



Calderdale
Council

Halifax Town Centre SPD



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1.1 Context

Halifax is located within West Yorkshire and is one of a collection of towns and cities forming the South West Yorkshire sub-region. As a Pennine town, Halifax is strategically placed to benefit from the east/west axis of investment and renaissance emerging across this part of the North between the North West Metropolitan area of Greater Manchester and Merseyside and the coastal port towns to the east. It also has valuable associations to the Leeds City Region.

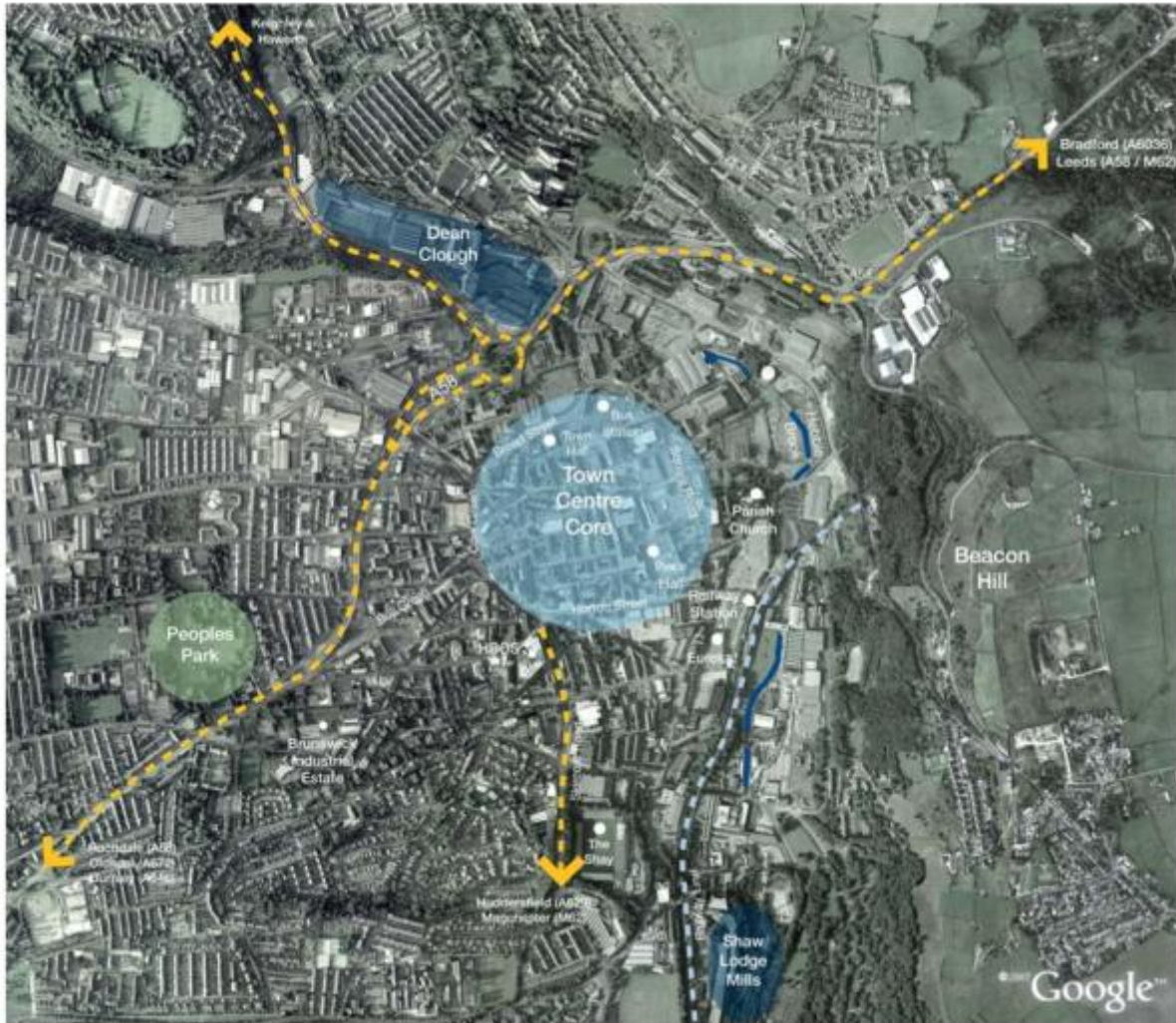
The town is nestled within a unique landscape setting between Bradford and Huddersfield. It has retained much of its historic character and townscape quality, however many of its assets are under exploited. The town is ideally situated to develop and build upon these hidden strengths, and position itself more confidently within the region. To achieve this it needs to improve its town centre offer, which, in such a competitive region will require a sensitive, unique, high quality approach rooted in a strong understanding of place.

This Supplementary Planning Document (SPD) is intended to address some of the planning-related issues affecting Halifax Town Centre, and to encourage its regeneration and sustainable development. A comprehensive study of Halifax town centre has informed this SPD, principally through the production of a Halifax town centre masterplan. The development of the masterplan began with a rigorous baseline analysis that was produced as an evidence base. This provided the basis for the development of options, which through various stages of community and stakeholder consultation and options testing, developed into a preferred masterplan (the illustrative masterplan is included in Appendix 1 'Illustrative Masterplan' of this report).

Figure 1 'Local Context' illustrates the area which this SPD relates to the wider Halifax context. The area is between Burdock Way and Cow Green to the West, particularly incorporating Hopwood Land Gateway; Dean Clough to the North, Charlestown Road and Bailey Hall Road to the East and Shaw Lodge Mills to the South.

1 . Introduction and Purpose of the SPD

Figure 1 Local Context



1.2 Background - Halifax Streets Ahead! Strategic Development Framework

The Halifax Town Centre SPD builds on the successful programme of regeneration already being undertaken in Halifax through the Yorkshire Forward Renaissance Towns Programme. ‘Halifax: Streets Ahead!’, produced in 2004 by Calderdale Council, Yorkshire Forward and partners, provides the Strategic Development Framework (SDF) for the town centre, focussing on its streetscape, pedestrian and traffic movement, its attractive setting and its rich heritage, including the Piece Hall.

A number of developments such as the Elsie Whiteley Innovation Centre, Somerset House and Westgate Arcade have already been successfully delivered through Streets Ahead! To continue these positive achievements, the town centre SPD will provide the framework for the delivery of the next phase of Halifax town centre’s renaissance.

1.3 Purpose of the SPD

The final outputs of the study - a masterplan and implementation plan - will be adopted as a Supplementary Planning Document (SPD) by Calderdale Council in Summer 2010. The purpose of the SPD is to provide further detail to the planning policies and proposals contained within the Calderdale Council Replacement Calderdale Unitary Development Plan (RCUDP). The SPD will be consistent with the RCUDP, which will continue to be the adopted local planning document for Halifax until the Local Development Framework (LDF) for Calderdale is adopted. The SPD will identify appropriate development sites in Halifax and will provide additional guidance on the nature of new development and appropriate design principles.

The LDF for Calderdale is currently being developed by Calderdale Council. The Core Strategy DPD is expected to be adopted in 2012 and the Land Allocations and Designations DPD is expected to be adopted in 2012/13. With this in mind, the Council are intending to publish the final draft of the Core Strategy in Spring 2011. To enable this, initial consultation on the Issues and Options Stage was undertaken in Autumn 2008/09 and further consultation will occur in Summer 2010. Site submissions are currently being accepted on the Land Allocations DPD.

1.4 Objectives of the SPD

The SPD strives to reflect the need to create a sustainable community through the active participation of local people in the planning process. Accordingly, the SPD stems from an analysis of the issues and options, underpinned by widespread consultation within the community. The SPD examines the town centre spatially and identifies issues, solutions, and key locations where a focus of investment and change could produce significant improvements to both the economic well being and appearance of the town centre.

The SPD's core objective is to encourage the regeneration and sustainable development of Halifax town centre providing guidance on the development of opportunity sites to this end. Whilst the land use policy considerations for Halifax town centre are established in the Replacement Calderdale Unitary Development Plan (RCUDP), there are important considerations such as the urban form, its spaces, character and linkages between, and within, the component parts of Halifax town centre that the SPD will address.

The primary objective of the SPD is to encourage the regeneration and sustainable development of Halifax town centre. The SPD is essentially a regeneration-led planning tool and will encourage the regeneration of Halifax town centre by:

- i. Providing useful background information about the area, intended to enhance the centre's regional and national profile;
- ii. Identifying and addressing the barriers to regeneration, including urban design, accessibility, aesthetic and other issues;
- iii. Providing a supplementary planning framework in which principles are established and issues identified, intended to guide developers and achieve higher quality and more sustainable development in future;
- iv. Providing guidance for seven key areas of Halifax town centre, which will include textual and diagrammatic site analyses, and indicative development proposals. These can contribute to the regeneration of Halifax town centre in the following ways:

1 . Introduction and Purpose of the SPD

- They will contribute to a general understanding about the issues affecting the centre, and offer potential solutions to these.
 - They will prove useful to the local community, providing inspiration and ideas, and generating a feel-good factor about the centre's future development.
 - They provide a comprehensive framework for how development sites will work together within the Town Centre and to enhance pedestrian movement.
 - They will prove useful to potential investors, who can use the information provided to identify potential development sites and understand the issues affecting them. This information will offer cost savings to developers, reducing the need for them to employ property and planning consultants. The SPD will, therefore, make it easier and more cost effective for investors to choose Halifax town centre.
- v. Providing a framework for future investment in the town. The masterplan will help to attract investment by giving businesses the confidence that the regeneration of Halifax is being considered in a integrated manner.
- vi. Providing a framework for the future regeneration of the Piece Hall.

2.1 Sustainability (Sustainability Appraisal and Strategic Environmental Assessment)

Under revised regulations and legislation effective from April 2009, Sustainability Appraisals of SPDs are no longer required unless demonstrated otherwise. The SPD is not introducing new policy but is expanding on the adopted Replacement Calderdale Unitary Development Plan (RCUDP), which has been subject to a Sustainability Report. Further, the emerging Core Strategy and other Development Plan Documents will be subject to Sustainability Appraisals in their own right.

2.2 Strategic and Local Policy Context

Planning policy, advice and guidance cascades down from national to local government levels providing increasingly detailed interpretation. These include:

- Ministerial Statements
- Planning Policy Guidance notes (PPGs) now being replaced by Planning Policy Statements (PPSs)
- Government Circulars
- The Yorkshire and Humber Plan (Revised RSS)
- Development Plans including the RCUDP and the emerging Calderdale Local Development Framework
- This SPD supplements the RCUDP

This document is primarily a planning tool to assist those who need to make decisions about the future development of Halifax town centre, and to assist in its regeneration. It is important, therefore, to recognise that the specific study area lies within a wider planning context embracing not only the Borough of Calderdale but also the Yorkshire and Humber Plan and national planning guidance.

This broader planning context is established in the RCUDP, which is the primary planning framework for Halifax town centre. As the SPD forms planning guidance that is complementary to the RCUDP, this document will only consider the relationship between the SPD and the RCUDP.

The Replacement Calderdale Unitary Development Plan (RCUDP)

The RCUDP, along with the Regional Spatial Strategy for Yorkshire and the Humber (2008), is the statutory plan that sets out the land-use planning framework for consistent decision-making within Calderdale. The Council formally adopted the RCUDP in August 2006 which has since been amended in August 2009 under the powers of the Planning and Compulsory Purchase Order 2004. This extends the life of some of the policies indefinitely, until replaced through the Local Development Framework and deletes 46 policies contained within the Plan which duplicate existing legislation.

Local Development Framework (LDF)

The Planning and Compulsory Purchase Act 2004 requires the eventual replacement of the Council's Unitary Development Plan with a new local Development Framework (LDF). The LDF will comprise a number of Local Development Documents (LDDs). The LDF, together with the Revised RSS, will provide the essential framework for decisions on land-use and related matters (including the basis for decision-making on planning applications) in Calderdale.

2.3 How this SPD will integrate with the RCUDP

Current procedures, implemented by the Planning and Compulsory Purchase Act 2004, make it possible to take forward a planning strategy for the future of Halifax town centre via either a Supplementary Planning Document (SPD) or an Area Action Plan (AAP).

SPD's can be produced to supplement policies in 'saved' plans as well as new Development Plan Documents. This situation applies to Halifax because the RCUDP has only recently been adopted, and the emerging LDF has yet to be sufficiently developed.

The process for preparing SPDs is simpler and more timely than for AAPs. The SPD forms part of the local development framework and has greater weight than supplementary planning guidance produced under the old regulations because it has complied with the requirements for community involvement and is in conformity with development plan policies.

SPD guidance will complement and elaborate on existing, primary policy in the RCUDP. Advice issued in the SPD will refer to the primary RCUDP policies that it elaborates on for reference purposes. The RCUDP policies that this SPD complements, or must take account of, are as follows:

- Retail Strategy (GS1)
- Criteria for Assessing Retail Developments (S2)
- Non-Allocated (housing) sites (H9)
- The Development of Employment Sites for Non-Employment Uses (GE3)
- Major Leisure/ Entertainment Uses (CF10)
- Mixed Use (MU2): (E4)
- Primary, Secondary and Tertiary Shopping Frontage (S6 – S8)
- Halifax residential amenity zone (S12)
- The Contribution of Design to the Quality of the Built Environment (GBE1)
- Piecemeal Development (GBE2)
- General Design Criteria (BE1)
- Development within Conservation Areas (BE18)
- Setting of a Listed Building (BE15)
- The Piece Hall (E22)
- Strategic Road Network (GT3)
- Halifax Residential priority regeneration area (S10)
- Open space (Urban OS1)
- Archaeological site class 1 and 2 (BE22-BE24)
- Cycleways (T13)
- Protection from Floodrisk (EP20)
- Wildlife Corridor (NE15)

3.1 Introduction

It is important to recognise the Halifax Town Centre SPD is not being developed from a standing start. The overarching objectives and vision for Halifax town centre have already been established in Streets Ahead! The Streets Ahead! Strategic Development Framework (SDF) is part of the second phase of the Renaissance Towns Project set up by Yorkshire Forward; the aim of which is to reinforce the region as an area of world class urban centres attracting businesses, people and jobs. The document created by the Halifax Town Team in May 2004 has provided Halifax with an SDF that provides a vision of what Halifax could and should become over the next 30 years and this change is already underway.

The early success of the SDF is reflected in the delivery of projects such as Dean Clough, Eureka! and more recently Westgate Arcade and the Elsie Whiteley Innovation Centre. However, a number of core projects, such as the Piece Hall renaissance, and 'Repopulating the Valley Bottom' are yet to be actively progressed. On the Piece Hall, it is now clear that its future can only be considered as an integral part of the wider town centre, rather than in isolation.

This section identifies the issues and opportunities for regenerating Halifax town centre. Table 1 presents a summary of the strengths, weaknesses, opportunities and challenges (SWOC) facing Halifax town centre.

Table 1a SWOC Analysis - Strengths (NB, points are not presented in rank order of importance)

Strengths
<ul style="list-style-type: none"> ● The commitment and dedication of the Town Team, Local Authority Officers and other key stakeholders; ● The presence of the Streets Ahead! SDF and the work/processes that went into its production; ● Stakeholder input into Masterplanning process ● The Piece Hall, a structure of national architectural significance; ● Capitalise on the investment and renaissance occurring in the Leeds and Manchester City Regions ● Views out of the town towards Beacon Hill and open countryside; ● Exceptional collection of high quality historic buildings concentrated in the town centre; ● The extensive use of natural stone as a building material; ● The architecture of key landmark buildings; ● The fine grained street grid creating a permeable, pedestrian-friendly town centre, especially to the west of Market St – 'Hidden Halifax'; ● Minster Church as a fine Grade 1 Listed Building set in green space; ● The wider network of green spaces, including Peoples Park; ● Landmarks and views that provide important reference points helping people to orientate themselves; ● Independent sector in terms of shops, Department Store and distinctive cultural infrastructure such as theatres; ● Attractions such as Eureka! (the Museum for Children) and Dean Clough Mills; ● Obvious linkages from public transport modes to town centre through key assets such as Piece Hall; ● Good public transport provision both frequency and destinations;

3 . Regenerating Halifax (context)

Strengths

- Off street council parking is spread on the outskirts of the town centre, this reduces the number of cars in the centre and encourages shoppers to walk;
- Current pedestrianised areas demonstrate potential to extend to other key town centre pedestrian routes;
- Delivery of Townscape Heritage Initiative, which is ongoing.

