Calderdale MBC

Wards Affected **All**

12

Cabinet **19th March 2018**

Halifax Station Gateway Concept Design

Report of the Director, Regeneration and Strategy

1. Purpose of Report

1.1 Halifax Station is a key gateway not only for Calderdale but for North England. Development at this location supports our aspiration to be the best borough in the North, and our emerging Vision for Calderdale 2024. It an entry point into our thriving town adjacent to major employers, our national children's museum and heritage destinations including the iconic Piece Hall. Members are asked to approve the concept design for the Halifax Station Gateway project prior to its submission to West Yorkshire Combined Authority (WYCA) for Outline Business Case approval.

2. Need for a decision

2.1 The concept design for the Halifax Station Gateway project proposes transformational changes to Halifax Rail Station. Approval of this concept design is a key decision for the Council.

2.2 Cabinet approval of the concept design is required prior to the submission of an Outline Business Case to WYCA. Outline Business Case approval by WYCA is required in order to access further project development funding.

2.3 Obtaining further development funding will allow CMBC officers, in association with key stakeholders including Eureka!, Nestle, Network Rail, Northern and Historic England, to progress the project towards preliminary and detailed design.

2.4 It is important that work on the approved scheme commences at the earliest opportunity as the Council's overall scheme incorporating development, design and construction, must be completed by the current deadline of 2021.

3. Recommendation

It is recommended:

3.1 That Cabinet approve the concept design for the Halifax Station Gateway project and authorise submission of the Outline Business Case for the design to WYCA seeking approval for the project and further development funding.

4. Background

4.1 Halifax Rail Station is the busiest rail station in Calderdale with current annual patronage of around 2 million passengers a year[1].

4.2 Due to an inability to invest in appropriate major works at Halifax, the rail station and surrounding public realm has been unable to keep pace with population and economic growth. This has resulted in the station failing to provide a positive or functional gateway for Halifax and severance between the town centre and the rail station making access to / from the station difficult. This has become a critical issue for us given the scale of our ambition and positive impacts of the regeneration of Halifax over the past twelve months.

Without improvements at the station and its urban realm, the following is likely to happen:

> First impressions' of Halifax for those arriving by rail will continue to be poor. Poor first impressions can inhibit private sector investment, making it harder to attract higher value jobs and associated skills. A poor gateway to the town can also adversely affect the visitor economy.
>
> The station has extensive historical architecture and buildings that are currently not being used to their full potential, contributing to the poor 'gateway' experience.
>
> The station will not be able to accommodate the additional pedestrian flows resulting from short-medium term growth in rail patronage. The station will also continue to present challenges for the disabled and less mobile customers. This is due to the constrained nature of the:
>
> - small station building,
> - island platform length and width,
> - narrow stairs from platform to bridge, and
> - conflicts between different access modes on the station approach bridge

4.3 Maintenance of a 'Do Nothing' approach at Halifax Rail Station would mean that Halifax's regeneration and economic development potential would be constrained. We would not be able to deliver our ambition to be the best borough in the North or realise our future vision as an enterprising and talented place.

4.4 Calderdale's Transport Strategy 2016 – 2031 seeks to achieve a target of 50% more rail trips in 2026 than in 2016. Such an increase in trips at Halifax cannot be accommodated with the current station capacity and facilities.

4.5 The cumulative benefits that would be achieved through the coordinated delivery of both the Halifax Station Gateway projects and the overlapping WY+TF projects including the A629 Phases 1, 2 and 4 and Elland Station would be lost under a Do Nothing scenario; as would the project's potential to facilitate the ambitions and objectives of other stakeholders.

[1] Office of Rail and Road Estimates of Station Usage 2016-17

Vision and Objectives

4.6 A Station Gateway Objective Setting Workshop was held at the Shay on 29th March 2017, attended by a broad range of local stakeholders including Network Rail, Train Operating Companies (TOCs), Eureka, Nestle, other major local employers, Marketing Halifax and the Chamber of Commerce, amongst others.

4.7 In addition to the conventional transport benefits of rail station redevelopment, the findings from this workshop identified a series of complementary goals prioritised by the various stakeholders that were not directly linked to traditional transport impacts.

