3: Housing, paragraph 38, which is set out following policy TC6 above.

⁴ To assist applicants the Council has identified text from relevant sources which it considers provides the most appropriate guidance as to how the issues in this unsaved policy should be addressed in planning applications. However, the selected text is intended to provide general guidance only, is not necessarily exhaustive and does not constitute legal or other professional advice. The Council recommends that applicants should always obtain their own expert advice.

Car Parking for Residential Development

15.15 The density of development in the town centre makes it difficult for schemes involving refurbishment and conversion for housing purposes to comply with the Council's requirements for off-street car parking provision. The lack of land available for this purpose can dissuade developers from pursuing a scheme which would otherwise be acceptable. A flexible approach to the imposition of car parking standards ⁵ will be necessary if otherwise acceptable proposals are not to be prejudiced. Notwithstanding this, there will be situations where the nature and scale of surrounding town centre activities, or the type of traffic management scheme in operation, preclude the relaxation of the Council's car parking standards in the interests of safety and the free flow of traffic.

BUSINESS AND INDUSTRY

Class B1 Business Uses

15.16 Within Huddersfield the predominant B1 use is offices rather than research and development or light industry. The town centre accounts for 40% of the total office floorspace within Kirklees. There are over 300 offices within the ring road totalling some 60,000 sq m. Much of this office accommodation is located in buildings constructed before 1918 (78% of office units and 50% of floorspace), and therefore may not meet the requirements of modern office users. Since the early 1970s, new office building in the town centre has largely been confined to small-scale refurbishment of upper floors to accommodate local demand. However, the attractiveness of office development in Huddersfield has increased in recent years with growth in office rental values in line with regional and national trends. This should increase the economic viability of schemes, which have previously failed to progress because of unfavourable local market conditions.

15.17 Given the diverse types of office and other B1 uses, their locational requirements will differ. There is scope to increase the range of opportunities for accommodating B1 uses both within and on the periphery of the town centre and for new build and refurbishment. Sites have been identified which are suitable for major developments for B1 uses.

TC8 SITES SUITABLE FOR CLASS B1 USES ⁶ ARE SHOWN ON THE PROPOSALS MAP AT:

i	NEW NORTH PARADE	0.8 HECTARES
ii	LORD STREET	0.4 HECTARES

⁵ See appendix 2

⁶ See also policy TC37

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iii LORD STREET/NORTHUMBERLAND STREET 0.5 HECTARES

- 15.18 At New North Parade the listed warehouse has planning permission for the conversion to offices with access taken from Fitzwilliam Street. Lord Street has two sites with potential for development. Opportunities for redevelopment on site TC8 (ii) are confined largely to the Lord Street frontage, and the backland area of the site. A scheme involving the refurbishment of existing buildings fronting Beast Market, the Ring Road and Tomlinsons Yard could potentially provide attractive small unit accommodation. Site TC8 (iii) adjacent to the open market, has greater opportunity for redevelopment, although the Council will require the retention of the listed 'Friendly and Trades' Building which fronts Northumberland Street in any scheme. Cultural Industries in Kirklees (C.I.K.) have established a media centre on part of the site, involving a mix of redevelopment and refurbishment.
- 15.19 Off -street car parking will be required to serve new development and to replace facilities displaced by the development of sites TC8 (ii) and (iii). If this cannot be provided on site, the Council will require a contribution from the developer to up-grade the Pine Street car park on the other side of the ring road to make up for the shortfall.
- 15.20 There is considerable potential for new and improved accommodation for B1 uses within existing buildings in the town centre, particularly in the heritage area to the north of Westgate and Kirkgate. Refurbishment of these upper floors could provide attractive accommodation to a high standard. Such a scheme has already been successfully carried out in John William Street. However, with the freedom provided by the General Permitted Development Order to establish B1 uses in industrial premises, without the need for planning permission, there may be a case for financial assistance from public funds to enable refurbishment schemes to be undertaken in non-industrial premises. The Council will support applications from public funds for refurbishment schemes in the heritage area.

~~**TC9 WITHIN THE RING ROAD, THE REFURBISHMENT AND CONVERSION OF PREMISES TO CLASS B1 OR A2 USE WILL BE PERMITTED, EXCEPT WHERE PROPOSALS INVOLVE GROUND FLOOR PREMISES WITHIN PRIMARY OR SECONDARY FRONTAGES IDENTIFIED ON THE PROPOSALS MAP, IN WHICH CASE THEY WILL BE SUBJECT TO POLICIES S11 AND TC5.**~~

This policy was not saved because the issues it refers to are covered in UDP Policy S11 and Planning Policy Statement 6: Planning for Town Centres, the relevant text of which is set out following policy TC2 above.

- 15.21 Outside the ring road, particularly to the west of the town centre, there is pressure for the conversion of residential properties to offices, which could prejudice the amenity of the

remaining residents. The New North Road/Fitzwilliam Street area has proved particularly attractive for those wanting small-scale office premises. Designating this as an area where B1 uses will be acceptable should reduce pressure on other areas and assist in sustaining the residential character of the remaining parts of Springwood and Highfields. Individual proposals will need to satisfy criteria relating to the availability of off-street car parking, the effects of traffic generation and general environmental considerations.