Table 1b SWOC Analysis - Weaknesses (NB, points are not presented in rank order of importance)

Weaknesses

- The fragmented urban form to the north, south-east and north-east of the town centre;
- The limited green space in the town as well as limited civic and public open spaces;
- Limited public art or cultural references within the streetscape;
- The general lack of active frontages to the east of Market Street;
- The town centre lacks a clear 'heart', or series of focal points;
- Gateways are in need of improvement;
- The poor quality linkages between the town centre and residential areas to the west;
- The severance between the town centre core and key destinations beyond the inner relief road, especially Dean Clough Mill, the Minster Church, Railway Station and Peoples Park;
- The lack of residential development in the town centre;
- A limited food and drink offer;
- Leakage of trade to other centres, including a including Leeds, Bradford and Huddersfield;
- Absence of suitable retail units to attract larger retailers;
- Weak residential and office markets;
- Uncoordinated car parking, with a number uncontrolled private car parks located in the town centre;
- Pedestrian routes from the train station and valley floor to the town centre are not inviting and are on an incline, deterring visitors from visiting the town centre;
- No defined or advisory town centre cycle routes other than Hebble Trail;

Table 1c SWOC Analysis - Opportunities (NB, points are not presented in rank order of importance)

Opportunities

- Rediscover Hebble Brook, which could provide an attractive setting for new development;
- Strengthen linkages between the town centre and key destinations beyond the inner relief road;
- Reduce the barrier effect of the inner relief road, allowing the town centre to link more seamlessly with its surroundings;
- Introduce more residential uses in the town centre to animate the centre day and night;
- Promote active frontages in the north-eastern corner of the town centre core, around Woolpack and Gaol Lane;
- Create new landmarks and views, as well as respecting and safeguarding existing ones
- Improve gateways into the town that create a better sense of arrival;

Opportunities

- Revitalise Horton Street and intensify land-use in the Alexandra Street area of the town;
- Encourage development that reflects local distinctiveness, but establishes a new architectural language that contributes to Halifax’s rich townscape heritage;
- Cycle links, connectivity and ‘Healthy Halifax’ bid, which links to wider and more holistic regeneration objectives;;
- The potential of Higher Education functions in the town centre;
- Links with potential cultural tourism sector: fashion, events, retail, education, food & drink, accommodation, marketing;
- Encourage movement around the town, particularly interacting with key destinations such as the Piece Hall;
- Potential improvements to Halifax Railway station and frequency/speed of train services;
- To improve sustainable modes access to and from the town centre from surrounding residential areas – the ‘Healthy Halifax Initiative’;
- Improve linkages between public transport services;
- Improve facilities for sustainable transport modes and reduce the dominance of cars;
- Market opportunities associated with leisure, education and cultural sectors.

Table 1d SWOC Analysis - Challenges (NB, points are not presented in rank order of importance)

Challenges

- The historic environment being viewed as an inhibitor to development, rather than an asset;
- A ‘funding driven’ approach to redevelopment, which could lead to inappropriate development around the Piece Hall;
- The difficulty of reducing the severance and fragmentation caused by the inner relief road
- Competition from within the region and the need to offer something special, unique and high quality to capture investment;
- Limited opportunities for improving the existing railway station due to physical constraints
- Site constraints e.g. remediation at Cripplegate/ Transco site and re-using existing buildings at Shaw Lodge Mills;
- Poor economic outlook;
- Willingness of developers to deliver high quality contemporary architecture;
- Practicality of topography for cycling or bus station in alternative locations;
- Implementation of more difficult SDF strategic ‘themes’ priorities, such as Piece Hall and repopulating the Valley Bottom;
- From a commercial perspective, the town is punching significantly below its weight;
- Establishing the town centre as an investment/business location for retail, and office developers/companies.

3 . Regenerating Halifax (context)

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3.2 Townscape

A physical appraisal of Halifax town centre has highlighted a number of positive and negative features.

A summary is provided below:-

Strong historic central core – this area is characterised by attractive stone buildings that define a fine grained grid of streets. There is an opportunity to intensify land use in parts of this area, particularly the Alexandra Street area where there are vacant and under-utilised buildings. There is also an opportunity to capitalise on the physical assets of yards and ginnels or what emerged through the consultations as ‘Hidden Halifax’.

Weak urban edge to north and east – the area to the north and north-east of the town centre core is characterised by vacant and under-utilised sites. The historic street grid has been lost due to the development of retail warehousing car related industries and surface car parking. The area presents a number of redevelopment opportunities.

Poor setting of the Piece Hall – a structure of national architectural significance. It provides the only significant open space within the town centre, but currently lacks a sense of vibrancy, especially when it is not playing host to events. Despite the presence of attractive landmark buildings, such as the Square Chapel and Square Church, the setting of the Piece Hall requires significant improvement. Linkages between the railway station, Eureka! and the Piece Hall are also unclear.

Poor setting of the Minster Church – this Grade 1 Listed Building makes a highly positive townscape contribution and boasts the largest green space within the heart of Halifax. However, it is currently dissected from the town centre core by the ring road, does not feature a critical mass of neighbouring uses and suffers from the presence of poor quality buildings and gap sites adjacent.

Poor relationship between Woolshops Shopping Centre and Winding Road– this structure creates a dead frontage, which along with the inner ring road of Smithy Street/Charles Street, forms a barrier to movement from the town centre core to the east and the environs of the impressive Minster Church.

Poor environment on Horton Street– provides an important link between the railway station and the town centre but currently suffers from vacant and under-utilised buildings, such as the former Kwik Save, which fail to give the street a sense of vibrancy – or an ideal arrival route into Halifax in terms of first impressions.

Opportunity area to the south of Horton Street– currently a surface car park in the south of the town centre, with the built frontage of Horton Street properties bordering the site to the north and a collection of Listed Buildings, including India Buildings, to the eastern frontage of the site with the ring road.

Need for improved links to Dean Clough Mills – this is a significant centre of employment within Halifax, but is poorly linked to the main town centre core.

Need for better links to Eureka! – is an important destination and unique asset within Halifax that is clearly visible from the railway station approach. There may be opportunities to create linked trips between Eureka! and other destinations in the town.

Opportunity to improve pedestrian routes – Woolpack and Gaol Lane are strong pedestrian desire lines with good levels of footfall, but generally lack overlooking and passive surveillance (especially outside of shopping hours).

Opportunity for wider connections – An asset of Halifax is its countryside setting on its doorstep. However, unlike places like Freiburg, Germany, where the Black Forest is easily accessible from the centre, the strategic pedestrian and cycle linkages in Halifax are poor. Assets such as the Hebble Brook, Shibden Hall, Beacon Hill and People's Park need properly connecting to the town centre. Initiatives such as 'Healthy Halifax' will help address this. will help address this but the Masterplan needs to emphasise and support this important point.

Strong urban edge to the south-west of the town centre core – representing a service and commercial based quarter through the re-use of historic buildings and includes the landmark building of HBOS. This area may represent further opportunities for commercial uses with the potential for some residential.

West town centre periphery – represents an area that requires improvements to the quality of the environment and a greater definition of its role in relation to the town centre core. Measures to reduce the severance caused by the ring road will be important

Residential uses are predominant on the outskirts of the town centre, but there is limited residential within the town centre.

Figure 2 illustrates the key conclusions from the townscape appraisal.

3 . Regenerating Halifax (context)

Figure 2 Townscape Appraisal



Key

- 1 **Historic Central Core** - attractive stone buildings define a strong hierarchy of streets with limited soft landscaping. Fine urban grain should be extended to adjacent areas.
- 2 **Dean Clough Mills** - significant destination within Halifax, but poorly linked to main town centre core.
- 3 **Weak Urban Edge** - loss of historic grid due to development of retailing warehousing, car related industries and surface car parking.
- 4 **Woolshops Shopping Centre Car Park** - creates a dead frontage, which along with Smithy Street/Charles Street/Winding Road creates a barrier to pedestrian movement.

- 5 **Piece Hall** - forms the only significant open space within the town centre, but lacks a sense of vibrancy.
- 6 **Setting of the Piece Hall** - despite the presence of attractive landmark buildings such as the Square Chapel and Square Church the setting of the Piece Hall requires significant improvement.
- 7 **Horton Street** - provides an important link between the railway station and the town centre but needs strengthening. Links between the railway station and the Piece Hall are unclear.
- 8 **Eureka!** - an important destination within Halifax. Clearly visible from the railway station entrance.
- 9 **Pedestrian Routes** - strong pedestrian desire lines with good levels of footfall, but generally lacking overlooking and passive surveillance (especially outside shopping hours).
- 10 **Strong Urban Edge** - historic grid continues and uses complement the town centre core but are more commercial/service based in character.
- 11 **West Town Centre Periphery** - reuse of existing buildings to provide a wide mix of uses, some with a clear link to the town centre core. Cow Green acts as a major barrier to pedestrian movement and a poor quality environment further severs the link.
- 12 **Strong Residential Use** - on the outskirts of the town centre but limited use within the town centre itself. A greater residential focus could increase the vibrancy of the town centre.

3.3 Movement

An effective, accessible and sustainable movement network will be critical to a successful town centre. Although at a strategic level the town is already well placed to access the wider city regions of Manchester and Leeds by both car and rail, it also has the opportunity to enhance its accessibility by providing:

- **More effective and efficient interchange facilities and services** - to develop Halifax as an important hub for bus and rail services in West Yorkshire. Both facilities will be important to the access and functionality of a successful town centre. The Council has engaged in active involvement with METRO in the consideration of an enhanced bus station within Halifax Town Centre. The findings of this Bus Station Relocation Study have resulted in a preferred option that includes the provision of a new bus station as part of a wider mixed-use development on the existing bus station and adjacent sites. The Council and METRO will continue to work together to deliver a new bus station for Halifax. Network Rail is also undertaking some refurbishments to the rail station. However, the facilities and arrival into the rail station are poor and in need of further improvement and/or redevelopment.
- **Improved linkages between smaller/local Calderdale settlements and Halifax** - which in turn will improve linkages between these areas to Leeds and Manchester. As well as public transport and vehicular links, cycling and walking are being promoted nationally and locally, the 'Healthy Halifax' bid is progressing successfully and has secured £2m worth of funding until 2011. However, it must be remembered that the topography locally presents a challenge, particularly to the cyclist.
- **Better pedestrian access to /from the town centre** - The inner relief road currently has a major barrier impact for pedestrians between the core of the town centre and key destinations, such as the Railway Station, Dean Clough, Minster Church, People's Park and Calderdale College.
- **An alternative and less car dominant urban centre** - when compared with Leeds, Manchester and other neighbouring towns. The SDF vision champions high quality pedestrian environments and whilst positive progress has started in implementing shared surfaces and better public realm, there is further scope to continue this work throughout the town. Currently only the Corn Market,

3 . Regenerating Halifax (context)

- Southgate and Westgate Arcade are pedestrianised to allow freedom of movement for pedestrians and cyclists away from motor vehicles in the town centre.
- Car Parking** - there appears to be an adequate supply of parking spaces across the town centre and they are well located to serve motorists accessing the town from all directions. However, the availability and pricing structure for 'long stay' parking encourages people to travel by private car to the town centre rather than by sustainable modes.

Figure 3 Movement



KEY

-  Pedestrian friendly streets
-  Major trafficked routes
-  Main gateways into the town centre
-  Barriers to pedestrian movement
-  Pedestrian links with limited natural surveillance
-  Railway

3.4 Market Analysis

Halifax is a well located regional town with a catchment spanning both the immediate urban and the wider, rural communities to the north, south and west. Yet as a commercial and retail location that should, theoretically act as the economic centre for the surrounding rural communities and indeed its own indigenous population, the town centre is punching below its weight.

In recent decades, much of the development activity that has taken place across the town and its environs has been on the outskirts of the town centre (Dean Clough Mills, office space), the suburbs and surrounding villages (residential development – new build and mill conversions). The resulting ‘development vacuum’ in the town centre has effectively opened the way for a renaissance.

High yields and low rental income both in the retail and office sectors demonstrate a lack of sentiment towards Halifax town centre. However, despite the current downturn there is still medium to long term potential to bring forward mixed use development with an emphasis on quality and on location. The property market is cyclical and although short term prospects appear limited for development, in the medium term residential, leisure and office markets will recover increasing the scope for good quality mixed use development opportunities.

Future demand will be occupier led with a strong emphasis on quality and location. The recent employment and retail reviews in Halifax would suggest there is unmet demand from retail occupiers on the comparison and convenience sectors. We have identified several requirements when collating the baseline information. The challenge is to ensure the future development is high quality, complements and enhances the existing retail offer and makes the best use of the limited development opportunities.

3.5 Socio-Economic Sustainability

An analysis of socio-economic indicators for Halifax provides some pointers about the existing and future demographic of the local population of the town, its immediate hinterland and the wider Calderdale borough. This is particularly important given that the Masterplan must have at its heart a duty to create places for (local) people. Key findings are:

Demographics: There is an ageing population in Calderdale, although this has been tempered to a degree by recent rises in the number of births and the relatively high levels of migration from Eastern Europe. There is an anticipated increase in the population aged over 64 over the 2004-2029 period, which will have implications on the type and quantity of services/amenities provided. Plans to establish some form of higher education in Calderdale may also have an impact on the population structure of the town.

Employment: Halifax has a lower proportion of economically active population than the Calderdale district, Yorkshire & Humber region and England & Wales, with the gap between Halifax and Calderdale the greatest. This indicates that there are localised factors reducing economic activity in Halifax that are not affecting the wider Calderdale district to the same degree. Job Seekers Allowance (JSA) claimant data is unfortunately not available at the Halifax town level, but does support the economic activity/inactivity trends shown at district, regional and national levels - it is therefore assumed that, in the absence of data which demonstrates otherwise, the level of JSA claimants in Halifax is higher proportionally than at district, regional and national levels.

3 . Regenerating Halifax (context)

Deprivation: Based on the Indices of Multiple Deprivation (IMD) for 2007, income, education skills & training and living environment are the 3 IMD domains with the greatest negative shift in relative performance between 2004 and 2007 across the area. There is a core concentration of deprivation in the West Central Halifax area, which has particular issues relating to the majority of domains (excluding Housing and Crime). This area is also home to by far the largest non-white population in Halifax and Calderdale (at 56% of the population), indicating that there are strong linkages between deprivation and the town's ethnic minority population. However, the area to the south of Halifax town centre has improved significantly on the relative Overall IMD performance between 2004 and 2007.

Economic Composition: Recent historic sectoral trends in Halifax largely mirror those seen elsewhere across the UK, with a steady decline in Manufacturing and steady increase in Public Administration, Education & Health and Transport & Communications sectors. Public Administration, Education & Health accounts for a much greater proportion of employment than at the district, regional or country level: this could be important in the immediate future, given the balancing effect the Public Sector often has on the economy in times of economic turmoil such as being experienced at present. Banking & Finance similarly accounts for a greater proportion of employment, although to a much lesser degree than Public Administration, and is perhaps of more concern given the considerable degree of instability in this sector at present and for the foreseeable future.

Calderdale performs slightly better than England & Wales on business VAT registrations per head of population, but below the wider Yorkshire & Humber region - possibly an indication that entrepreneurship in Halifax is not as developed as elsewhere in the region. Business VAT registrations in Calderdale are concentrated in Real Estate, Renting & Business Activities and, to a lesser extent, Public Administration. They are not as diverse sectorally as elsewhere in the region - which could be an area of weakness given the current instability in the real estate sector.

Education: The performance of schools serving Halifax's catchment area appears to be quite polarised - with almost half of schools exceeding both the district and national performance rates for both the district and England & Wales (some significantly so), but the other half failing to meet either (some by a considerable margin). This is of concern, notably when other measures illustrate the skills and income levels are an issue for Halifax.

4.1 Developing the Vision for Halifax Town Centre

This section sets out the proposed vision and supporting objectives for the Halifax Town Centre SPD. The vision defines the aspirations and drivers for the development of Halifax town centre. It embodies what the council and its partners wish the town centre to become in the future and the essential components that will be required to achieve this outcome. All development must demonstrate that it contributes to this vision:

Halifax will flourish as a vibrant, attractive and accessible town making the most of its unique heritage and landscape setting. The town centre will be at the heart of Halifax's renaissance, with a diverse shopping experience, a well regarded cultural offer and new places to live and learn. Together these will deliver a prosperous and sustainable future for Halifax.

This vision outlined above for Halifax town centre develops the work undertaken as part of the Halifax Streets Ahead! project by ensuring that:

- The vision is a short statement of intent – setting out the kind of place Halifax should become and what will be needed to deliver this.
- It reflects and makes a clear link to the two focal points of the Streets Ahead! renaissance programme: making a town that is a good place to live and work and making a town that is a good place to visit.
- All levels of the SDF spatial hierarchy are intrinsically related and are progressed together in delivering a successful Halifax town centre SPD:
 - i. **The town in its setting** - exploiting the beautiful landscape setting within which the town sits and, most importantly, improving access to open countryside
 - ii. **The town centre** - creating the best public realm in terms of quality and connectivity and making the most of its fine architecture and opportunities for new development
 - iii. **The Piece Hall** - making the most significant building in Halifax an integral component of the town centre both as an attraction in its own right - a leisure and cultural venue - as well as a place people pass through en-route to other destinations.