4.8 In response to these findings, a vision for the Station Gateway project has been defined that references the key outcomes prioritised by the various stakeholders with an interest in the project:

HALIFAX STATION GATEWAY VISION

"A regionally recognised, landmark station with world class facilities that serves as an instantly recognisable hub and gateway to Halifax town centre; combining rich heritage assets with unique design that responds to the area's distinctiveness, revitalising the relationship between the station, the town and its ambitious renewal to create vibrancy and confidence that define Halifax as it embraces its future."

4.9 In order to bring about this vision, a series of Specific, Measurable, Achievable, Realistic and Time-scaled (SMART) objectives were set. These are shown in the Table overleaf and were defined in response to feedback received at the Objective Setting Workshop.

4.10 Each objective has been classified under a specific theme of the Leeds City Region Strategic Economic Plan (SEP) to ensure alignment to regional economic goals and compliance with the Growth Deal (WY+TF) funding mechanism.

Table 4: SMART Objectives and Measures of Success

OBJECTIVE	SEP THEME	MEASURES OF SUCCESS
1. Increase the number of jobs and income per capita within Halifax above baseline trends within 5 years of project completion	Inclusive Growth – Quality of Life	→ Number of jobs → Income per capita (productivity) → Percentage in employment
2. Increase the number and proportion of journeys to Halifax by rail in excess of industry forecasts (RUMS2) within 5 years of project completion	Inclusive Growth – Environmental Sustainability	→ Station patronage → Rail mode share
3. Increase the level of investment by existing employers within Halifax above current levels within 5 years of project completion	Competitiveness – Confidence to Invest	→ Turnover → Profit → New markets and sectors → Indirect job opportunities → Increased business rates
4. Increase the number of visitors to Halifax and the average duration of their stay against baseline visitor numbers within 5 years of project completion	Competitiveness – Visitor Economy	→ Number of visitors → Length of stay → Visitor spend
5. Increase the number of local business start-ups and external businesses establishing a base in Halifax above the baseline trend within 5 years of project completion	Inward Investment	→ Business start-up numbers (within station boundaries and across Halifax) → Corporate entrants to Halifax → Increased business rates

[2] See webpage: https://www.networkrail.co.uk/wp-content/uploads/2016/11/Regional-urban-market-study-2013-1.pdf

5. Options considered

5.1 In conventional project appraisals a ‘Do Minimum’ option is compared to several different scheme options. In this case, the Halifax Station Gateway project comprises a range of potential outputs that are proposed as part of a much larger redevelopment and are also closely aligned to the A629 project.

5.2 This means that different combinations of potential project outputs were assessed rather than different variants of a stand-alone scheme.

5.3 Following the Objective Setting Workshop, the following series of distinct design options were identified:

Option A: Interchange to select the most appropriate/preferred option took place

5.3.1 New station building at platform level

5.3.2 Station access bridge demolished, public realm and development plot created

5.3.3 Navigation Road as an integral part of the station, with links to platforms and glazed ends

5.3.4 Drop-off, pick-up and taxi points all located to the east (thus segregating station traffic from Eureka traffic retained to the west)

5.3.5 Main station multi-storey car park also located to the east of the railway

5.3.6 Primary pedestrian access to the west

Option B: Station Bridge

5.3.7 Station access bridge demolished and replaced with station building along its length

5.3.8 Eureka car park is decked (3-4 levels) with a level dedicated to station usage (pick-up, drop-off, taxi rank)

5.3.9 ‘Green avenue’ improving sightline to Minster

5.3.10 Navigation Road opened up as a through route for pedestrians

5.3.11 Butterfly Meadow redeveloped

Option C: 1855 Building

5.3.12 1855 Building brought back into use as main station building

5.3.13 Enclosure of area beneath station canopies to be reopened to reinstate Platform 3

5.3.14 Existing footbridge retained for circulation between platforms

5.3.15 Station access bridge demolished to improve sightlines

5.3.16 Public realm/commercial development created in the space left by bridge

5.3.17 Navigation Road opened to vehicular traffic (with pick-up/drop-off point adjacent to 1855 Building)

5.3.18 Nestle buildings (to the east of the railway) to be retained and converted to new uses

5.4 The Option Assessment process to select the preferred option to take forward for feasibility design took place took place in summer 2017. The Option Selection process included individual stakeholder consultations, an Option Selection Workshop (held on 15 June 2017) and use of an Option Evaluation Tool, similar to DfT's Early Assessment and Sifting Tool (EAST).