TC10 CONVERSION OF RESIDENTIAL PROPERTIES TO CLASS B1 USES WILL NOT NORMALLY BE PERMITTED IN THE AREA BETWEEN THE RING ROAD AND THE INSET PLAN BOUNDARY, EXCEPT IN THE FOLLOWING AREAS:

- i GREENHEAD ROAD/TRINITY STREET;**
- ii NEW NORTH ROAD/FITZWILLIAM STREET;**

IN THESE AREAS, WHICH ARE IDENTIFIED ON THE PROPOSALS MAP, PROPOSALS SHOULD NOT PREJUDICE LOCAL AMENITY AND HIGHWAY SAFETY.

15.22 Opportunities exist to provide accommodation for B1 uses in the older industrial areas to the east and south of the town centre, within the riverside area. Planning permission is not generally required to change the use of an industrial building to B1 use. The encouragement of B1 uses within the older industrial area adjoining the ring road would stimulate regeneration and benefit the town centre by generating additional trade and economic activity and possibly relieve parking problems.

~~**TC11 PROPOSALS TO PROVIDE ACCOMMODATION FOR B1 USE WITHIN THE OLDER INDUSTRIAL AREAS ADJOINING THE RING ROAD WILL NORMALLY BE PERMITTED.**~~

This policy was not saved because the issues it refers to are covered in Planning Policy Statement 6: Planning for Town Centres, the relevant text of which is set out following policy TC2 above.

Industry and Warehousing

15.23 The town centre includes an area of industrial and commercial uses broadly to the east and south of the ring road. Manufacturing industry and specifically textiles has formed the basis of economic activity in this area since the Industrial Revolution, when many of the multi-storey stone mill buildings were constructed. However, the textiles and manufacturing industries have been in decline for many years. Their contraction has seen many mill closures, a significant increase in industrial floorspace for sale or rent, and the

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demolition of industrial buildings. The latter can be beneficial where the cleared sites are capable of accommodating modern industrial development, as many of the older multi-storey mills are not suitable for use by modern industry. In the Firth Street area in particular, large parts of mills are unused or underused.

15.24 In 1990 the Council adopted the 'Riverside Strategy' to revive private sector confidence and encourage construction activity in this area. It seeks to bring about economic and environmental regeneration through the assembly and promotion of development sites, land reclamation, stone cleaning, tree planting and landscaping, restoring the Huddersfield Narrow Canal and highway and car parking improvements. The initiative is proving successful, stimulating the renovation of buildings and other improvements within the riverside area.

15.25 The area outside the ring road between St John's Road and Manchester Road is dominated by industrial and commercial users, and is part of a wider industrial area extending beyond the inset plan boundary to the north-east and south. The presence of a number of vacant sites and derelict, vacant and underused buildings gives considerable opportunities for industrial and warehousing development which would help to increase employment. However, a number of sites and buildings are equally suitable for other uses which can also create employment opportunities. The close proximity of the town centre and the university will, for example, introduce opportunities for office, housing and leisure developments. Policy TC11 applies in this area and Class B1 development will therefore also be acceptable. Elsewhere in the town centre new industrial and warehousing use would not be appropriate as it would be likely to prejudice other proposals in the plan. However, where existing businesses require extensions exceptions will be justified, provided that the environmental consequences are satisfactory.

TC12 PROPOSALS FOR THE DEVELOPMENT OF INDUSTRY AND WAREHOUSING OUTSIDE THE RING ROAD BETWEEN ST JOHNS ROAD AND MANCHESTER ROAD TO THE SOUTH AND EAST OF THE TOWN CENTRE WILL NORMALLY BE PERMITTED. OUTSIDE THIS AREA INDUSTRIAL AND WAREHOUSE DEVELOPMENT WILL NOT NORMALLY BE PERMITTED EXCEPT IN THE CASE OF PROPOSALS FOR THE EXTENSION OF EXISTING PREMISES WHERE THIS WOULD NOT BE SERIOUSLY DETRIMENTAL TO THE AMENITY OF THE AREA OR PREJUDICE HIGHWAY SAFETY.

LEISURE AND RECREATION

The Need for New Facilities

15.26 There are a number of important and well used facilities for leisure and recreation in the town centre, and these complement the shopping facilities as a visitor attraction. Further shopping development will attract more visitors and encourage greater use of

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entertainment facilities. Improved facilities will generate additional jobs and enhance the image of the town centre as an attractive place to visit.

- 15.27 The anticipated growth of the town centre in terms of the quantity and quality of its shopping needs to be complemented by improvements in the centre's leisure and recreation facilities. The private sector will be encouraged to provide facilities wherever feasible and local community and other voluntary sector initiatives will be supported.

Kirklees Theatre

- 15.28 The Kirklees Theatre Trust which was established to promote the development of a modern theatre within Huddersfield, is currently converting the former Methodist Mission in Queen Street to a 420 seat theatre. Work also involves the provision of a smaller studio theatre, meeting rooms, a bar and restaurant. The theatre and adjoining square will be linked to the King Street redevelopment scheme, and to the historic yards off King Street by a network of high quality pedestrian routes. The site for the new theatre is identified on the proposals map.