Progressing the Piece Hall is a priority but positive steps on this important project will only be capitalised upon if projects of a similar scale are undertaken, as they have been, elsewhere within the town centre. The Piece Hall can only have a future set within the context of wider change within the town centre, rather than being developed and taken forward solely on its own.

- The physical focus of the Streets Ahead! vision is broadened to reflect the important role of the town centre in also delivering socio-economic, environmental and cultural sustainability in Halifax. Halifax town centre will achieve this by complementing existing physical development with a series of projects that will help utilise the unique heritage and cultural assets of the wider town, boost the economy, contribute to a green and sustainable future and offer social benefits, such as a healthier population and better education.
- The vision gives consideration to projects within its wider context, particularly for better connectivity to edge of centre communities, the surrounding landscape and countryside assets and a host of related initiatives that are underway, such as 'Healthy Halifax'.

4.2 Drivers for Change in Halifax

In developing the vision for Halifax, three drivers for change have been identified:

Driver 1: Creating a town centre that can serve the needs of its local population and in doing so stem the leakage of visits and spend to other competing or larger centres.

Driver 2: Strengthening the economy through education and enterprise, including opportunities for higher education and employment in Halifax, as well as continuing its important role as a commuter town for Manchester, Leeds and Bradford.

Driver 3: Capitalising on the heritage, including The Piece Hall, to create a distinctive centre for both residents and visitors alike.

These three drivers will underpin the successful delivery of the vision for Halifax town centre.

4.3 Objectives

The Halifax Town Centre SPD will seek to:

- **Continue the successful renaissance of Halifax** already underway through Streets Ahead! Using Halifax's assets - heritage, topography, views, setting, townscape, diversity – to create a distinctive and attractive town centre.
- **Create a new heart for Halifax** by serving the needs of local residents and employers and stemming current leakage of visitors and spend to other centres. In doing so the town will serve a diverse and dynamic cross section of local people.
- **Create a better visitor destination** building upon attractions such as Eureka! and the Piece Hall to draw in visitors from across Calderdale, the Leeds and Manchester City Regions and from further afield
- **Deliver a place for people** that is distinctive, welcoming, healthy, safe, fun and accessible. Create street environments and places that are walkable and liveable and foster a sense of drama, excitement and activity, particularly in its 'hidden assets' such as The Piece Hall, yards and ginnels.
- **Encourage education, training and enterprise** to support the economic growth of Halifax by attracting increased investment in higher education and generating new businesses and new jobs in Halifax Town Centre.
- **Ensure ease of access** by sustainable transport modes such as walking, cycling and public transport in order to properly reflect Local Transport Policy (LTP) 2 objectives. Create a better pedestrian environment in Halifax with strong links to surrounding areas and enhanced bus and rail access.
- **Make it sustainable and green** by incorporating sustainability best practice throughout Halifax, capturing the opportunity for physical, environmental and social sustainability outcomes.
- **Create support for the masterplan** by delivering a clear vision that will appeal to and be supported by public and private sector partners and local residents alike.
- **Ensure delivery** by generating a viable yet flexible and adaptable development framework for future change.

5.1 Introduction

The SPD for Halifax town centre will guide physical development and change to achieve the vision of a vibrant and prosperous town. This section sets out the spatial strategy that will guide development and considers a series of spatial development options for guiding major investment and change.

5.2 Spatial Strategy

The spatial strategy for Halifax town centre is physically centred on the Piece Hall and economically driven by the Drivers of Change identified in Section 4.2 i.e:

- Creating a town centre that can serve the needs of its local population – **particularly through a new retail offer**
- Capitalising on the heritage, including the Piece Hall to create a distinctive centre for both residents and visitors alike – **through a growing visitor and leisure offer**
- **Strengthening the economy through education and enterprise**

The diagram below summarises the spatial strategy, showing how the Piece Hall becomes the Town Square, at the heart of Halifax, linked to and connecting, every facet of the town centre. Clearly the implication is not that the different quarters should become mono-functional but that there are dominant functions which serve as organising principles, focus the offer in each area and ensure legibility for the town centre user and investor. With every function of the town centre meeting in the Piece Hall, the Town Square becomes the heart space, vibrant and active day and night. The critical role of the Piece Hall is explored below, followed by a summary of the four ‘quarters’.

Figure 4 Spatial Strategy



The role of the Piece Hall

The building is of great historic significance as the only complete Piece Hall in existence. In townscape terms the building is also exceptionally striking and contributes to the distinctiveness of Halifax as a physical entity.

The spatial strategy seeks to accommodate the future needs of the town centre in a way which focuses activity onto the Piece Hall, delivering the footfall and creating the 'place' that underpins the long term success of the Piece Hall itself. It is evident from past attempts to bring the Piece Hall into productive use that a strategy that focuses only on ideas for new uses for the building and the space it defines will not enjoy long term and sustained success. However dramatic the building, it will only become a successful destination if the overall numbers of people visiting, living and working in Halifax can be increased; the Piece Hall can itself contribute to this ambition, but it will only really take off when the conditions for the regeneration of the retail, business and education/enterprise offer are in train.

The Piece Hall is of course much more than just a building- it is a crossroads, town square and potentially a front door to the attractions beyond. The town centre masterplan promotes all these functions. Taken in isolation this is a particularly difficult building to bring back into beneficial use, due to the very small rooms and physical distance from the access points to some of the upper spaces. The spatial strategy is therefore wholly premised on an integrated approach to the future use of the Piece Hall with the adjacent buildings, sites and town centre functions. By considering the Piece Hall as four quadrants, each related to the town beyond, the role of the Piece Hall becomes that of a central town square; a focus for the life of the town.

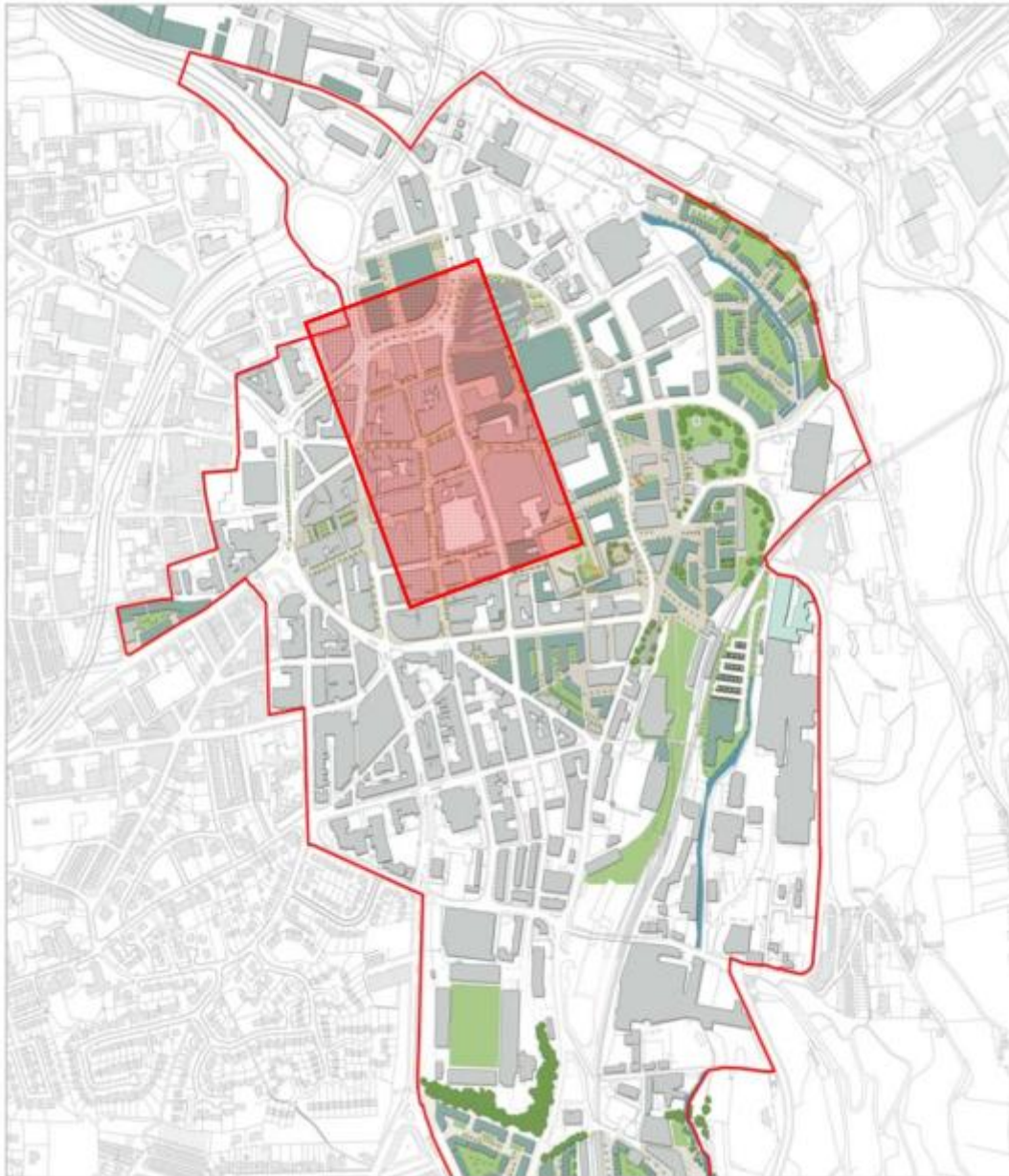
The following illustrative image was developed as part of the Heritage Lottery Bid:

Figure 5 Piece Hall



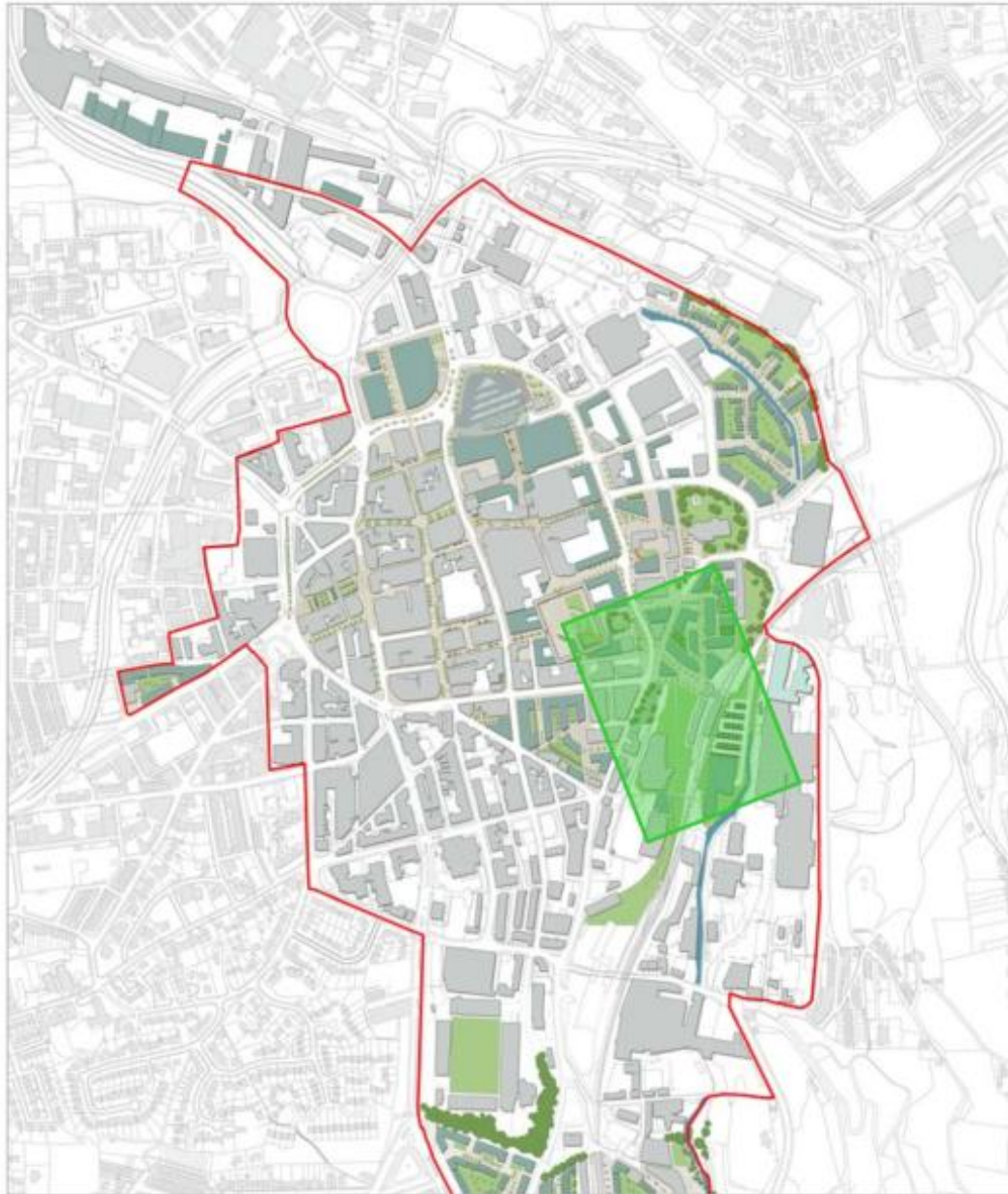
The Town Square then becomes a major focus for spectacle and entertainment and the infrastructure to enable this and the skills to manage and programme this entertainment become a crucial part of the town centre offer.

Figure 6 The retail quarter



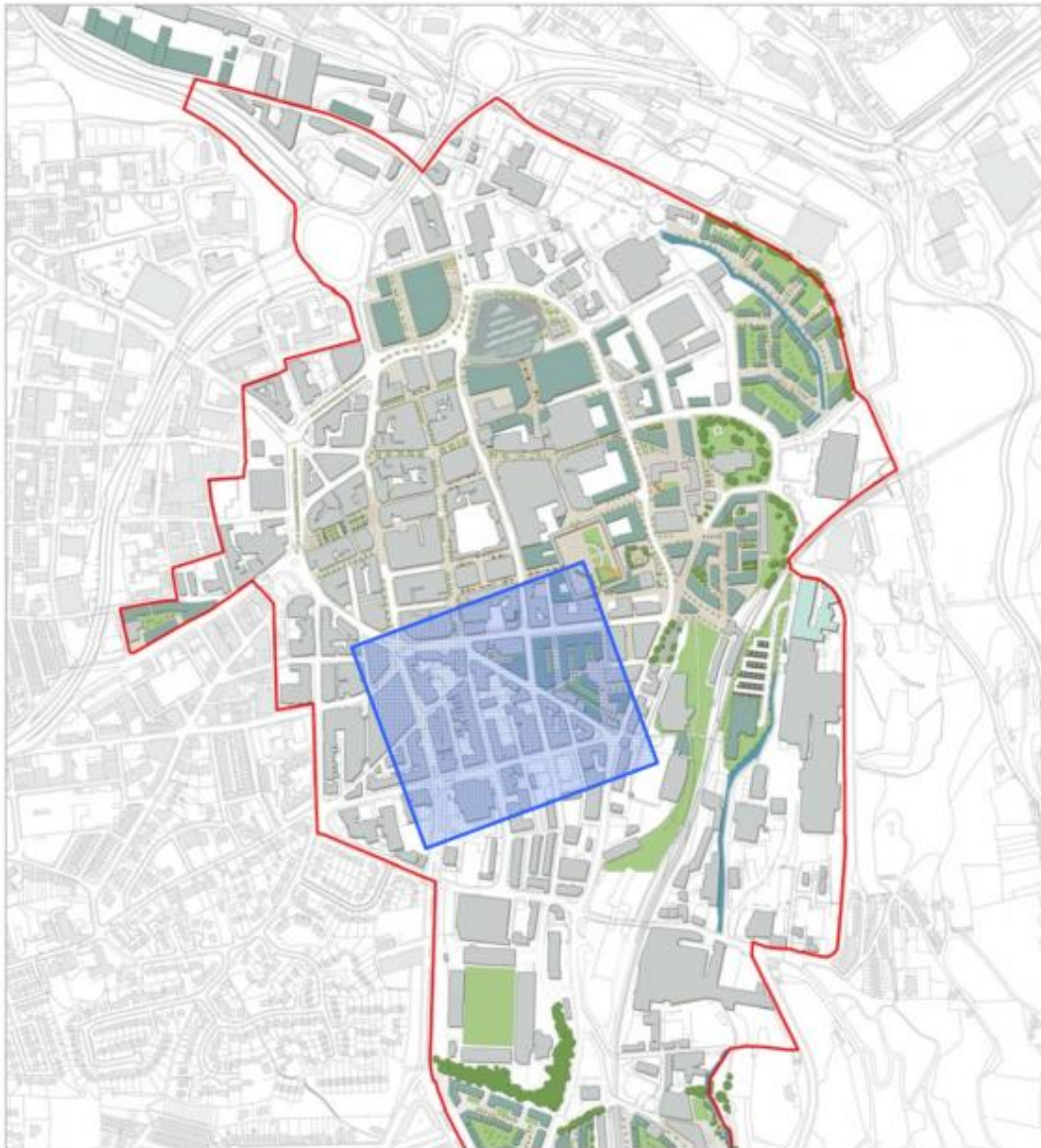
The retail quarter is based on the development of a single, strong retail loop formed by Commercial Street, Westgate, Market Street and Crossley Street, anchored by the Piece Hall, the Westgate Arcade, the Town Hall (linking to the Broad Street leisure development) and the new proposed retail led redevelopment, including a new bus interchange) at Northgate.