5.5 Option Assessment concluded in autumn 2017 that the preferred option for feasibility design was the Interchange Option A. The preferred option has been developed through feasibility design into the base design set out below.

5.6 Whilst the base design has largely been based on Option A, it also includes elements of preferred concepts that were favourable with key stakeholders.

Concept Design

5.7 The project has been designed to RIBA 2 standard[3] - Concept Design. The concept design has been developed so that the proposed buildings and structures have an appearance appropriate to their surroundings.

5.8 The station building has been designed as two distinct but related elements:

- A comparatively solid stone new station accommodation building designed as a continuation of the 1855 Building (curved to the same radius and depth); and
- A transparent concourse set at an angle which integrates the stone arches from the demolished access bridge and also acknowledges two main directions of approach (Piece Hall and Eureka!).

[3] https://www.ribaplanofwork.com/PlanOfWork.aspx

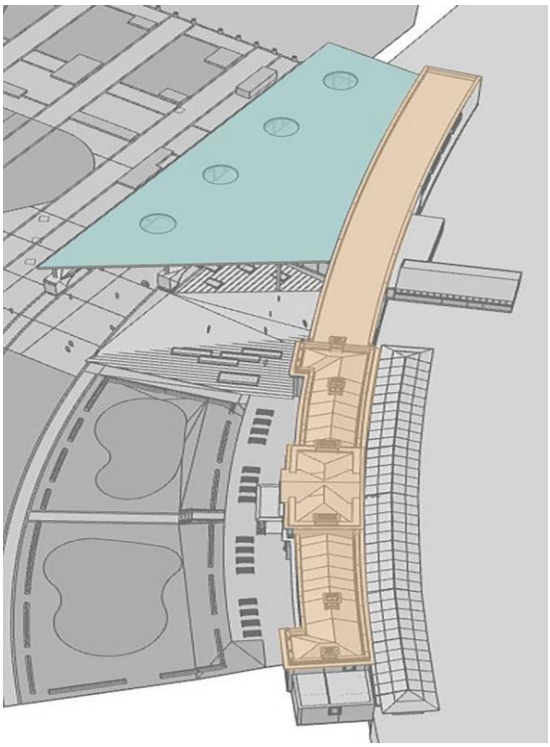


Image 1 – Plan showing the main elements of the station building

The proposed retention of the stone arches which currently support the access bridge gives various benefits:

- Materials and their arched form give a character which refers to the historic structures of the site;
- Alignment reflects the now disappeared track layouts; and
- They can form part of the structural supports to the new concourse roof.

Image 2 – Existing stone arches to be retained

5.9 A glass façade to the western elevation of the building onto the forecourt is proposed to create a welcoming aspect and inviting character, addressing the important direction of approach from the Piece Hall.

5.10 This façade is proposed to be set back behind a row of external columns, a contemporary approach to a traditional architectural feature on civic buildings such as railway stations (including the 1855 Building portico). The two principal elevations and roof of the concourse also respond to the surrounding topography, climate and orientation:

- the glass façade towards the forecourt will exploit natural daylight and provide a welcoming aspect to the station;
- the glazed south side of the space is set back behind an oversailing roof which provides shelter from solar gain and glare; and
- a roof punctured with transparent rooflights to bring natural daylight into what is a comparatively deep-plan space.