Museum/Heritage Centre

- 15.29 The town centre currently has no museum. The Huddersfield area is served by the Tolson Museum of Local History at Ravensknowle Park, Moldgreen. Industrial museums and heritage centres have been developed in many towns and cities. In Huddersfield it would be particularly appropriate for a heritage centre to incorporate a musical theme based on the strong local musical traditions. An appropriate location for such a development would be within or on the periphery of the town centre.

~~**TC13 THE AREA WITHIN AND IMMEDIATELY ADJOINING THE RING ROAD WILL BE AN AREA OF SEARCH FOR THE ESTABLISHMENT OF A MUSEUM OR HERITAGE CENTRE.**~~

This policy was not saved because the proposal for a museum or heritage centre has been superseded. Guidance on the location of such a facility is provided in Planning Policy Statement 6: Planning for Town Centres, the relevant text of which is set out following policy TC2 above.

Hotels

- 15.30 Huddersfield is recognised as a centre for business tourism and is jointly promoted by the Council and the Yorkshire and Humberside Tourist Board. Whilst there is a number of hotels within the town centre, further hotel accommodation would enable the tourist, business traveller and conference markets to be expanded.

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- 15.31 The conversion of existing buildings within the heritage area, particularly utilising redundant upper floors and warehouse accommodation may be the most appropriate way of providing additional hotel accommodation within the town centre. Hotel development would assist regeneration by the retention and maintenance of listed buildings, the refurbishment of vacant properties and environmental enhancement. This is particularly important within the heritage area which has an attractive Victorian character and contains many fine listed buildings, but lacks the life and vitality which would come from the use and occupation of buildings outside normal shop and office hours.

~~**TC14 THE REFURBISHMENT AND CONVERSION OF PREMISES WITHIN THE HERITAGE AREA TO PROVIDE HOTEL ACCOMMODATION WILL NORMALLY BE PERMITTED UNLESS PROPOSALS INVOLVE GROUND FLOOR SHOPPING PREMISES SUBJECT TO POLICY TC5.**~~

This policy was not saved because the relevant considerations relating to the development of hotels are covered in Planning Policy Statement 6: Planning for Town Centres, the relevant text of which is set out following policy TC2 above.

Aspley Basin and Chapel Hill

- 15.32 The Aspley Basin and Chapel Hill areas are two important waterside locations at prominent 'gateways' into the town centre. The presence of the river and canal, and the many fine listed buildings dating from the Industrial Revolution create attractive opportunities for the development of leisure and recreation activities. Such uses can contribute to regeneration by creating employment, re-using buildings and sites unsuitable for modern industry and improving the environment.
- 15.33 It is important that leisure and recreation uses proposed for the Aspley Basin and Chapel Hill areas should complement the range of services and facilities provided in the town centre as these areas are close enough to help to relieve development pressures and alleviate traffic and parking problems there. It is the Council's intention to undertake a range of improvements along the principal pedestrian routes that link the town centre with the Chapel Hill and Aspley Basin areas. By improving pedestrian routes, these links can be reinforced and greater pedestrian use can be encouraged.⁷

~~**TC15 WITHIN THE 'GATEWAY' AREAS DEFINED ON THE PROPOSALS MAP AT ASPLEY BASIN AND CHAPEL HILL THE DEVELOPMENT OF LEISURE AND RECREATION ACTIVITIES INCLUDING PUBS, WINE BARS, CLUBS, RESTAURANTS AND HOTELS WILL NORMALLY BE PERMITTED.**~~

⁷ See policy TC24

This policy was not saved because the relevant considerations relating to the development of these uses are covered Planning Policy Statement 6: Planning for Town Centres, the relevant text of which is set out following policy TC2 above.

- 15.34 Sites at St Thomas Road, Fem Street East and Castlegate represent the major opportunities for leisure and recreation development within and close to the Chapel Hill and Aspley Basin areas. Development of these sites would provide a focus for regeneration. The St Thomas Road site in particular provides a major opportunity for comprehensive redevelopment and refurbishment which would facilitate the restoration of the listed Folly Hall Mill.

~~**TC16 SITES SUITABLE FOR LEISURE DEVELOPMENTS⁸ ARE SHOWN ON THE PROPOSALS MAP AT:**~~

i	ST THOMAS ROAD	2.2 HA
ii	FERN STREET EAST	0.1 HA
iii	CASTLEGATE	0.4 HA

This policy was not saved because proposals in these locations will need to be determined in the context of Planning Policy Statement 6: Planning for Town Centres, the relevant text of which is set out following policy TC2 above.

Huddersfield Narrow Canal and Riverside

- 15.35 The plan seeks to utilise the environmental, recreational and educational potential of the waterways as a positive feature of the town. The Huddersfield Narrow Canal in particular has more than local significance because of its historical importance as a trans-Pennines canal with the longest tunnel on the network. It is an important element in the developing tourist potential of the Huddersfield area. Considerable progress has been made towards full restoration of the Narrow Canal but three blocked sections remain within the town centre, at Bates, Queen Street, Sellars, Chapel Hill, and the former Haigh's Mill, Manchester Road. Restoration through the town centre, linking the canal to the cruising network at Aspley Basin will create a major new leisure facility and provide a focus for tourism within the town centre, encourage water based visits, and enhance the development potential of adjacent sites. Some canalside development has already taken place and other such schemes providing for a range of appropriate uses will be supported.