Figure 7 Leisure and culture: From Eureka! to the Piece Hall



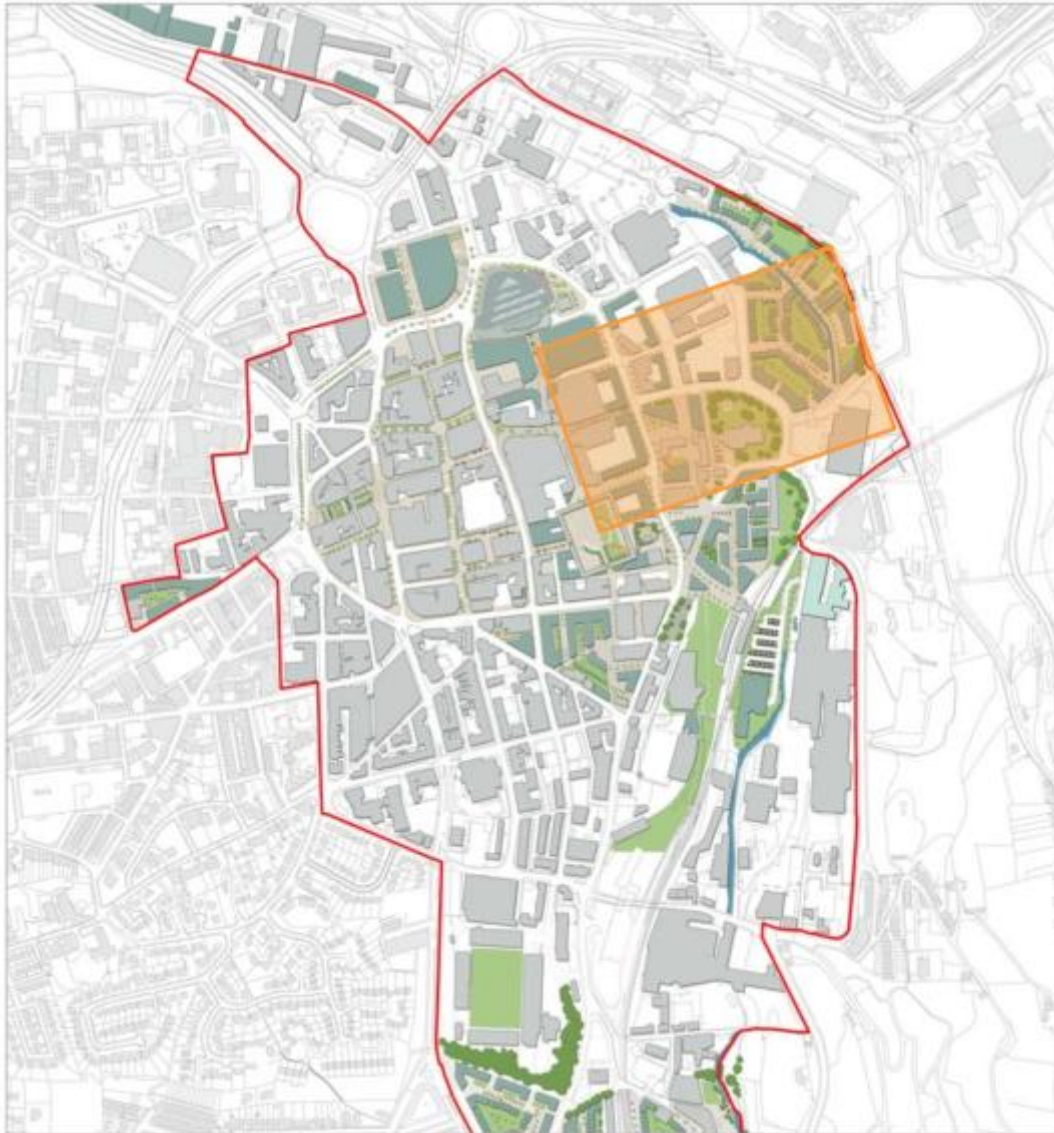
Growing the visitor and leisure economy of Halifax is focused on the Piece Hall and Eureka! In particular. The built heritage of the wider town centre core also provides a setting for improved visitor facilities and attractions but the catalyst will be the growth of the prime offer anchored by Eureka!, the Piece Hall and the Minster. Attracting a new hotel and radically changing the character of Winding Road to create a superb pedestrian environment will underpin the developing attractions, which already include proposals for an extension to the Square Chapel Gallery and the better use of the Piece Hall Square and the church spire site to the east.

Figure 8 Business, education and enterprise.



The third quadrant of the Piece Hall provides a link to an area of the town centre fostering business, enterprise and education. The HBOS buildings and other businesses to the south can be better connected to the town centre to take advantage of an improving range of shops restaurants and cultural activities, and small businesses connected to and within the Piece Hall will also form part of this quarter. The Horton Street triangle is a key development opportunity in this area of the town centre, where a combination of refurbished listed buildings and new developments can produce a fine grained quarter, with good permeability and linkages from the south towards the Piece Hall. Small scale retail units can help animate the area and have the potential to complement the main retail developments to the north of the Piece Hall. There is also the potential to attract new Higher Education, training facilities and studio workspaces to this area, to attract younger people and creative industries to the town centre, with the possibility of shop windows for products in the Piece Hall itself.

Figure 9 Business and professional services, town centre living - Minster Close



The final quadrant is focused on the area around the Minster. The aspiration here is to develop an enclave for professional business services, looking for own-front door premises with a prestigious address and aspect overlooking the Minster. The proximity to the Piece Hall, the retail area and the station combined with the clustering of small businesses to form a strong business community will prove attractive to business and investors.

Ease of access around the town centre

An objective of the overall Masterplan is to improve the ease of access within and into/out of the town centre, particularly encouraging and supporting pedestrian, cycling and public transport links. The individual opportunity areas explained within section 6 will each contribute to creating a better pedestrian environment and linking up key attractions and facilities.

Key pedestrian loops

In line with the quadrants identified above, pedestrian movement is drawn in a series of 'loops':

- strong **retail loop** formed by Commercial Street, Westgate, Market Street and Crossley Street, anchored by the Piece Hall, the Westgate arcade, the Town Hall (linking to the Broad Street leisure development) and the new proposed retail led redevelopment, including a new bus interchange) at Northgate
- creating a better link between Eureka!, the station and the Piece Hall, **linking leisure and cultural attractions**, particularly through changing the character of Winding Road
- improvements to the Horton Street triangle and better links from the town centre to the existing business uses at HBOS and other businesses in this area will link both into the town centre and into the other retail, leisure and business loops
- through the creation of new business premises that create a formal and attractive setting to the **Minster Church** and building on those that exist, a new professional business services loop that takes in the Piece Hall, new uses on the Piece Hall edge and the area between Winding Road and the Minster Church

Key pedestrian linkages

Recognising the unique landscape setting of Halifax and making it accessible to all is a key theme of the Streets Ahead! SDF. Creating 'green' east-to-west connections, through public realm improvements along existing routes will help to achieve a connection between residents in the west to Beacon Hill. The Masterplan includes improvements along Horton Street and within the Historic Core which are key routes.

Projects at Dean Clough, Cripplegate, Bailey Hall and Shaw Lodge Mills are linked through the Hebble Brook and these projects will help to open up the Hebble Brook to residents and visitors alike, maximising this asset and bringing green areas closer into the town centre and will create an attractive north to south link. There is also a strategic north south linkage between Dean Clough to the north and Shaw Lodge Mills to the south through the centre of the town.

Barriers to pedestrian movement

The inner relief road in Halifax is key to the flow of traffic around, into and out of Halifax centre, yet it also creates a pedestrian barrier to the facilities and uses on the other side of the road.

Currently Square Road/Winding Road creates a barrier between the town centre and the valley floor. The area needs to be made more attractive to entice people down towards the development proposals to the east by 'downgrading' the existing road and provide a more pedestrian friendly environment to compliment surrounding land uses.

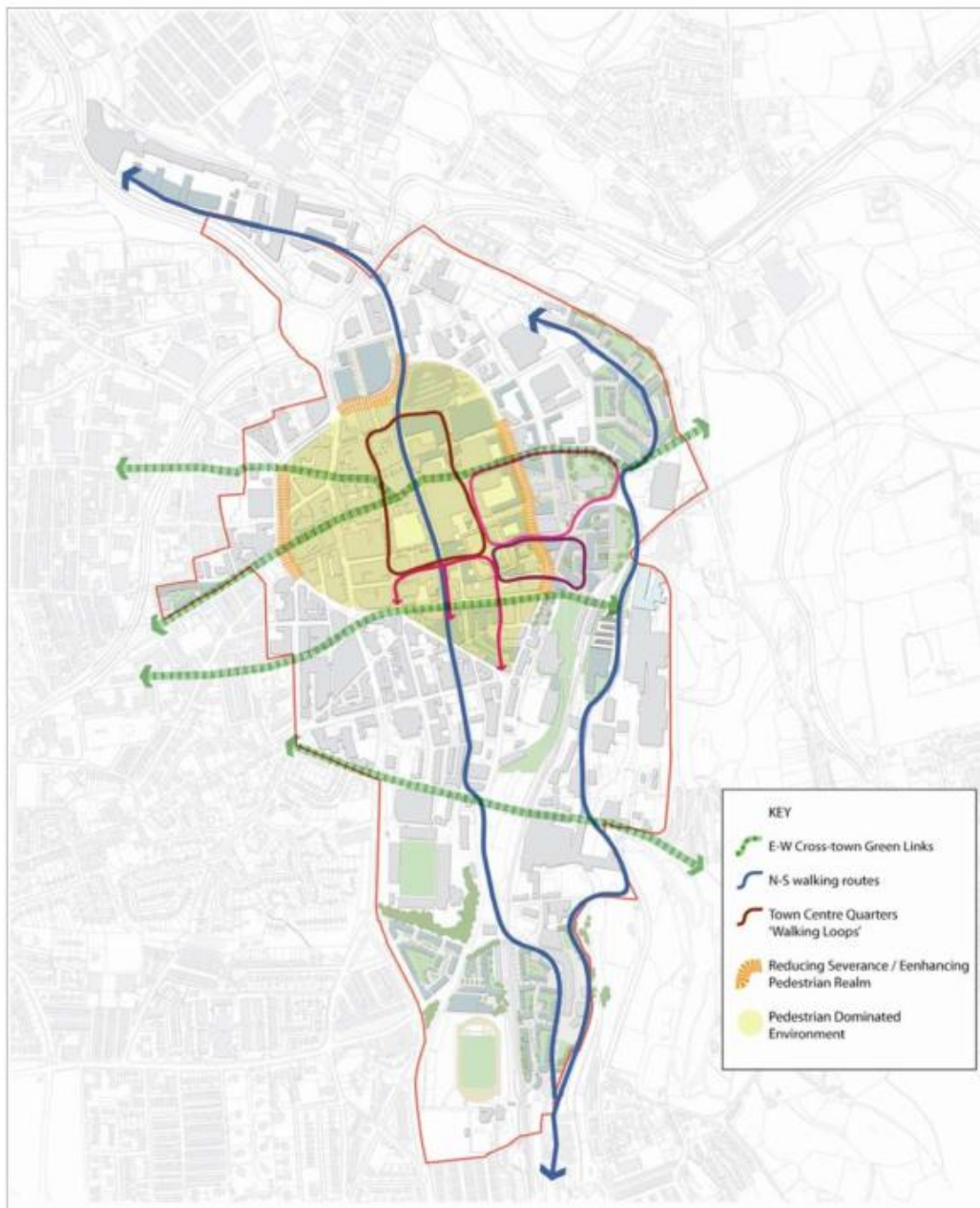
The Cow Green section of the inner relief road also acts as a physical barrier to movement. The permeability of this road should be improved, either through the creation of a more pedestrian friendly environment or through a 'super crossing'.

To maximise the pedestrian flow between Broad Street and the town centre, improvements will be required to this section, which is included as part of the development proposals.

Pedestrian dominated space

The realisation of the Masterplan will deliver public realm improvements across Halifax town centre, creating attractive pedestrian dominated spaces. This is particularly the case within the Historic Core, but all of the identified opportunity areas include recognition of pedestrian movement within the site, creating a landscaped setting and linkages out/to the site. The overall result will be a greener town centre that it is attractive and safe to residents and visitors alike.

Figure 10 Access Strategy



Beyond the town centre core

The town centre extends beyond the quarters described above, which focus on the core but nevertheless influence land use patterns beyond. There are two further spatial principles that help organise the development proposals for Halifax.

- Firstly the Hebble Valley provides a rich resource of buildings and sites for residential and business uses. These include Dean Clough, Shaw Lodge Mills and sites at Cripplegate and surplus land at Nestle. ‘Repopulating the valley bottom’ was an aspiration set out in the Streets Ahead! vision and this is carried forward in the masterplan.
- Secondly there is a strong desire to connect the town centre to the green spaces beyond, east and west of the town. A strong public realm linkage across the town centre was also identified in the Streets Ahead! vision and is again, carried forward in the masterplan.

The diagrams Figure 11 'Halifax 2010' and Figure 12 'Halifax 2025' present a conceptual interpretation of how Halifax functions today, how it could function by 2025.

Figure 11 Halifax 2010



Halifax 2010

- The constrained nature of the town centre core;
- The barrier effect of the inner ring road, especially along Cow Green and Broad Street;
- How the Piece Hall is poorly linked in with the main town centre core;
- The limited presence of green space in the town;
- Poor quality linkages between the town centre and residential areas to the west;
- The severance between the town centre core and areas beyond the inner ring road, especially Dean Clough, the Minster Church, Railway Station and Eureka!;
- Vacant and under-utilised land around the edge of the town;
- The discontinuous and largely hidden Hebble Brook; and
- The lack of connectivity between the town centre and Beacon Hill.

Figure 12 Halifax 2025



Halifax 2025

- An enlarged town centre that extends beyond the inner ring road, seamlessly linking with areas beyond the inner ring road, such as Dean Clough, the Minster Church, Railway Station and Eureka!;
- An inner ring road reduced in scale along some sections, creating a better environment for pedestrians and cyclists;
- Enhanced gateways into the town at strategic points;
- A Piece Hall that is better integrated with the rest of the town;
- An enhanced setting for the Minster Church;
- Improved linkages between the town centre and residential areas to the west;
- New areas of mixed use development around the edge of the town, including a strong emphasis on creating attractive family housing;
- An improved Hebble Brook; and
- Improved linkages between the town centre and Beacon Hill.