⁸ See also policy TC37

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15.36 A network of pedestrian walkways between the canal and the river, together with environmental improvements will improve access to the area. A waterside walkway is proposed from Aspley Basin to Manchester Road, running in part along the north bank of the River Colne. Other pedestrian walkways are planned as shown on the proposals map. Development proposals on the line of the proposed walkways will be expected to make provision for a pedestrian right of way. The Council will propose Footpath Creation Orders as individual sections are completed and connected to points of public access. Pedestrian access between the canal and river and the town centre will also require significant improvements.

TC17 DEVELOPMENT AND REDEVELOPMENT SCHEMES SHOULD MAKE PROVISION FOR WALKWAYS AS SHOWN ON THE PROPOSALS MAP.

15.37 Policy TC17 includes proposals to establish a network of footpaths within the riverside area of Huddersfield town centre. This will link with a footpath through Longley Park, connecting Huddersfield University student residences at Ashenhurst to Kings Mill Lane. The provision of a direct pedestrian link utilising this route into the town centre through the university campus, can only be achieved by the provision of a footbridge across the River Colne. Without this facility, pedestrians and cyclists would have no alternative but to cross the river on one of the existing road bridges at either Wakefield Road or Kings Bridge Road, adding distance to the journey and losing the advantage of a traffic free route. The Council has therefore identified a crossing point for the footbridge at a location immediately to the south of Larchfield Mills, and has taken measures to safeguard from development an area of land on the Firth Street frontage to accommodate its construction. The footbridge will need to be provided in conjunction with the development of Snow Island.

15.38 A footbridge will also be required across the Huddersfield Broad Canal in order to provide a segregated pedestrian route linking St Andrews Road with the Kingsgate shopping scheme, Policy TC2(i). The Council will take measures to safeguard from development a sufficient area of land either side of the canal to accommodate its construction. The footbridge will be provided in conjunction with the development on the St Andrews Road site.

TC18 FOOTBRIDGES WILL BE REQUIRED ACROSS THE RIVER COLNE, LINKING SNOW ISLAND WITH FIRTH STREET, AND ACROSS THE HUDDERSFIELD BROAD CANAL LINKING ST ANDREWS ROAD TO THE KINGSGATE SCHEME, THROUGH THE SOUTHGATE/WAKFFIELD ROAD SUPERMARKET SITE.

ENVIRONMENT

Environmental Quality

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- 15.39 A high quality environment is essential if the full potential of the town centre for attracting visitors and new investment is to be realised. It is therefore important that the centre is perceived as a pleasant place in which to work, live and shop.
- 15.40 The town centre has many qualities which it is desirable to retain. Of particular value is the centre's historic core or 'Heritage Area'. This is located in the northern part of the town centre and comprises mainly Victorian buildings largely unaltered except for modern shop fronts, and is generally of a very high townscape quality. It is this high townscape value and the area's homogeneity in terms of Victorian architecture and design that led to its designation as the Heritage Area. The Council is concerned to safeguard areas of high townscape quality such as the Heritage Area. Design principles are proposed which will require new development to make a positive contribution to the street scene by enhancing good qualities and by eliminating or reducing the impact of negative qualities. Other aspects such as open space provision and building height are also important factors in townscape terms. It is equally important that small-scale changes such as alterations, extensions and shop fronts are not allowed to damage the character of individual buildings on the street scene. The following policies are intended to provide specific guidance on aspects of design in Huddersfield town centre in the general context provided by chapter 4.

Buildings of Character

- 15.41 It is important that individual buildings of character and groups of buildings that make a contribution to townscape quality are retained. Demolition proposals affecting such buildings within the town centre conservation area would not be appropriate. Demolition will only be considered if developers are able to satisfy the Council that existing buildings are incapable of conversion or rehabilitation. Policy BE7 on proposals involving demolition or partial demolition in a conservation area applies in the town centre conservation area as in all other conservation areas.

[POLICY TC19 DELETED]

- 15.42 The Council will expect that all refurbishment and alterations to buildings of character are undertaken in a way that allows for the retention of those architectural features which form an essential part of the building's design. Chimney stacks, balconies, cornices, pediments and parapets can all contribute to the character and appearance of a building. Certain features may become functionally redundant following refurbishment but this will not be regarded as justification for their removal. It is particularly important to ensure a good standard of shop front design. Policies on shop front design are included in chapter 4.⁹

⁹ See policies BE16 – BE18

TC20 IN ANY SCHEME INVOLVING THE REFURBISHMENT AND ALTERATION OF A TOWN CENTRE BUILDING, ALL ARCHITECTURAL FEATURES WHICH CONTRIBUTE TO THE CHARACTER OF THE BUILDING AND ITS TOWN CENTRE SETTING SHOULD BE RETAINED. THIS MAY INVOLVE THE RETENTION OF FEATURES THAT ARE FUNCTIONALLY REDUNDANT.

New Development

15.43 New development should enhance the distinctive character of the town centre. The townscape of the northern part of Huddersfield centre, consisting mainly of Victorian buildings largely unaltered except for modern shop fronts, is generally of a high quality. This is recognised by the substantial number of listed buildings and the conservation area designation which now includes virtually all of the 19th Century buildings within the ring road. The use of traditional materials and design will complement the area's Victorian heritage. There is however, room for modern innovative design. The best of contemporary architectural designs can positively contribute to the townscape.

~~**TC21 ALL NEW BUILDINGS WITHIN AND ADJOINING THE HERITAGE AREA SHOULD COMPLEMENT THE DISTINCTIVE CHARACTER OF THE TOWN CENTRE, BE OF A HIGH STANDARD OF DESIGN AND EXTERNAL APPEARANCE, AND BE SENSITIVE TO THE ARCHITECTURAL AND TOWNSCAPE ASPECTS OF THEIR SETTING.**~~

Policy TC21 was not saved because the principle of design and location of new developments within conservation areas is covered in UDP policies BE1 and BE5

15.44 New development should respect the scale and massing of surrounding buildings, and safeguard attractive views across the town. This may require a restriction on building height within the principal shopping streets, arcades and walkways where pedestrian or human scale is an important feature, and within areas of attractive townscape value (for example, the heritage area). Nevertheless, opportunities may exist for the creative design of buildings of greater height which can enhance the character of the area by terminating views which make little or no contribution to the attractiveness of the centre, or by creating additional focal points that can complement the important local landmarks at St George's Square and St Peter's Church.

TC22 THE SCALE AND MASSING OF NEW DEVELOPMENT SHOULD HAVE REGARD TO THE CHARACTER OF THE TOWN CENTRE AND GENERAL VIEWS ACROSS THE TOWN.

Improvement of Pedestrian Routes

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- 15.45 The Council proposes to undertake improvements to the environmental quality of the town centre and its approaches. The areas identified for priority works involving floorscape enhancement and related amenity treatment, are located along the key pedestrian routes that run through the town centre. Streetscape improvements will be co-ordinated with refinements to the town centre traffic management system and the programme for pedestrianisation.
- 15.46 It is important to foster a perception of greater public safety in the town centre. The introduction of housing and leisure uses will go some way towards creating well used streets and providing natural surveillance outside normal shop and office hours. Improvements in lighting to discourage anti-social behaviour will be included wherever possible in the areas identified in policy TC23.

~~TC23 ENVIRONMENTAL IMPROVEMENTS WILL BE UNDERTAKEN ALONG THE KEY PEDESTRIAN ROUTES AS SHOWN ON THE PROPOSALS MAP AT:~~

- ~~i — ST GEORGE'S SQUARE~~
- ~~ii — ST PETER'S GARDENS~~
- ~~iii — UPPERHEAD ROW AND MACAULAY STREET~~
- ~~iv — KING STREET~~
- ~~v — CROSS CHURCH STREET~~
- ~~vi — QUEEN STREET~~
- ~~vii — QUEEN'S SQUARE~~
- ~~viii — NEW STREET PEDESTRIAN PRECINCT~~
- ~~ix — MARKET PLACE~~
- ~~x — VICTORIA LANE~~
- ~~xi — THE PIAZZA AND SHAMBLES~~
- ~~xii — JUNCTION OF KING STREET AND NEW STREET~~

Policy TC23 was not saved because it simply lists a number of proposals, most of which have been implemented.

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15.47 It is the Council's intention to undertake a range of improvements along the principal pedestrian routes that link the town centre with the Chapel Hill and Aspley Basin areas.¹⁰ Improvements will involve landscaping and tree planting, footpath and car parking improvements, the provision of street furniture and signposting, improved lighting and pedestrian crossing facilities on the ring road. The works will encourage greater pedestrian use, and strengthen the links between the town centre and its principle gateways.

TC24 THE PRINCIPAL PEDESTRIAN LINKS BETWEEN THE TOWN CENTRE AND CHAPEL HILL AND ASPLEY BASIN, AS SHOWN ON THE PROPOSALS MAP, WILL BE IMPROVED BY MEANS OF ENVIRONMENTAL IMPROVEMENTS, LANDSCAPING, FOOTPATH AND CAR PARKING IMPROVEMENTS, THE PROVISION OF STREET FURNITURE AND SIGN POSTING.

EDUCATION

University of Huddersfield

15.48 The main campus of the University of Huddersfield occupies a site between the ring road and the River Colne. Student numbers have increased steadily in recent years, and the University proposes to increase student enrolment to 14,400 by September 1996. This would represent an 64% increase over the number of students who registered for the 1990/1991 academic year. In order to accommodate growth of this scale, additional teaching facilities and student lodgings will need to be provided both within and close to the existing Queensgate campus. The university is also developing new services to local industry and these are creating further space requirements. The Council recognises the importance of the university to the town, and will assist its expansion programme.

~~**TC25 THE PROVISION OF ADDITIONAL TEACHING FACILITIES AND STUDENT ACCOMMODATION CLOSE TO THE UNIVERSITY'S TOWN CENTRE CAMPUS WILL NORMALLY BE PERMITTED PROVIDED THAT PROPOSALS HAVE REGARD TO THE CHARACTER OF THE AREA AND HIGHWAY SAFETY.**~~

Policy TC25 was not saved because the considerations it refers to are covered in UDP policy D2.