6.1 Introduction

An appraisal of Halifax town centre has highlighted a number of opportunities areas. The improvement of these areas will help achieve the key objectives of this SPD. The areas are as follows:

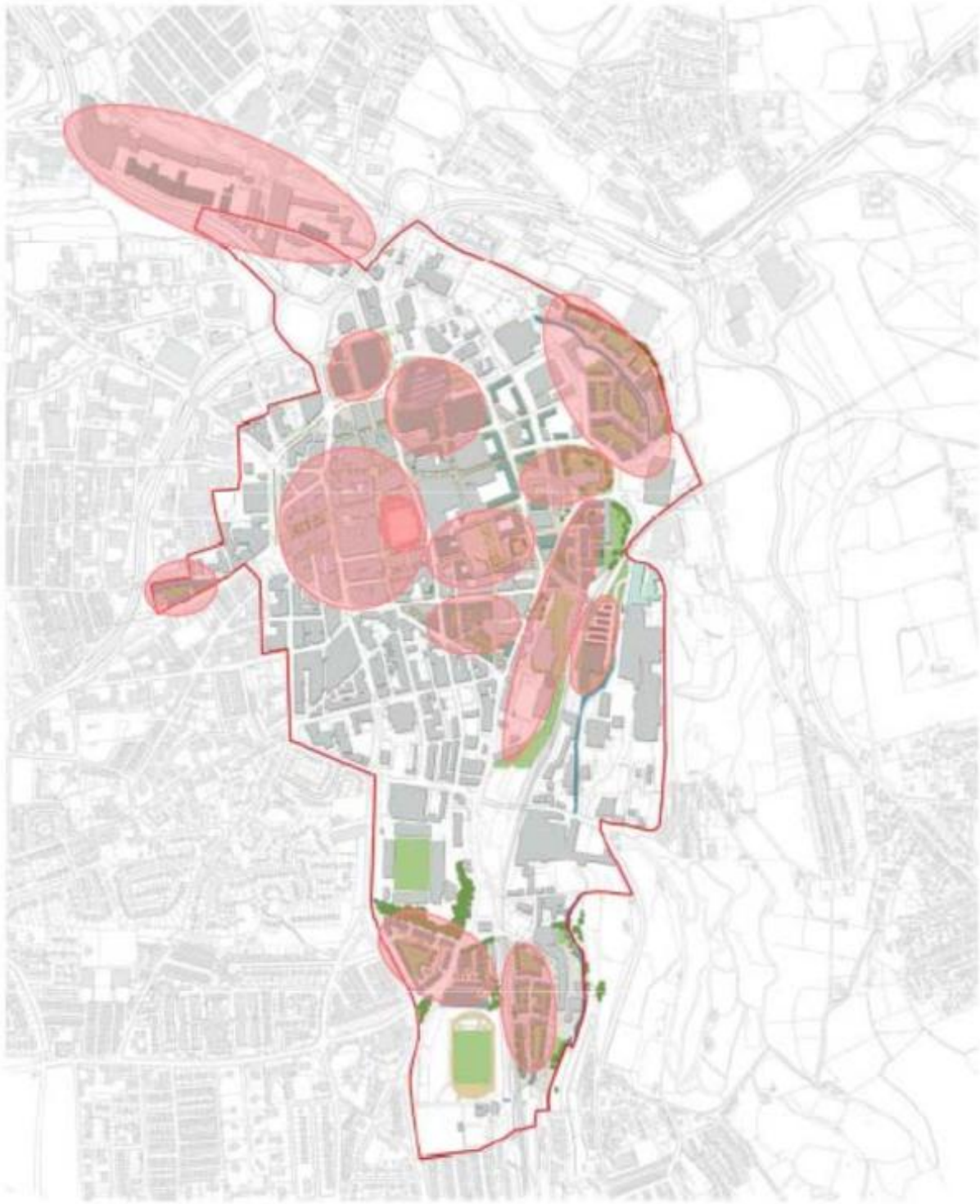
Areas of Improvement

Area	Improvement
Area 1. Northgate/Woolshops	<ul style="list-style-type: none"> Improve the retail offer in Halifax by offering the opportunity for larger retail spaces.
Area 2. Broad Street	<ul style="list-style-type: none"> Existing proposals for a major retail, leisure and office development.
Area 3. Horton Street Gateway	<ul style="list-style-type: none"> New development to anchor the south side of Halifax town centre, increasing activity and creating footfall through the Piece Hall.
Area 4. Piece Hall	<ul style="list-style-type: none"> Make the Piece Hall the hub of Halifax town centre and a regional, if not national, leisure and culture destination
Area 5. Historic Core	<ul style="list-style-type: none"> Preserve and enhance the wider historic core of Halifax through sensitive building and public space improvements.
Area 6. Borough Market	<ul style="list-style-type: none"> A mix of residential and leisure uses in the upper floors of the Borough Market, bringing the predominantly redundant buildings back into use
Area 7. Minster Church	<ul style="list-style-type: none"> Improve and sensitively develop the Minster Church area with a distinct identity and mixture of appropriate uses.
Area 8. Eureka! and Station Gateway	<ul style="list-style-type: none"> Enhanced museum and station gateway with improved facilities and spaces. Potential for new office and residential development to the north of the railway station, creating a setting to the Minster Church.
Area 9. Hopwood Lane Gateway	<ul style="list-style-type: none"> Existing proposals for a mixed use scheme comprising office accommodation, residential and retail.
Area 10. Cripplegate/Transco Site	<ul style="list-style-type: none"> Creating a new residential quarter that straddles the Hebble Brook, including family housing and an office frontage tot he Minster Church.
Area 11. Albion Mills/Bailey Hall Site	<ul style="list-style-type: none"> Creating new industrial and managed workspace in a key location, just off the town centre, in an established industrial area and adjacent to the railway.

Area	Improvement
Area 12. Dean Clough	<ul style="list-style-type: none"> Maximising the potential of an already successful regeneration scheme, of further refurbishment of the mill buildings and sensitive infill of some new development
Area 13. Shaw Lodge Mills	<ul style="list-style-type: none"> Reinventing the Shaw Lodge Mills buildings as a new residential community, centred around attractive landscaped areas, a paved square and the Hebble Brook.
Area 14. Skircoat Road/Shaw Hill Gateway	<ul style="list-style-type: none"> Should the site become available, new residential, leisure and health/fitness uses at the existing garage sites.
Area 15. Inner Relief Road	<ul style="list-style-type: none"> Reduce the barrier effect of the inner relief road by improving the pedestrian environment and making it safer for people to cross. Project 15a proposes improvements along Winding Road. Project 15b proposes improvements along Cow Green.

6 . Opportunity Areas

Figure 13 Opportunity areas.



6.1.1 Area 1: Northgate/Woolshops

Planning policies to bear in mind are:

- Retail Strategy (GS1)
- Criteria for Assessing Retail Developments (S2)
- Secondary Shopping Frontage (S7)
- Halifax residential amenity zone (S12)
- Development within Conservation Areas (BE18)
- The Contribution of Design to the Quality of the Built Environment (GBE1)
- Piecemeal Development (GBE2)
- General Design Criteria (BE1)

Indicative layout showing how the area could be redeveloped.



Expanded retail core to attract larger ‘high street’ retailers

One of the issues associated with the current economy in Halifax is the poor supply of suitable space for retailers. As a result, many people in Calderdale currently choose to shop elsewhere. There are opportunities to improve the retail experience in the heart of Halifax town centre by providing a range of larger retail units. These are also opportunities to deliver a new or improved bus station.

Opportunity

With the Council committed to leaving Northgate House in 2011 and METRO keen to improve the bus station, this site provides one of the most significant development opportunities in Halifax Town Centre. Its location next to Woolshops, Market Street and the bus station provides an excellent location for expanding the retail core, including the provision of larger modern units for well-known high street retailers whilst retaining the library within the site. The poor frontage along Winding Road also merits redevelopment for retail or other supporting uses, such as offices.

Objectives/Principles for Development

- Provision of Council offices and service provision as part of the redevelopment of the town centre e.g. Halifax First Programme, proposing a customer service facility located within the Town Centre.
- provision of larger, modern retail units as part of an expanded retail circuit
- retention of the library within the site
- strengthen north-south pedestrian links between Piece Hall/ Woolshops and the bus station
- strengthen east-west linkages between Market Street and Winding Road/Hebble Valley
- provide a new modern bus interchange either within its current location or as part of an expanded footprint incorporating mixed use development.
- improve links to the Broad Street development proposals
- retain and refurbish (if required) the listed buildings on the site

Improving Access

The proposed changes will require provision of appropriate linkages with other closely related sites, especially Woolshops and the Piece Hall. Woolshops will continue to provide a primary link to the core town centre from the east and will play an important role in linking the Piece Hall through to the

bus station. This site will also benefit from the development of Broad Street, changing some of the pedestrian desire lines towards Northgate, which already have appropriate crossing provisions in place.

Car parking provision in this area will be dependant on the proposed land use. The existing Woolshops car park is arguably the most popular in the town. Should larger retail units or office space be selected, appropriate parking provision may be required to cater for demand and tie in with an overall town centre parking strategy. This could however be compensated by the further development of the Woolshops car park, Eureka! and Broad Street. Parking at the bus station is not required, although car parking provision within the vicinity of the bus station should highlight the need for capacity, access and egress to be effectively managed ensuring that bus punctuality is not compromised by queuing and additional traffic generated

The preferred option for this opportunity area will deliver:

- New larger retail units next to Woolshops and the bus station
- Better pedestrian linkages to the east towards the Minster Church area
- A new or improved bus station
- A new car park
- Increased spend and footfall in Halifax town centre

6.1.2 Area 2: Broad Street

Planning policies to bear in mind are:

- Retail Strategy (GS1)
- Criteria for Assessing Retail Developments (S2)
- Development within Conservation Areas (BE18)
- Strategic Road Network (Category 2 Road) (GT3)
- Major Leisure/ Entertainment Uses (CF10)
- The Contribution of Design to the Quality of the Built Environment (GBE1)
- Piecemeal Development (GBE2)
- General Design Criteria (BE1)

A major mixed use scheme comprising a cinema, restaurants/bars, hotel, offices, bowling alley, retail units and car parking

Opportunity

This site is a key gateway location in Halifax with the potential to link to developments at Northgate and acting as a strong anchor to the north of the town. It will help to provide a greater mix of activities within the town centre of Halifax. High quality design will be important to integrate the development with the town centre core and to create pedestrian linkages across the Ring Road, breaking down the severance effect and creating a fully integrated town centre expansion.

Objectives/Principles for Development

- Create a greater range of 'things to do' in Halifax for all ages

Indicative layout showing Broad Street



- Provide a mix of uses that complement the existing town centre offer
- Attract a wider catchment of visitors to the core of Halifax Town Centre
- Provide a key anchor to the north of the town centre
- Incorporate realistic and creative measures to enhance pedestrian linkages to the core of the Town Centre
- Reduce the degree of vehicular dominance on the fringe of the Town Centre
- Provides an appropriate setting to the Town Hall and other Listed Buildings along Broad Street
- Development supported by high quality landscaping
- Creation of open spaces / plazas integrated into the development

Improving Access

Access to the sites by means of private and public transport is good. The site is located in close proximity to Halifax Bus Station which is to be improved as part of the Northgate preferred option. Halifax train station is some minutes walk away but improvements between the bus and train station to enhance the interchange of transport modes will also benefit this scheme.

However access by foot and cycle is restricted by the Ring Road that cuts off the site from the Town Centre Core. Whilst Broad Street has to remain as a vehicular route, these issues are addressed as planning proposals and include:

- Existing linkages through light controlled crossings to remain
- Reduced carriageway width and increased building frontage to generate the feeling of a Town Centre 'street', rather than an edge of centre 'road'.
- Enhanced pedestrian realm including wider pavements and improved crossing facilities
- Creation of a more open area to the south of the scheme, relating to the reduced carriageway width to provide a good entrance into the scheme and to enhance the setting of the Listed Building
- Encourage pedestrians through the scheme to areas beyond, including Dean Clough and thus away from Orange Street and roundabout.

The development itself will increase levels of traffic accessing the site and removes existing car parking spaces (320 plus rooftop spaces). However, the traffic assessment associated with the planning application does not foresee any negative impact on the flow of traffic and the car parking spaces are re-provided within the development.

What will this project deliver?

These project deliverables reflect the existing planning permission. Should this scheme not progress, the principles for development should still apply to the site:

Provision of:

- retail,
- restaurants/ bars,
- offices,
- residential,
- hotel,

- cinema and
- bowling alley



6.1.3 Area 3: Horton Street Gateway

Planning policies to bear in mind are:

- Halifax Residential Amenity Zone (S12)
- Criteria for Assessing Retail Developments (S2)
- Priorities for the Reclamation and Restoration of Derelict Land and Buildings (GE4)
- The Reclamation and Restoration of Derelict Land and Buildings (E18)
- Secondary Shopping Frontage (S7)
- Development within a Conservation Area (BE18)
- Strategic Road Network (Category 2 Road) (GT3)
- Tertiary Shopping Frontage (S8)
- The Contribution of Design to the Quality of the Built Environment (GBE1)
- Piecemeal Development (GBE2)
- General Design Criteria (BE1)

Indicative layout showing how the Horton Street area could be redeveloped.



Business and Enterprise and niche retail in Halifax - an anchor to the south of the town centre

Opportunity

The south of Halifax town centre needs a new anchor to encourage activity into this part of the town and through the Piece Hall. The Horton Street area offers the opportunity for new development and could be the ideal location for a Business and Enterprise zone. Comprising business space, retail, leisure and/or commercial provision. In the longer term higher education provision, could be considered here. Such a development would add to the vitality of the centre and also help to meet the workforce needs of local businesses and encourage more local people into higher education. Alternatively a retail use may also be considered for this site, as a secondary complementary offer to that of the town centre core and Northgate e.g. niche or specialist retailing.

The area currently houses a range of uses including car parking, housing and a number of retail units. The quality of the built fabric varies considerably; with some high quality buildings on Church Street (e.g. India Buildings) and some low quality retail units on Horton Street (e.g. Former Kwik Save store). A mixed use development, anchored by an important activity or use is seen as critical to the success of this part of the town centre, including the success of the Piece Hall and Eureka!.

The provision of Higher Education will attract new people and new activity into the town centre. It also signals a shift in the economic future of Halifax by offering a focus for new training and skills. This could be the focal point for other supporting activities, such as managed workspaces, business incubators to encourage new businesses and widen the skills base in Halifax.

Objectives/Principles for Development

- retain and refurbish the listed buildings to the east of the site;
- create a direct north-south linkage to the Piece Hall, with strong anchor/landmark development;
- provide a mixed used active frontage to Horton Street;
- create linkages to Eureka! to the east and Church Road/New Road gateway to the south;
- provide attractive landmark development at Church Road/New Road gateway;
- ensure scale of development and massing blocks is appropriate and improves permeability from the south into the town centre.

Improving Access

Horton Street provides visitors with the first impression of the town centre when arriving from the train station or EUREKA! car park, and is the route people who are unfamiliar with the town currently chose to take to walk towards the town centre. Horton Street therefore needs to provide a 'gateway' to the town centre that is welcoming, particularly for pedestrians and cyclists so that people are attracted to use it. Proposals should seek to provide an 'obvious' route, that connects visitors to the Piece Hall and on to the town centre.

Measures that could achieve this could include the following:

- Public realm improvements;
- Public Art;
- High quality paving and dropped crossings; and
- Improvements to signage.

The preferred option for this opportunity area will deliver:

- A revitalised Horton Street area with new and improved, business, education, retail and leisure uses.
- Increased activity and people movements, to support the area in itself and the viability of the Piece Hall.
- A new education campus aimed at local people.

6.1.4 Area 4: Piece Hall

Planning policies to bear in mind are:

- Halifax residential amenity zone (S12)
- The Piece Hall (E22)
- Setting of a Listed Building (BE15)
- Development within Conservation Areas (BE18)
- The Contribution of Design to the Quality of the Built Environment (GBE1)
- General Design Criteria (BE1)

A new town square and civic hub for Halifax providing a spectacular venue for events and activities throughout the year.

Utilisation of this very large space as a central town square for Halifax, which is defined and framed by a breathtaking and theatrical enclosure, to become a regional if not national leisure and cultural destination.

A simple solution that exploits the potential of this unique space for the people of Halifax and visitors to Halifax through fantastic events and activities throughout the year, as well as the building itself being sustained by additional development associated with the Square Chapel, education, restaurants and potentially a hotel.

Opportunity

The proposal for the Piece Hall outlined in the Streets Ahead! vision focussed on built accommodation. Existing buildings abutting the Piece Hall were to be removed to re-create something of the original green setting, and to create a promenade around the external walls. In order to overcome the restrictive size of the historic cells or sales rooms, new buildings would be constructed around the perimeter, bridging over the promenade. The market function would be removed from the central space, which would become a vestibule or foyer for the surrounding buildings as well as a through-route. Consideration would be given to constructing a retractable roof over the central space. These proposals were obviously radical and would have a major impact on the setting of the Piece Hall.

However, in many ways the Piece Hall is not a building, rather it is a very large space defined by a breathtaking and theatrical enclosure. The built accommodation within the enclosing ranges is (currently) negligible in terms of use or value. However, value can be created by exploiting the potential of this unique space. It is therefore considered that the future role for the Piece Hall should place the emphasis on the space, with a supporting role for the buildings.

Town squares have been the focus of life in the great towns and cities of Europe for many centuries. These squares are leisure and cultural destinations of national significance with a vibrant life that changes throughout the day and throughout the year. They have stunning architectural settings and are surrounded by bars and restaurants, shops, museums and galleries and usually a tourist information centre. They are the destination and focus of visits to the town. They may host markets some days, music or street theatre some evenings, or simply be a delightful place to pass time and watch the world go by.

Indicative layout of Piece Hall area.