15.49 The former Larchfield Mill adjoining the Huddersfield Narrow Canal at Firth Street is to be refurbished to provide additional teaching and support facilities. The first phase, due for completion in April 1994, involves refurbishment of the West Mill to provide accommodation for the Mathematics and Computing Department.

¹⁰ See also policy TC15

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~~TC26 LARCHFIELD MILLS, FIRTH STREET, IS IDENTIFIED ON THE PROPOSALS MAP FOR TEACHING FACILITIES AS PART OF THE UNIVERSITY'S EXPANSION PROGRAMME.~~

Policy TC26 has been deleted because the scheme has now been implemented.

Huddersfield Technical College and Greenhead College

15.50 Both Huddersfield Technical College and Greenhead College are expanding their provision of education and training courses. Each college has experienced a steady growth of student numbers in recent years and this is likely to continue. Expansion in student numbers will create space requirements, and the Technical College is pursuing opportunities to accommodate these requirements both through the conversion of existing buildings and new development.

15.51 The allotment gardens to the south of the Highfields playing fields are close to the main campus of the Technical College and provide an opportunity for limited new build to provide additional teaching facilities, provided that displaced allotment tenants can be offered alternative facilities. Alternatively, the site could provide much needed off-street car parking for use by staff and students, alleviating pressure on the existing public facilities at Springwood and on residential streets in the vicinity of the campus and local annexes.

15.52 A site at Portland Street, part occupied by a warehouse and part vacant offers a further opportunity for development associated with the Technical College. Planning permission has been granted for a children' day nursery to be provided on the site.

TC27 LAND AT HIGHFIELDS AND PORTLAND STREET IS IDENTIFIED ON THE PROPOSALS MAP FOR EDUCATION PURPOSES.

Spring Grove Primary School

15.53 Land is required for the provision of playing fields in close proximity to Spring Grove Primary School, and large enough to satisfy Department for Education standards on playing field provision. Land to the west of Bow Street, which is owned by the Council, is suitable for use as a playing field. It is currently occupied by a number of small scale commercial uses. The proposed playing field development with associated landscaping, will considerably improve the environment and amenity of nearby residents. The proposal will necessitate the diversion of the Springwood public footpath.

~~TC28 A SITE TO THE WEST OF BOW STREET IS IDENTIFIED AS SHOWN ON THE PROPOSALS MAP FOR SCHOOL PLAYING FIELDS FOR SPRING GROVE PRIMARY SCHOOL.~~

Policy TC28 has been deleted because the scheme has now been implemented.

TRANSPORT

Highway Improvements

- 15.54 The ring road encircling the main part of the town centre was completed in 1973 and various local improvements have been made since that date. However, measures taken to reduce the level of traffic in the town centre have increased traffic on the ring road. Coupled with the predicted increase in traffic levels over the next 10 years this means that further improvements are required to the ring road in order to increase its capacity.
- 15.55 The ring road suffers from problems of inadequate capacity, poor geometry, too many turning movements and lack of suitable pedestrian facilities. There are accident problems on some lengths with pedestrian accidents at a high level on both Queensgate and Southgate. The effects of committed developments and general traffic growth will clearly increase these problems. Phased improvements are therefore being undertaken that will improve pedestrian facilities and increase capacity. These improvements will also allow for the removal of non-essential traffic from the town centre onto the ring road, and enable environmental improvements and traffic management measures to be carried out.
- 15.55a Improvements are also proposed at Wakefield Road on the section between Moldgreen and the Ring Road. This scheme will include bus priority measures to complement those already in place along Wakefield Road to the east of Moldgreen. Junction improvements are also to be included along with accident remedial measures and improved pedestrian and cycle facilities.

~~**TC29 HIGHWAY IMPROVEMENTS WILL BE UNDERTAKEN AT THE FOLLOWING LOCATIONS WHICH ARE SHOWN ON THE PROPOSALS MAP:**~~

~~**i QUEENSGATE**~~

~~**ii QUEENSGATE/SHOREHEAD/SOUTHGATE**~~

~~**iii CASTLEGATE/NORTHGATE/LOWER FITZWILLIAM STREET**~~

~~**iv WAKEFIELD ROAD**~~

Policy TC29 was not saved because it simply lists a number of proposals, most of which have been implemented.

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15.56 The improvements provide for:-

- i lane improvements to Queensgate and ancillary works;
- ii junction and lane improvements at Southgate, Queensgate and Lord Street, including the possible provision of a footbridge over Southgate;
- iii junction and lane improvements at Castlegate, Northgate and Lower Fitzwilliam Street; and
- iv improvements to Wakefield Road at its junctions with Firth Street and Somerset Road.

Measures recently undertaken as part of the phased ring road improvements include widening of the Shorehead Roundabout and realignment of approach roads and improvements to Castlegate and the junction between Chapel Hill and the Castlegate slip road.

Pedestrianisation

15.57 Traffic management schemes introduced to discourage unnecessary traffic from the centre have been partially successful, allowing some of the busy shopping streets in the centre to be wholly or partly pedestrianised. Although limited in scope, the pedestrianisation schemes have had substantial benefits. Further pedestrianisation schemes are therefore proposed in order to create a more attractive and pedestrian friendly shopping environment and improved highway safety. Access for disabled people and for essential service vehicles will be incorporated in these schemes, together with arrangements for taxis where appropriate.

~~**TC30 THE FOLLOWING STREETS WILL BE PEDESTRIANISED WHILST STILL ALLOWING FOR LIMITED ACCESS TO ACCOMMODATE DISABLED PARKING AND SERVICE VEHICLES:**~~

~~**i NEW STREET (BETWEEN HIGH STREET AND KING STREET)**~~

~~**ii CROSS CHURCH STREET**~~

~~**iii VICTORIA LANE**~~

~~**iv MARKET PLACE**~~

~~**v KING STREET**~~

~~**vi ST GEORGE'S SQUARE**~~

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~~vii — QUEEN STREET (BETWEEN KING STREET AND QUEENS SQUARE)~~

~~viii — CHURCH STREET~~

Policy TC30 was not saved because it simply lists a number of proposals, most of which have been implemented.

15.58 Pedestrianisation of the streets identified in policy TC30 will provide two parallel south-north pedestrian routes linking the retail development proposals identified in policy TC2, with existing retail attractions within the shopping core; the indoor market, the Piazza and the Packhorse Centre. The Council will be prepared to restrict the use of the main pedestrian dominated streets by service vehicles at peak shopping hours and will determine the level of bus penetration into the pedestrianised areas that can reasonably be allowed without hazard to shoppers.

15.59 The creation of a network of pedestrian routes will make the town centre more attractive, safer and more convenient for pedestrians. The existing pedestrian network will be improved by footway widening and provision of safe road crossing points. Refinements to the town centre traffic management system, involving the removal of unnecessary traffic, the reduction of pedestrian/vehicular conflict and the improvement of access to car parks will complement the pedestrianisation works. The object is to establish a core area of pedestrian domination, related to the main shopping area and linking to the heritage area.

~~TC31 — THE FOLLOWING STREETS WILL BE THE SUBJECT OF FOOTWAY WIDENING AND OTHER IMPROVEMENTS:~~

~~i — RAILWAY STREET~~

~~ii — RAMSDEN STREET~~

~~iii — PRINCESS STREET~~

~~iv — BYRAM STREET~~

~~v — JOHN WILLIAM STREET~~

Policy TC31 was not saved because it simply lists a number of proposals, most of which have been implemented.

15.60 Although the town centre streets listed in policy TC31 form part of the main pedestrian network, they are essential for servicing and vehicular circulation and therefore footway

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and other improvements will need to reflect this. The programming of improvement works will be related to the phasing of the ring road improvements, and the time scale for the development of the sites identified in policy TC2. Improvements involving drop crossings, footway widening, bus laybys and new pelican crossings have already been undertaken in Westgate, Halfmoon Street, High Street, Cloth Hall Street, Peel Street and New Street.

- 15.61 Where large developments outside the ring road will generate major pedestrian flows across it, (for example Shorehead Supermarket) a segregated pedestrian route linking into the basic network will be sought. However, in some locations where a segregated pedestrian route is impractical or would be environmentally unacceptable, signal controlled crossings may be the appropriate solution.

TC32 MAJOR NEW DEVELOPMENTS OUTSIDE THE RING ROAD SHOULD INCORPORATE PEDESTRIAN LINKS CONNECTING WITH THE TOWN CENTRE PEDESTRIAN NETWORK.

Servicing

- 15.62 It is essential that there is an efficient means of servicing town centre shops and other businesses whilst minimising the adverse effects of the incursion of large vehicles. There are several underground servicing arrangements, especially under the Shambles/Piazza area. New developments will be expected to make use of the existing underground servicing system where possible. As proposals for redevelopment are made, the Council will seek to reduce the number of properties requiring direct service access from a major shopping street and encourage the provision of separate service arrangements. Following pedestrianisation of those streets identified in policy TC30, the Council will be prepared to restrict their use by service vehicles at peak shopping hours. This limitation on service access may encourage retailers to consider the feasibility of extending the underground servicing arrangements, where there are no limitations on hours of use.

TC33 WITHIN THE SHOPPING AREA, DEVELOPMENT PROPOSALS SHOULD PROVIDE FOR SEPARATE SERVICING ARRANGEMENTS, LINKING INTO UNDERGROUND FACILITIES WHERE POSSIBLE.

Car parking

- 15.63 The attractiveness of the town centre for shopping, leisure and entertainment, and other activities depends upon maintaining a high level of accessibility by different modes. Increased car parking for shoppers will result from the implementation of the Kingsgate development and from optimising the use of existing spaces close to the shopping core. This can be achieved by the selective application of a range of car parking charges and regulations which discriminate between short stay and long stay parking.