Operation and Management: This is perhaps the most important issue for the future of the Piece Hall. The operation needs to change to allow 24 hour public access 365 days a year, beginning with a gradual shift to optimise public use, particularly in the evenings. Specialist skills should be sought to devise a calendar of events. Some of these could be themed – for example in the way that the town of Ludlow has developed food festivals based around its market place, and theatrical and musical events in the grounds of Ludlow Castle. A Halifax food festival could capitalise on the adjacent excellent indoor market working in co-ordination with the Piece Hall. Musical and theatrical festivals could be developed with the successful Square Chapel Trust and involve partnerships with Northern Broadsides, the dialect Shakespearean Company based at Dean Clough, the Halifax Choral Society, Opera North based in Leeds and the Halle Orchestra based in Manchester. Other events could include rock and pop concerts, Asian music festivals, shopping fairs, a Christmas Fair, ice skating, sports festivals and children’s festivals in association with Eureka. All this can take place in a space in excess of 6,000 square metres (65,000 square feet), which would comfortably accommodate a large performance area and a seated audience of two to three thousand.

Events considerations: Given the importance of events and matters associated with the soft infrastructure of the Piece Hall, it is recommended that a dedicated focus on this element of work is undertaken. This will add considerable value to the proposals and will help ensure that the major funding bid to the HLF is suitably informed on this matter.

Infrastructure: The surface of the central square needs changing to a more user-friendly surface. A proposed new surface is tiered / stepped forming a central usable space. The space needs an infrastructure to permit rapid change between events, from lighting and sound systems for performance to clear layouts for sports events. The re-surfacing may provide an opportunity for other facilities – from storage to water features. Other elements of improved infrastructure such as toilets, first aid, management and surveillance should also be considered.

Access: Most parties who have suggested works to the Piece Hall have called for a new entrance in the east elevation, and this would improve permeability and connections towards the Minster Church and to the railway station and Eureka!. It is considered that there is sufficient economic gain, which will support the long term use of the Piece Hall, to justify the alterations to the Listed building. There may in fact be several new secondary entrances to make the building perimeter more permeable. These could be smaller specific entrance points or routes through adjoining buildings that may be constructed outside the external walls.

The eastern apron: Abutting the eastern elevation of the Piece Hall there is a large site fronting Square Road, which is about 48 metres deep and 128 metres long. Located on this site are the Square Chapel, the spire of the Square Church, the former Industrial Museum and the Burger King Restaurant. The Burger King Restaurant should be acquired and demolished. The overall site provides the opportunity for a cultural nucleus. There are proposals to extend the Square Chapel with the potential for connections through the southern elevation of Piece Hall and into the central space. A new Calderdale Museum Hub and Halifax Visitor Centre has been suggested for the old Industrial Museum site and adjacent areas. Depending on size requirements, this could extend onto the Burger King site, or alternatively a new complementary use could be located here. This eastern apron site offers great potential to link with Eureka!, the magnificent Minster Church, which itself seats over a thousand people, and the railway station over a traffic-calmed Square Road.

Other linking developments. There are further proposals and opportunities for small scale developments that abut the Piece Hall and may, in order to improve permeability and to animate the Piece Hall, connect through into the Square:

- **Extension to the Square Chapel Centre for Arts** – plans for a new building to connect the existing Square Chapel building to the Piece Hall, providing improved facilities and new performance spaces;
- **Plans for a youth centre (My Place)** on Thomas Street just outside the Western gateway to the Piece Hall. It will include a performance space, recording studio, IT Suite, enterprise start-up units and a roof garden. Government funding was awarded in December 2009.

Improving Access

The Piece Hall project will provide a number of links between the main shopping precinct, railway station and valley floor. It is intended that the Piece Hall will be accessible from all directions and will be a destination within its own right, as well as part of a network of improved pedestrian and cycle routes through the town centre to surrounding land uses. The Piece Hall, under the preferred option will be used to encourage movement between the town centre to the east and south east of the town centre.

The preferred development option for the Piece Hall and its immediate context will deliver:

- A well designed town square at the heart of Halifax, for day to day use by residents – a place to pass time and watch the world go by
- A fantastic event space ranging from rock and pop concerts, shopping fairs, ice skating, sports festivals and children’s festivals (in association with Eureka), outdoor theatre and community activities
- Associated cultural activity
- Support for existing and new retail, as well as other activities already within the Piece Hall
- Extension to Square Chapel
- Associated cafes, restaurants (A3 Use Class), bars (A4 Use Class – excluding night clubs), a hotel (C1 Use Class) and independent retail (A1 Use Class)
- Landmark building and new entrance to Piece Hall from Square Road.
- Development of business units within the Piece Hall to encourage enterprise.

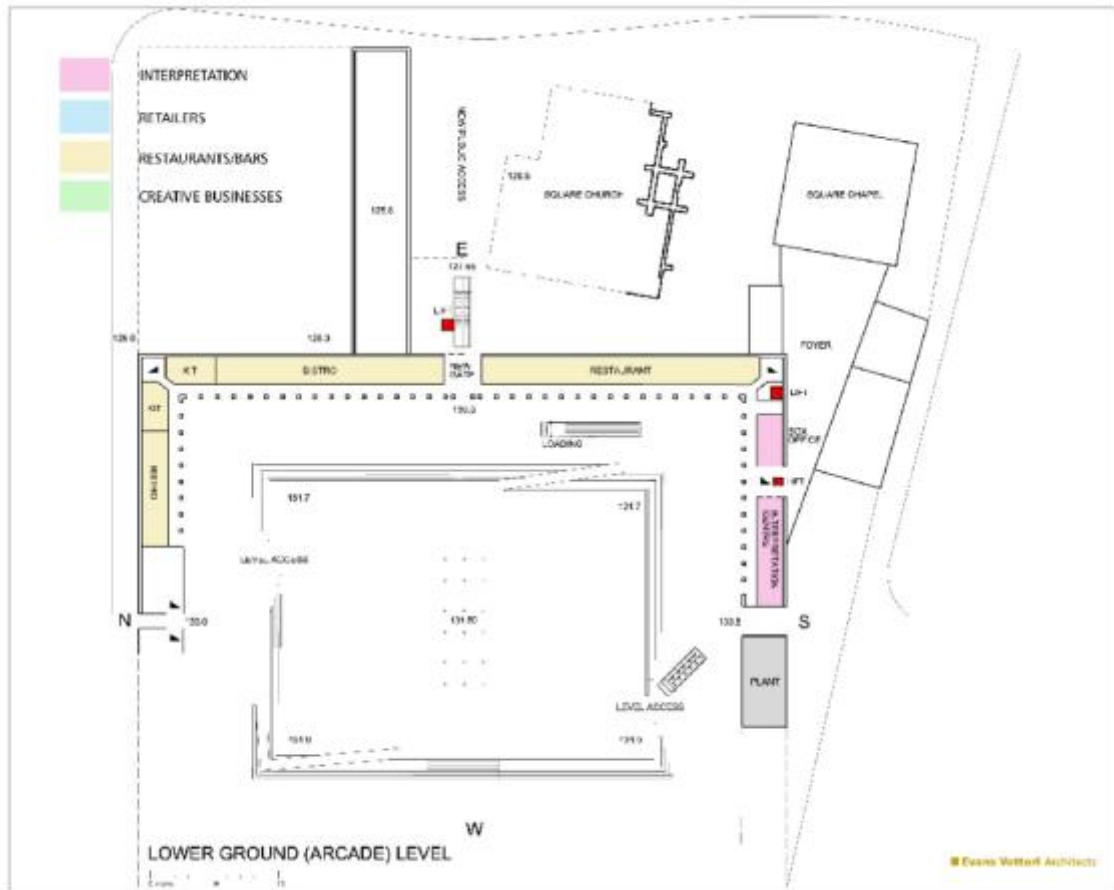
Figure 14 Piece Hall Illustration - Scheme developed for Heritage Lottery Funding bid in 2009



Figure 15 Piece Hall Sectoral Perspective Sketch



Figure 16 Piece Hall Lower Ground, Ground and Second Floor Plans



6 . Opportunity Areas

Figure 17 First (Colonnade) Level

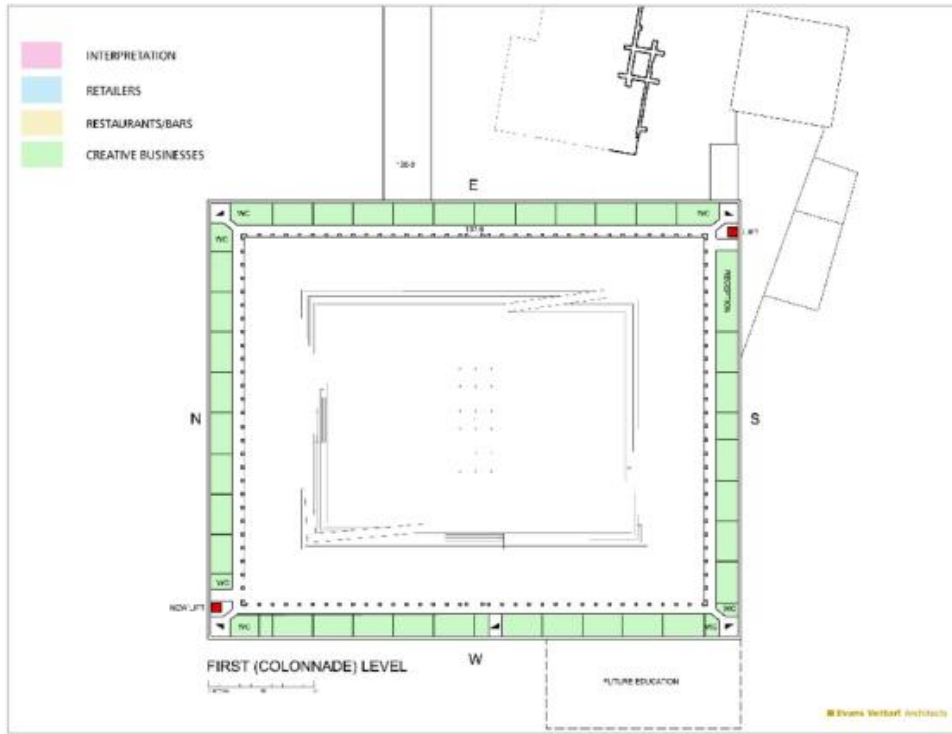
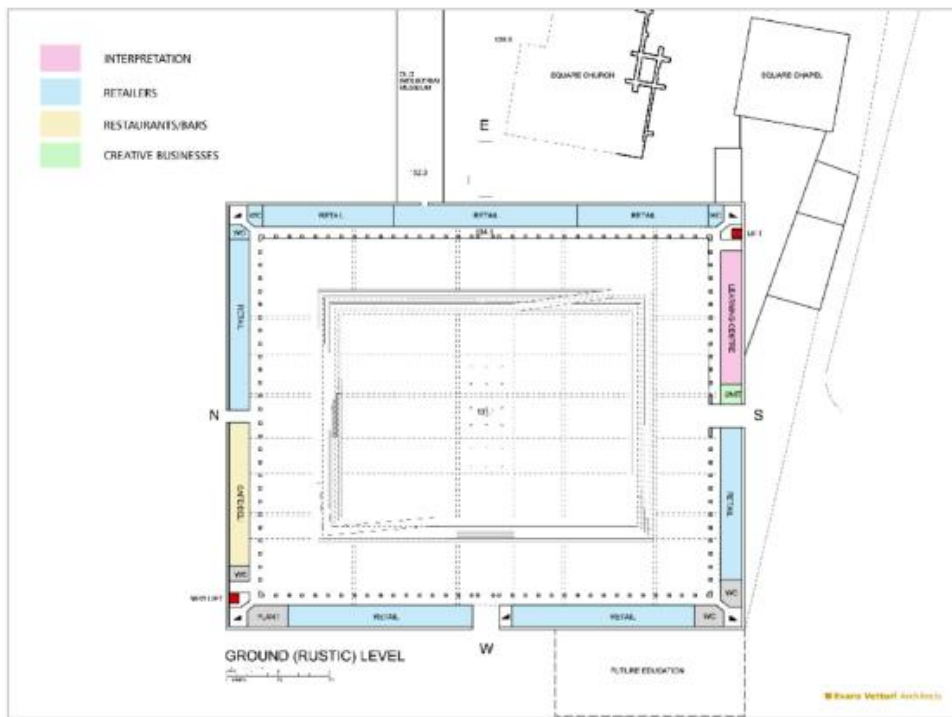


Figure 18 Ground (Rustic) Level



6.1.5 Area 5: Historic Core

Planning policies to bear in mind are:

- Development within Conservation Areas (BE18)
- Halifax Residential Amenity Zone (S12)
- Primary Shopping Frontage (S6)
- Secondary Shopping Frontage (S7)
- Tertiary Frontages (S8)
- Strategic Road Network (Adjacent to Category 2 Road)(GT3)
- Halifax day and night zone (in part) (S13)

Indicative layout of Historic Core



A vibrant mix of uses set within a fantastic heritage setting

The historic core of the town, covered by Conservation Area designation, can be capitalised upon as part of the town centre SPD. Managing this area and ensuring buildings such as the Borough Market are supported and enhanced, will make sure Halifax is an attractive place to live, work and visit.

Opportunity

Future project proposals in the historic core will require careful management to both protect and enhance this special environment:

- i. George St– the restriction of traffic would provide the opportunity for a new public square to be provided along this important east-west route between Hopwood Lane and the Minster Church. This shared space approach would need to allow for the continued presence of buses, including stops and shelters. The removal of the toilets from this vicinity would also open up views across the new square
- ii. Borough Market –refurbishment of this important historic building (see area 6: Borough Market)
- iii. Supporting independence and quality in Halifax – measures to protect and support the independent traders in Halifax
- iv. Preserving and enhancing the special architectural & historic character – including the preparation of a detailed Conservation Area Management Plan
- v. Intensifying the use of existing buildings – use of upper floors for small office/studio space or residential where appropriate
- vi. Better shop frontages – improving the quality of shop frontages throughout the historic core
- vii. Improving streetscapes - where necessary, to create a holistic and coherent pedestrian environment

Improving Access

Halifax has the opportunity to be a pedestrian friendly, accessible and attractive town centre known as a regionally attractive shopping destination. In particular, improved public spaces and a focus on the development of key pedestrian routes can assist in making the historic retail core a desirable place to shop and visit.

The historic core already benefits from pedestrianised streets and access to public transport, particularly buses. Further streets may benefit from private vehicle restrictions through the day to encourage more sustainable modes of movement. Parking, servicing and vehicle restrictions are abused in the town centre core and stricter enforcement is, therefore, required. This can be overcome through the implementation of new Traffic Regulation Orders.

Service vehicles currently do not adhere to existing restrictions, making deliveries throughout the day and parking in shared space areas. A full review of servicing requirements for all businesses would be required for each of the proposed development sites to determine an appropriate strategy that could be adopted across the town centre.

Market Street currently has high levels of pedestrian footfall and may benefit from further improvements to increase priority to pedestrians. Currently buses and taxis restrict freedom of movement between the historic retail area to the west and Woolshops/Piece Hall to the east. Market Street should be enhanced into a shared space concept to minimise the impact of vehicular traffic on pedestrian and cycle movements, providing a more pedestrian/cycle orientated environment. This shared space approach should however continue to allow the presence of buses and associated bus stop/shelter provision. These pedestrian improvements should be underpinned through investment in cycle routes and facilities, improved paving and dropped crossings, better public realm, public art, street furniture and wayfarer signing.

Other issues that need to be overcome are:

- Continuity of design and build materials in pedestrian/cycle friendly zones would help to promote them as the perceived primary mode. Historic pedestrian routes through the town's alleyways have also become blocked and less permeable due to development.
- Private car parking locations are scattered around the town centre core and cannot be managed easily; and
- The key pedestrian routes from the core to the outlying suburbs and destinations such as Peoples Park and Hebble Brook require improvement to encourage pedestrian movement.

The successful Borough Market is located in the centre of the town's historic core. The proposals for the market must ensure that access and movement are fully considered, existing access to the market reinforces its viability as a destination. Any development of the market to include mixed uses such as encouraging office or residential space should look at how access can be further enhanced.

Improvements to this area could deliver:

- An improved building for the Borough Market.
- A quality pedestrian environment
- Improved shopfronts
- New uses to vacant buildings and upper floors
- A network of trails, under the banner of 'Hidden Halifax'
- An improved public square at George Street
- Opportunities for tourism and new business

Overarching will be the protection and enhancement for the town's wonderful historic built environment including buildings such as Halifax Town Hall.

6.1.6 Area 6: Borough Market

Planning policies to bear in mind are:

- Development within Conservation Areas (BE18)
- Halifax Residential Amenity Zone (S12)
- Primary Shopping Frontage (S6)
- Secondary Shopping Frontage (S7)
- Living Over Shops and Business Premises (H12)

A mix of residential and leisure uses in the upper floors of the Borough Market, bringing the predominantly redundant buildings back into active use.