15.64 The Council will give priority to the use of on street parking spaces and of car parks located within and adjoining the shopping centre for short stay parking. Increased commuting by car would be inconsistent with the transport strategy to encourage a modal shift to public transport so that there will be no general increase in long stay car parking. Car parking provision in Huddersfield Town Centre will be made in accordance with policy T20 which only allows new long stay parking provision required by new development. Car parks will be managed to deter the use of car parks close to prime shopping locations for long stay parking by workers employed in the town centre, and to attract shoppers whose short stay car parking pattern gives rise to a rapid turnover. Car parking charges and regulations will be set to optimise the use of available spaces both within and outside the ring road.

[POLICY TC34 DELETED]

15.65 There is a lack of long stay parking convenient to Huddersfield Station. A new long stay car park is proposed on the site of the railway goods yard. The goods yard is still in operational use, currently for the storage of footbridges. The Council will seek the release of the land for long stay car parking purposes with access from Fitzwilliam Street. The management of the car park will be expected to favour transfer to rail and a legal agreement to this effect may be sought. However, the major opportunity for additional car parking provision arises from the proposed redevelopment of King Street, where multi-storey parking for over 1,100 cars will be provided on a short stay basis.

TC35 LAND AT FITZWILLIAM STREET IS IDENTIFIED ON THE PROPOSALS MAP AS A CAR PARK .¹¹

15.66 There is a need to surface, drain and landscape unsurfaced car parks, and where opportunities exist, undertake improvements to existing surfaced car parks so that car parking capacity can be maximised. Work of this nature has recently been undertaken at the two Springwood car parks, and at the Cambridge Road and Colne Road car parks.

~~**TC36 THE FOLLOWING CAR PARKS IDENTIFIED ON THE PROPOSALS MAP WILL BE IMPROVED AS RESOURCES ALLOW:**~~

- ~~**i MILFORD STREET CAR PARK;**~~
- ~~**ii BATH STREET CAR PARK.**~~

Policy TC36 was not saved because it simply lists a number of proposals.

¹¹ See also policy TC37

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- 15.67 There is only limited car parking provision on the campus of Huddersfield University. The introduction of waiting restrictions on Firth Street and a residents-only car parking scheme in the residential area at Aspley has removed much of the overspill car parking that used to occur on nearby streets. Consequently, disturbance to local residents and disruption to the operation of local businesses caused by on-street car parking has been reduced. However, the demand for car parking has merely been displaced by the introduction of these measures. The Council will therefore assist the University to identify suitable sites for the provision of off-street car parking near to the campus.

OPPORTUNITY SITES

- 15.68 Huddersfield town centre is a major business and employment centre. The policies and proposals contained in the plan seek to emphasise this role and make provision where practicable for office, industrial, shopping, housing and leisure development. The older industrial area which borders the town centre provides opportunities for new development either through demolition of vacant industrial buildings or refurbishment and conversion. Whilst the Council will continue to encourage industrial and warehousing development within this older industrial area¹², there are sites and buildings which are equally suitable for other uses. Sites with identifiable opportunities for a range of uses are listed in policy TC37. They have good accessibility and their close proximity to the town centre and the University are likely to enhance their attraction as sites for offices, housing or leisure development. "Opportunity sites" other than those listed in policy TC37 may come forward; proposals for such sites will be considered on their merits within the context of the policies and proposals in the plan.
- 15.69 The encouragement of a mix of uses recognises that there is limited prospect for the re-use of all land and buildings within the older industrial area for industrial or warehousing purposes because the requirements of modern industry cannot be easily satisfied there. As office uses can generally be established in industrial premises without the need for planning permission, it is preferable to direct interest in providing office accommodation to locations where it will assist regeneration. The presence of waterways is likely to reinforce the attractiveness of the area for a range of new uses.

¹² See policy TC12

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TC37 DEVELOPMENT PROPOSALS INVOLVING ONE OR MORE OF THE SPECIFIED USES ON THE FOLLOWING SITES WILL NORMALLY BE PERMITTED:

SITE	PREFERRED USE	OTHER ACCEPTABLE USES
TC16 (i) St Thomas Road	Leisure	Industry/Warehousing/Class B1/ Housing/Education
TC16 (ii) Fern Street East	Leisure	Industry/Warehousing/Class B1
TC16 (iii) Castlegate	Leisure	Class B1/Housing/Car Parking/ Retailing
H6.2 Land between Manchester Road & River Colne	Housing	Industry/Warehousing/Class B1/ Retailing/Leisure
H6.3 Snow Island, Kings Mill Lane	Housing	Industry/Warehousing/Leisure/ Class B1/Education
H6.4 Maple Street	Housing	Industry/Warehousing/Class B1/ Leisure/Education/Car Parking
TC8 (i) New North Parade	Class B1	Leisure/Car Parking/Housing/ Education/Retailing
TC8 (ii) Lord Street	Class B1	Leisure/Housing/Retailing/ Education
TC8 (iii) Lord Street/ Northumberland Street	Class B1	Housing/Leisure/Retailing/ Education
B6.1 St Andrews Road	Class B1	Industry/Warehousing/Leisure/ Retailing
B6.2 Priestroyd Mills, Firth Street/Queen Street South	Class B1	Industry/Warehousing/Housing/ Education
TC35 Fitzwilliam Street	Car Parking	Class B1/Leisure/Education/ Retailing