Opportunity

There are 20 predominantly redundant residential units within the first floor of the Borough Market Building. Left undeveloped, these buildings will increasingly add to the liability of the wider building and are a missed opportunity in terms of characterful development space within the core of the historic town centre and in rental returns as a means of ongoing maintenance of the building.

Indicative layout of Borough Market



Objectives/ Principles for Development:

- Sensitive reuse of predominantly redundant buildings
- Support the existing ground floor town centre uses
- Adding vibrancy in the heart of the town centre through residential development
- Support the long term maintenance of the Borough Market – a major town centre asset

Improving Access

The proposals for access will be the same as those for the historic core:

Halifax has the opportunity to be a pedestrian friendly, accessible and attractive town centre known as a regionally attractive shopping destination. In particular, improved public spaces and a focus on the development of key pedestrian routes can assist in making the historic retail core a desirable place to shop and visit.

The historic core already benefits from pedestrianised streets and access to public transport, particularly buses. Further streets may benefit from vehicle restrictions through the day to encourage more sustainable modes movement. Parking, servicing and vehicle restrictions are abused in the town centre core and stricter enforcement is therefore required. This can be overcome through the implementation of new Traffic Regulation Orders.

Service vehicles currently do not adhere to existing restrictions, making deliveries throughout the day and parking in shared space areas. A full review of servicing requirements for all businesses would be required for each of the proposed development sites to determine an appropriate strategy that could be adopted across the town centre.

Market Street currently has high levels of pedestrian footfall and may benefit from further improvements to increase priority to pedestrians. Currently buses and taxis restrict freedom of movement between the historic retail area to the west and Woolshops/Piece Hall to the east. Market Street should be enhanced to minimise the impact of vehicular traffic on pedestrian and cycle movements, providing a more pedestrian / cycle oriented environment. This shared space approach should however continue to allow the presence of buses and associated bus stop/shelter provision. These pedestrian improvements should be underpinned through investment in cycle routes and facilities, improved paving and dropped crossings, better public realm, public art, street furniture and wayfarer signing.

Other issues that need to be overcome are:

- Continuity of design and build materials in pedestrian / cycle friendly zones would help to promote them as the perceived primary mode. Historic pedestrian routes through the town's alleyways have also become blocked and less permeable due to development.
- Private car parking locations are scattered around the town centre core and cannot be managed easily; and
- The key pedestrian routes from the core to the outlying suburbs and destinations such as Peoples Park and Hebble Brook require improvement to encourage pedestrian movement.

The successful Borough Market is located in the centre of the town's historic core. The proposals for the market must ensure that access and movement are fully considered, existing access to the market reinforces its viability as a destination. Any development of the market to include mixed uses such as encouraging office or residential space should look at how access can be further enhanced.

What will this project deliver?

- Predominantly redundant buildings back into use
- Residential within the heart of the town centre
- Sustainable pattern of development
- Greater security in the long term maintenance of the Borough Market
- New leisure and potentially office uses

6.1.7 Area 7: Minster Church

Planning policies to bear in mind are:

- Halifax Residential Amenity Zone (S12)
- Development within Conservation Areas (BE18)
- Halifax Residential priority regeneration area (S10)
- Open space (Urban OS1)
- Potentially unstable land (EP11) – located in the area just off Cripplegate
- Mixed use site (E4: MU2) – located in the large area to the North East of the site
- Archaeological site class 2 (BE22-BE24) – located south of the Parish Church, West of Berry Lane
- Setting of Listed Building (BE15)

Indicative layout of Minster Church area



Adjacent to:

- Wildlife Corridor (NE15)

A residential and office quarter providing an attractive setting for the Minster Church

The Minster Church in Halifax is a marvellous Grade 1 listed building. The aspiration for this project is to create a quality setting for the Minster Church and link it into the heart of the town centre. The area would feature a mix of residential, business and cultural uses as well as better streets and spaces – the perfect stepping stone to the Hebble Brook corridor and Beacon Hill.

Opportunity

This area of Halifax suffers from a fragmented urban form, characterised by surface parking, vacant sites and a number of low grade uses. There is an opportunity to restore the urban form in this area through a programme of sensitive infill development that builds on the assets of the area. The preferred option for this area is a fine grain mix of uses, including small offices, residential, leisure (perhaps including a new hotel), and an improved food and drink offer. Sensitive redevelopment of this area should help to improve connections between the main town centre area and the medieval core and create the potential for additional heritage visitors with scope for town trails that take in other notable historic attractions in Halifax.

Objectives/Principles for Development

- there should be no net loss of open space in the area
- provide better quality setting to the Minster Church
- retain and enhance the views to the Church
- retain and refurbish (if required) the listed buildings on the site
- remove and redevelop inappropriate infill development
- provide an active and attractive frontage to Winding Road
- consider future linkages to Cripplegate and the Hebble Brook as part of 'repopulating the valley bottom'
- improve east-west linkages to the Minster Church from the Woolshops and the Piece Hall
- enhance links to/from the rail station and Eureka!
- consider the opportunity for enhanced links to Beacon Hill

Improving Access

The Minster Church site has many buildings within its proximity with the potential to develop these into mixed use units. The other surrounding key sites and proposed land uses will increase movements in and around this area, particularly with the proposed improvements on Square Road. These links should be considered in detail to promote movement by sustainable modes. Linkages should particularly concentrate on routes between the church and the town centre, bus and railway stations.

These linkages should provide for pedestrians and cyclists by including the following measures:

- High quality paving and dropped crossings;
- Improvements to signage;
- Public realm improvements; and
- Public Art.

The preferred option for this opportunity area will deliver:

- Retained and enhanced views to the Minster church
- High quality mixed use town quarter
- Freehold office space to meet demand
- New residential offer to increase the number of people living in the town centre
- A fantastic environment that provides a magnificent setting to the Minster Church.

6.1.8 Area 8: Eureka! and Station Gateway

Planning policies to bear in mind are:

- Existing passenger rail line (para.9.29)
- Cycleways (T13)
- Development within a Conservation Area (BE18)
- Strategic Road Network (Category 2 road) (GT3)
- Halifax Residential priority regeneration area (S10)
- Archaeological site class 2 (BE22-BE24) – located south of the Minster Church, West of Berry Lane.
- Non-Allocated (housing) sites (H9)

Adjacent to:

- Primary EMP area (E1)
- Wildlife Corridor (NE15)

Indicative layout of Eureka! and Station Gateway



An enhanced Museum and station gateway with improved facilities and spaces. Potential for new office and residential development to the north of the sites, creating a setting to the Minster Church and linking to the Piece Hall.

Opportunity

The existing station is currently tired and in generally poor condition providing an unattractive environment and a poor first impression of the town. It is a key 'gateway' to the town centre which should contribute towards a positive impression of Halifax on arrival.

Eureka! is a hugely successful National Children's Museum and a separate master planning process has proposed improvements to allow a greater use and function of the surrounding green space through an extension to the space, an 'eco trail' and an amphitheatre with steps to connect to the town centre. A new building could expand the internal space housing a café, kitchen and shop.

The site north of Eureka! is also a key gateway site, immediately adjacent to the railway station, with Eureka! Museum to the south and with close links to the Piece Hall and Minster Church. The surface car parking serves the Eureka! Museum and the town centre but a more creative use of this space would maximise the benefits of this location and enhance its role as an attractive and vibrant gateway to Halifax. If progressed, it should support surrounding development site proposals, including its potential to support the events strategy for the Piece Hall. The feasibility of this site and its proposed use will depend much on the development that takes place at the Piece Hall and Horton Street. One opportunity is a mix of residential and office space at street level with car parking provided in a

multi-storey car park or using the change in level to accommodate parking below the development platform.

Note: This project combines the station gateway project in Stage 1 and the station gateway and Eureka! Museum in stage 2.

Objectives/Principles for Development

- Improve the station and ancillary buildings and facilities, including a new entrance from the station forecourt;
- Promote the train as a viable alternative to the private car;
- Improve linkages between public transport hubs;
- Provide strong views from the rail station towards both the Piece Hall and the Minster Church;
- Improve the pedestrian environment of the station forecourt area to provide an attractive 'gateway' to the town, whilst also catering for pick up/drop off, taxis and bus services;
- Support the enhancement of Eureka! Museum as an important cultural visitor attraction to the town
- Incorporate high quality green or public spaces that enhance pedestrian links into the town centre, the Piece Hall and Minster Church
- Provide an active frontage to the forecourt area through new development on all or part of the Eureka! car park;
- Respect the heritage of the Minster Church, creating an appropriate and improved setting
- Retain or re-provide the Eureka! car parking as part of wider exercise to consolidate town centre parking;
- Utilise the topography to provide opportunities for decked parking, servicing and development;
- Protect and enhance the coal drops, which have archaeological importance in Halifax; and
- Integrate the Nestle site and Bailey Hall Road in to Halifax Town Centre by the provision of direct a pedestrian link through the existing station
- New development and refurbishment where possible, to incorporate high levels of environmental design.

Improving access

Network Rail has recently undertaken some aesthetic and structural improvement works to the railway station and additional improvement works are due to start in May 2010. This will involve (i) opening up the platform building as an improved passenger waiting room and toilet, (ii) provision of a new glazed waiting room and retail facility adjacent to the booking office on the bridge deck level and (iii) re-marking of the car park/forecourt area.

The station has three platforms with two currently in operation, the third is unused and un-maintained. There are some aspirations to re-open the third platform and to increase the frequency and quality of services in to Halifax, as well as to improve the facilities.

The distance between bus and rail stations (600m) reduces the potential for linked trips.

The redevelopment of this site however provides for a clear and attractive 8-10 minute walking route to conveniently link the two together and encourage a greater degree of interchange and public transport use in general. In addition, consideration is to be given to developing a shuttle bus route

around Halifax Town centre and linking the bus station, and/or using existing bus service to provide a regular connection.

Proposals for the amphitheatre and enhanced green space within the Eureka! site will provide a more obvious pedestrian connection between Eureka! and the town centre, particularly Horton Street. A general uplift in the quality of the pedestrian environment should be delivered through new development to ease connections and it will be important for proposals on Square Road/ Winding Road (project 7) to be implemented prior to these improvements.

Eureka! is also identified as part of the cycle network in the Calderdale RUDP and provision should be made for an attractive pedestrian/cycle route through the Eureka! site, including the car park. There is the potential for this to also connect to a new/improved link along the Hebble Brook.

The Eureka! car park currently plays an important role in providing parking on Eureka!, the rail station and other uses to the west of the town centre. It is envisaged that any new development will provide parking underneath a development 'deck' as part of an increased degree of development intensity on the site. The potential highway impact of removing, retaining or increasing the parking in this area is currently being assessed, particularly with regard to the options for Square Road/Winding Road.

What will this project deliver?

- An improved station environment attractive to customers;
- A public space / a 'gateway' on arrival at the station, creating the right first impression of Halifax;
- Easier linkages and connections between rail and bus services to promote sustainable modes as a viable alternative to the private car;
- Greater use of sustainable modes of transport;
- Better station buildings with improved waiting facilities;
- Improved public square at the entrance to the station;
- Greater capacity at Eureka! and better facilities to continue to serve a wide catchment of visitors;
- Better pedestrian environment along Square Road to enable easy to follow safe routes into the town centre;
- Strong views to the Piece Hall and Minster Church;
- If appropriate, complimentary development on all or part of the Eureka! car park;
- New residential development within the 'valley bottom';
- Enhanced setting of the Minster Church and an increase in overlooking frontage along Winding Road;
- New office development to respect the Minster Church.

6.1.9 Area 9: Hopwood Lane Gateway

Planning policies to bear in mind are:

- Setting of a Listed Building (BE15)
- Development within a Conservation Area (BE18)
- Halifax Day and Night Zone (eastern section) (S13)
- Adjacent to Primary Housing Area (H2)
- Non-allocated (housing) sites (H9)

A gateway site that comprises a number of buildings of historic merit, sensitively redeveloped and refurbished to comprise a mixed use scheme creating office accommodation, residential and retail and courtyard.

Opportunity

The site represents a key location linking the town centre core with the residential areas to the west of the town centre and extends the core of the town centre, creating a better link from the town centre to the Elsie Whiteley building. There are a number of buildings in a poor state of repair, including those with historic merit and the remainder of the area is given over to poor quality surface car parking, creating a poor quality and fragmented urban form on a key gateway into the town.

A mix of uses and a mix of new build and refurbishments are proposed for the site. Town houses are proposed along Hopwood Lane, with raised garden space and undercroft car parking. There are some retail / restaurant use towards the eastern edge of the site within the refurbished buildings on Hopwood Lane and King Cross Street. Own front door office development fronts King Cross Street with parking in the rear courtyard. A 3 storey office building of a similar scale to the adjacent Playhouse Theatre is proposed along Hanover Street.

Objectives/Principles for Development

- Retain but significantly enhance the historic buildings to the east of Hopwood Lane and King Cross Street
- Ensure pedestrian routes are a key consideration, using the development opportunity to enhance links to the Elsie Whiteley Building and People's Park from the town centre
- Create an active frontage along King Cross Street as a principal route into the town centre
- Creation of a mix of uses that reflect its location, immediately adjacent to both a commercial and retail oriented area
- Adding vibrancy to the town centre through office and residential uses and an associated courtyard
- An improved setting to Hanover Chapel / Playhouse Theatre
- A sensitive but high quality development
- Remove and redevelop inappropriate development
- Scale of development that responds to surrounding buildings and proposed uses including housing

Indicative layout of Hopwood Lane Gateway



Improving Access

Access to the sites by means of private transport is good, as it is located on a key route into the town centre. Private car parking is provided for all uses within the site and those working or living within the site can easily access the town centre from this location. The mixed use nature of the scheme also helps to balance out traffic peaks and travel patterns.

Although given the scale of the site no new public linkages are opened up through the development improving the site in itself will enhance the pedestrian access route between the town centre and the west of Halifax and particularly to the Elsie Whiteley building. Public realm improvements proposed for Cow Green and within the historic core will also have a positive impact on the route from the town centre to Hopwood Lane Triangle.

Whilst the historic core is within the Ring Road, there are a number of high quality historic buildings to the east of the ring road that adjoin the Hopwood Lane area. As such, small scale public realm and sign posting pedestrians through these areas will improve the pedestrian access to this area.

What will this project deliver?

This project will deliver

- The provision of small scale freehold own front door offices – supporting enterprise and responding to a gap in the market
- Improving listed buildings within Hopwood Lane Triangle and retaining wherever possible historic features and materials
- Provision of high quality residential – helping to bring a residential population into the town centre and adding vibrancy through a careful mix of uses
- Provision of some café / retail use linking with uses to the east of the site
- Car parking for residential and office owners

Figure 19 Computer generated image of what the Hopwood Lane Gateway scheme will look like.



6.1.10 Area 10: Cripplegate/Transco Site

Planning policies to bear in mind are:

- Mixed Use (E4): MU2: Appropriate use classes: A1, A2, B1, C1, C2, C3, D1
- Development on Potentially Unstable Land (EP11)
- Development of Contaminated Sites (EP9)
- Protection from Floodrisk (EP20)
- Halifax Residential Priority Regeneration Area (S10)
- Adjacent to Primary Employment Area (E1)

Creating a new residential quarter that straddles the Hebble Brook, including family housing and an office frontage to the Minster Church.

Opportunity

The Cripplegate / Transco Site is a vacant site which was a former gas works to the eastern edge of the town centre, bounded by a steep incline to the east going towards Beacon Hill and Minster Church to the south. It is also surrounded by large scale retail warehousing creating a fragmented urban form and a lack of definition on the immediate edge of the town centre core and ignoring the potential of the Hebble Brook.

Suitable development at this site could assist in creating a more structured urban form, which is a more appropriate setting to both the Minster Church and Hebble Brook. It would also support the extension of the Town Centre Core to the east of the town centre to create more activity and vitality around the Piece Hall. Links through and within this site as part of any development proposals could assist this further.

The preferred option for the site is to create a new residential quarter that straddles the Hebble Brook. A mixed residential offer with a predominance of family housing and high quality waterside spaces. The proposal includes an office frontage to the south of the site benefiting from views of the Minster Church and integrating with proposals north of the Eureka! site.

Objectives/ Principles for development

- Respect the heritage of the Minster Church, creating an appropriate and improved setting
- Integrate the Hebble Brook and new green spaces into the design of new development
- Ensure pedestrian routes are a key consideration, maximising links to the town centre, Minster Church and Beacon Hill
- Bring into appropriate use, a major vacant site on the edge of the town centre
- Encourage a greater degree of activity and surveillance within the area outside of working hours
- Encourage 'central living' for families reducing dependence upon car travel for all journeys to the Town Centre
- Design new homes and offices to be of a high environmental standard

Indicative layout Cripplegate/Transco Site area



Improving Access

As a town centre residential location, pedestrian links to both the bus station and train station will be very important to promote sustainable modes of travel as a viable mode of transport. However, aiming this development at families will mean that access by and storage of, private cars will be an important consideration. Parking will be provided in adequate numbers but designed into the layout in a discreet manner, minimising its visual impact and generating an urban, rather than suburban street environment. The development will also be designed to facilitate access by cars in a traffic calmed manner to encourage walking and cycling as viable means of access to the Town Centre and beyond.

The potential for new bridge links across the Hebble Brook should be explored as part of a more detailed design process to encourage sustainable modes of travel to and through the area as well as to encourage a strong sense of community across both banks of the brook.

What will this project deliver?

- New residential quarter at a key location adjacent to the town centre core and in close proximity to the train station, bus station and town centre attractions
- Residential development to repopulate the valley bottom
- New office development that respects the setting of the Minster Church
- A sustainable form of development - greater encouragement of sustainable modes of transport.
- Opening up of the Hebble Brook for greater pedestrian access
- New green spaces as part of the development of residential

6.1.11 Area 11: Albion Mills/Bailey Hall Site

Planning policies to bear in mind are:

- Primary Employment Area (E1)
- Protection from Floodrisk (EP20)
- Adjacent to Dangerous Substance Establishments (EP6)
- Adjacent to existing passenger rail line (para 9.29)
- Cycleways (T13)
- Wildlife Corridor (NE15)
- Development within a Conservation Area (BE18)
- Setting of a Listed Building (BE15)

Creating new industrial and managed workspace in a key location, just off the town centre, in an established industrial area and adjacent to the railway.

Opportunity

There is potential in the future for the Albion Mills / Bailey Hall part of the Nestle Factory site to become available for development. It is well located for a number of uses, either as part of the existing industrial area that surrounds it or by linking to the town centre, railway station and Eureka! Museum immediately adjacent, but currently inaccessible by the railway line.

The preferred option is for light industry, managed workspace units and potentially some office space within the Bailey Hall and Albion Mills with associated parking provided in some form. The car parking

Indicative layout of Albion Mills/ Bailey Hall Site



could be surface parking adjacent to the new office/industry development or potentially undercroft parking.

Objectives/ Principles for Development:

- Use development as an opportunity to create an attractive environment along the Hebble Brook
- Create an attractive, green setting to new industrial/office development
- High standard of design that reflects the gateway location, immediately adjacent to the railway station and people arriving and leaving the town
- Ensure an adequate level of car parking for the agreed use
- Improve/develop pedestrian links with the railway station and open up East-West pedestrian links to the Town Centre
- Maintain an appropriate scale and massing for the site that blends with the existing facilities and historic buildings surrounding the site.

Improving Access:

Access by private transport is already afforded to this site in its wider use as the Nestle Factory and other industrial uses further south of the site. Access to both the Bailey Hall and Albion Mills site would be shared with existing access to the Nestle Factory.

Improvements to the existing viaduct will allow easy pedestrian access East-West, easing connections to train services as well as bus services and the Town Centre beyond, encouraging walking and other forms of sustainable transport.

There is a secure access point into the Nestle Factory adjacent to Bailey Hall and any new development would need to be design to retain this access route and maintain a serviceable secure entry to the Nestle site. This can be addressed through the provision of a new security point further south within the site, immediately after the boundary of the Bailey Hall site.

What will this project deliver?

- New industrial / office and potentially managed workspace accommodation
- Improved access to the Hebble Brook and new greenspace
- Enhanced entrance/exit point to the town via train; creating the right first impressions of Halifax

6.1.12 Area 12: Dean Clough

Planning policies to bear in mind are:

- Setting of a Listed Building (BE15)
- Strategic Road Network (Category 2 and Road) (GT3)
- Primary Employment Area (E1)
- Wildlife Corridor (NE15)
- Cycleways (T15)
- Development behind Flood Defences (EP18)
- Protection from Flood Risk (EP20)
- Hotels, Motels and Other Visitor Accommodation (E11)

Indicative layout of Dean Clough



Maximising the potential of an already successful regeneration scheme, by further refurbishment of the mill buildings and sensitive infill of some new development.

Opportunity

Dean Clough is already a successful regeneration scheme that has had a significant positive impact on the town. It is located on the north western edge of the masterplan area and houses over 140 companies that utilise office, leisure, hotel and car parking uses. It is also a key gateway site from people arriving into Halifax from the north, having a positive impact on people's perceptions.

A masterplan has been produced which includes:

- Build upon existing regenerated mills to expand existing uses and introduce a limited element of new uses.
- Renovating unused mills and new build development along Dean Clough and Lee Bridge Road
- Current ideas include:
 - Increased office space
 - New hotel
 - Expanded art gallery / studio space
 - Increased café/ restaurant/ retail space
 - Some residential
 - Deck car parking

Objectives/ principles for development:

- Support the existing redevelopment by the provision of further supporting and people attracting uses at Dean Clough
- Contribute to improving the cultural attraction of Halifax
- Sensitive refurbishment of existing mills, similar to that which has already occurred
- New buildings should be designed to maximise the flexibility of floorplate to provide a complementary offer to that of the historic mills, maintaining the viability of this as a diverse employment location
- Building heights should respect the surrounding historic buildings to maintain the scale and character of the area
- New building should not seek to mimick the design of the existing structures but rather take cues unterm of materials and proportions to ensure an interesting and varied, but ultimately harmonious, built environment
- Improved pedestrian links to the town centre, to integrate Dean Clough as a town centre location
- Careful balance of uses that complement the town centre rather than conflict
- Appropriate level of car parking for uses of buildings
- Contribute to repopulating the valley floor by including some element of residential with a specific focus on smaller/apartment units aimed at the non-family market
- Re-establish links to the Hebble Brook

Improving Access:

Pedestrian access to Dean Clough from the town centre core is severed by the ring road and outer ring road. Whilst Dean Clough functions well as a self-contained business and leisure attraction, The aim is now to make this location work better for the town, easing inter connectivity and allowing Dean

Clough to act as a functioning part of an expanded town centre. The development at Broad Street attempts to 'bridge the gap' that currently exists and not only create an active and attractive location en route but will also enhance links across the inner ring road, with proposals to improve the crossing points and narrow the carriageway width at Winding Road / Broad Street. These elements combined with sensitive treatment of pedestrian and vehicular access at Dean Clough will make walking as easy as possible in order to begin to shift the balance away from car use and towards more sustainable forms of travel.

This pedestrian link will also improve links to the bus station, improving access by public transport.

What will this project deliver?

- Further regeneration of an existing successful scheme at Dean Clough
- Refurbishment of redundant buildings
- New purpose designed development that is sensitive to the existing Mill buildings
- Extension of existing office uses on site
- Expanded art gallery and studio space
- Local amenities to support other uses including cafes, retail and restaurants
- New hotel and residential uses

6.1.13 Area 13: Shaw Lodge Mills

Planning policies to bear in mind are:

- Primary Employment Area (E1) The Development of Employment
- Sites for Non Employment Uses (GE3)
- Non-Allocated (housing) sites (H9)
- Cycleways (T13)
- Setting of a Listed Building (BE15)
- Protection from Flood Risk (EP20)
- Archaeological Site (Class 1) (BE22 – BE24)

Reinventing the Shaw Lodge Mills buildings as a new residential community, centred around attractive landscaped areas, a paved square and the Hebble Brook.

Opportunity

Shaw Lodge Mills are an underutilised but spectacular group of historic textile manufacturing buildings located along Shaw Lane.

There is an opportunity to create a new residential community in this area that blend with the surrounding residential areas to the south and west of the Mill buildings and creatively reuse these historic buildings to suit the needs of the modern family. The proposal also includes a paved square, landscaping and enhancements to the Hebble Brook, creating an attractive setting to the family units. Its location on the Hebble Brook, create an opportunity to maximise pedestrian access along the Brook and to support town centre uses through further residential on an edge of centre site.

Indicative layout of Shaw Lodge Mills



Workshop units will also feature according to demand, which are in keeping with the historic use of the building and the uses to the north of the site.

Objectives/ Principles for development:

- Strong contribution to the repopulation of the valley floor
- High quality scheme that is sensitive to the significant historic merit of these buildings (Grade II* Listed Buildings) whilst facilitating the productive reuse of the structures.
- Increased pedestrian access to the Hebble Brook and attractive landscaped setting

Improving Access:

The development sits in a relatively isolated location currently and development proposals will need to address the ease of pedestrian movement towards adjoining development sites and the Town Centre. This should include an exploration of the feasibility of a new pedestrian connection across the railway line and improvements to walking routes along the Hebble Brook.

Within the development a traffic calmed environment will encourage walking and cycling whilst also contributing to an attractive and interesting public realm. The used of shared spaces and home zones should form part of an design which integrates with both the historic fabric and natural valley setting.

What will this project deliver?

- New residential community – repopulating the valley floor
- Complementary uses to the town centre – adding vibrancy by increasing the nearby residential population
- Sensitive reuse of currently underutilised landmark buildings in the town
- A unique and attractive living environment that adds to the overall housing offer of Halifax
- New workshop units that relate to the existing industrial to the north of the site and provide local employment opportunities

6.1.14 Area 14: Skircoat Road/Shaw Hill Gateway

Planning policies to bear in mind are:

- Primary Employment Area (E1) The Development of Employment
- Sites for Non Employment Uses (GE3)
- Non-Allocated (housing) sites (H9)
- Cycleways (T13)
- Dangerous Substance Establishments (on edge of the site) (EP6)
- Adjacent to The Shay Open Space (OS1)
- Adjacent to Primary Housing Area (H2)

Maximising the existing sport and leisure focus and complementing the surrounding residential area, proposing the potential for new residential, leisure and health/fitness uses at the existing garage sites.

Indicative layout of Skircoat Road/Shaw Hill Gateway



Opportunity

Currently First Bus use both sites for storage / maintenance and they are in active use. Re-location of these garages would need to be secured for this development to go ahead.

Objectives/ principles for development:

- Strong support for a healthier Halifax
- High quality leisure uses that complement the existing focus in this area
- New residential development that will help to add vibrancy to the town centre and complements surrounding uses
- Maximising views to Beacon Hill
- Landscaped recreational greenspaces surrounding the residential areas

Improving Access:

This site is a gateway location that boasts good connections to the M62 to the south, yet is in close proximity to the town centre. It has good access by road, reflected in its current use as bus garages. Additional improvements to access by private transport will therefore be minimal.

Parking can be provided within grouped car parks located beneath a development deck. This provides a secure location for car storage whilst also moving cars away from individual units to encourage walking within the development (to access homes) and also subtly suggesting the use of public transport as a viable alternative.

What will this project deliver?

- New residential development
- Landscaped recreational spaces
- New health and fitness uses

6.1.15 Area 15: Inner Relief Road

A welcoming gateway into Halifax Town Centre

The inner relief road around Halifax is a harsh barrier to safe and effective pedestrian movement to/from the town centre.

This project seeks to tackle this issue by creating an attractive environment for pedestrians, whilst also allowing essential vehicular access to the town, supported by an appropriate parking strategy.

Opportunity

The inner relief road has a number of individual locations where projects or changes should be considered.

Winding Road / Square Road

Currently Square Road/Winding Road creates a barrier between the town centre and the valley floor. The area needs to be made more attractive to entice people down towards the development proposals

Inner Relief Road



to the east. The proposal for this location is to 'downgrade' the existing road and provide a more pedestrian friendly environment to compliment surrounding land uses.

Where feasible, Square Road should be narrowed with improvements made to the surrounding environment to enable ease of movement to and from the town centre. There are a number of right turn lanes/pockets along Square Road to minimise conflicts/delay and increase capacity and removing these may have an adverse affect on traffic conditions. Each of these will require be assessed as part of the delivery of projects to determine what impact, if any removing them would have on traffic flow.

This location would be especially conducive to public realm improvements to create a 'boulevard' style street, complimenting the Piece Hall and Woolshops proposals. This could be achieved through the implementation of a 'super crossing' or general improvements to crossing facilities.

Cow Green / Bull Green

This section of the inner relief road also acts as a physical barrier to movement. The road is an urban dual carriageway with safety fencing along the length of the central reservation. Pedestrian crossing facilities are provided by the Bull Green roundabout and via a subway at the junction with Broad Street, but no further formal or informal crossing points exist. This acts as a barrier to those coming to and from the town centre from the north, particularly from residential areas.

Options should look at providing improved permeability across this road, similarly to those proposals for Square Road. Creating a more attractive place, where movements are less restricted and enable more freedom of movement. Consideration will be made however to how road capacity and operation is affected by such proposals. This could be achieved through the implementation of a 'super crossing' to link the town centre to the north of the town.

Parking Strategy

Currently council owned car parks are well located around the ring road with a comparably equal supply to the west, north and east. To the south, supply is more limited, however this area is predominantly residential and is therefore not an issue. Halifax also has a number of privately run car parks including one on the Horton Street site.

There appears to be an adequate level of supply in strategic locations around the ring road. Whilst this should be retained; it is important to balance this against encouraging sustainable modes of transport and the current availability and pricing structure for 'long stay' parking that could encourage people to travel by private car to the town centre rather than by sustainable modes. A number of the proposals within this document will also impact on the provision of car parking within the Town Centre.

A Town Centre Car Parking Strategy is recommended to establish a sustainable level of parking for the town centre that does not encourage unnecessary car trips through an oversupply of spaces and an inappropriate balance of long stay versus short stay parking.

Improvements to the inner relief road will deliver:

- An improved pedestrian environment in key areas such as Cow Green and Winding Road
 - Improvements to gateways at key entrances to the town centre.
-

- Better pedestrian linkages to the rail station, Minster Church, Hebble Valley, Beacon Hill, Dean Clough, People's Park and surrounding neighbourhoods.
- New crossing points to enable safe access.

7.1 Introduction

The SPD sets out the local planning authority's planning guidance that will guide future development in Halifax town centre, as an expansion on the primary planning guidance provided in the RCUDP.

The successful implementation of proposals will require a partnership approach between developers, landowners, the local community and Calderdale Council. This will facilitate high quality, appropriate and timely development and will be absolutely critical for projects that cross ownership boundaries. To assist such partnership working, Calderdale Council welcomes pre-application discussions.

It is anticipated that the majority of the public realm proposals will be funded through planning obligations and/or contributions from the Council. However, other proposals and aspirations will require other methods of intervention. These include the objective of modifying highways, which will require the co-operation of developers and adjacent landowners.

In cases where developers/landowners/occupiers can demonstrate that land assembly difficulties are preventing the timely delivery of the SPD objectives, the council will consider the use of its Compulsory Purchase Order powers.

7.2 Planning Obligations

Calderdale Council has produced other supplementary planning documents to ensure that new development within Calderdale makes a positive contribution to providing social, economic and environmental benefits to the community as a whole. These include the Affordable Housing SPD, Developer Contributions Towards Meeting Education Needs SPD, and the Developer Contribution Towards Meeting Open Space Sport & Recreation Needs SPD. These SPDs are intended to provide clarity to developers, development control officers, stakeholders and local residents regarding the basis on which planning obligations will be sought for these various objectives. These SPDs provide guidance that will be relevant to the delivery of proposals in the Halifax town centre.

Planning policy in the RCUDP also establishes the principle of developers contributing to the cost of public transport infrastructure. Planning applications proposing development in Halifax town centre should be in accordance with all Calderdale-wide planning guidance. The RCUDP and various other planning documents should also be consulted, in addition to this one.

Major planning applications should include a Design and Access Statement, which demonstrates how proposals respond to design and access considerations. The integration of urban design, access and connectivity, and cohesiveness must be clearly set out and how these factors are integrated and addressed must be explained. Chapter5 'Making Change Happen' will prove useful information in this regard as will Chapter6 'Opportunity Areas', which discusses the opportunities areas, which include useful site analysis and indicative proposals.

Major planning applications (i.e. large buildings in excess of 1,000 square metres, and developments of 10 houses or more) should provide context drawings and images illustrating the proposed development within the existing surrounding environment, demonstrating how a development has responded to the issues and recommendations contained within the SPD.

A Statement of Community Involvement (SCI) should be included with details of involvement events, the issues raised by the community, and how those issues have been addressed within the

development proposals. Guidance relating to the production of SCIs is available in the Calderdale Statement of Community Involvement.

Applicants should also provide comprehensive and detailed information including contextual drawings and models (if appropriate) to enable the planning application to be easily understood by officers, members and the public.

Calderdale Council welcomes and encourages pre-application discussions; submissions should be made to the Development Team. These give developers the opportunity to seek informal advice and confirm the information, which will be required to be submitted with their planning application.

7.3 Consultation

The SPD places a premium on the importance of early and effective consultation with the local community. A consultation statement is required for all major planning applications.

Illustrative Masterplan