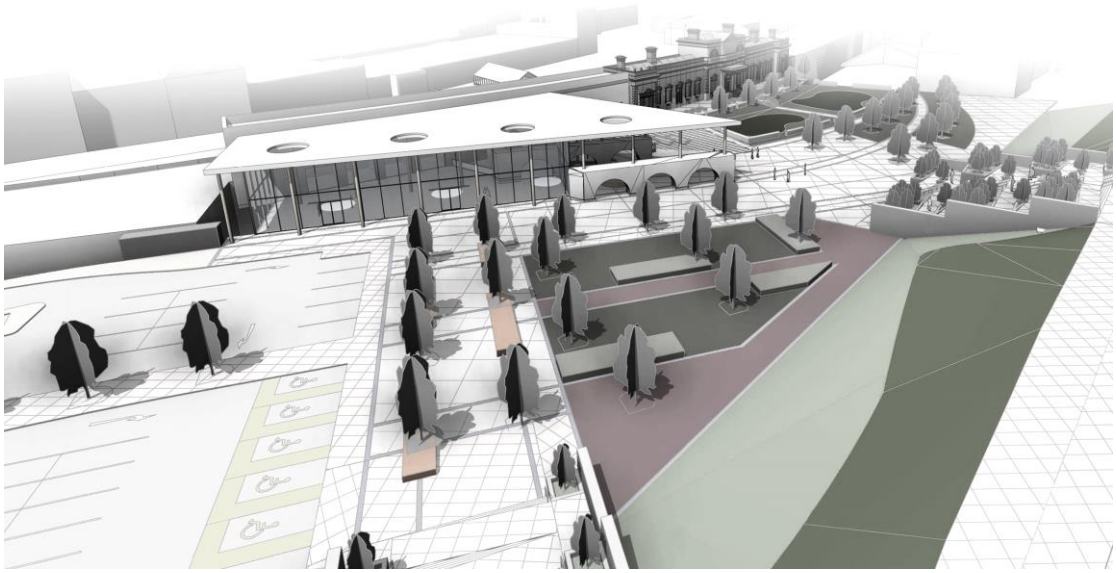


Image 3 – View of station approach from Piece Hall

5.11 Whilst the approach from the Piece Hall is important in making a strong relationship from the station to the heart of the town, the existing access from Horton Street and Eureka is also important. As such, the south elevation of the concourse addresses this.

Image 4 – New southern elevation linking the station to Horton Street and Eureka!

Vehicular and Pedestrian Approaches to Station

5.12 An important element of the design for the station is for the creation of a transport interchange across a range of modes. The proposals therefore integrate all modes of travel to and from the station area whilst providing separation between modes, in particular the separation of pedestrians from vehicles.

5.13 The predominant approach for station users on foot will be from the town centre to the west of the station. To provide separation of pedestrians and vehicles it is intended that taxis and private cars will drop off/park to the east of the existing viaduct on the opposite Bailey Hall, currently owned by Nestle. Information regarding ongoing negotiations with Nestle can be found in Section 8.

5.14 Pedestrian access has been considered holistically – not only to and from the rail station. For example, reopening Navigation Road under the railway viaduct improves east-west permeability, overcoming the historic issue of severance caused by the viaduct.

5.15 For the main pedestrian routes towards the Piece Hall and Horton Street, retention of vehicular access along Discovery Road to Eureka! makes ramps infeasible as the gradients would need to be steeper than guidance permits.

5.16 Therefore the concept design for the project requires Discovery Road to be severed in order to provide the quality of pedestrian access between the town centre and the station. Information regarding ongoing negotiations with Eureka! can be found in Section 8.

5.17 The severance of Discovery Road provides a naturally landscaped option for an accessible route towards the Piece Hall and Horton Street. ‘Stramps’ – steps and ramps combined – are currently proposed in two locations. The exact nature of the ramped access will be finessed as the design progresses following OBC approval.

5.18 To create a direct and accessible route towards the Piece Hall, one ‘Stramp’ is proposed just south from the proposed pedestrian crossing point to the bus interchange in the A629 Phase 2 project.

5.19 A second ‘stramp’ is proposed at the Church Street and Horton Street junction replacing the pedestrian access currently provided by the station access bridge.

5.20 To illustrate the topographical levels achievable in Halifax through the designs and proposals for the Halifax Station Gateway and A629 Phase 2 projects, a cross section of the pedestrian route to the town centre from the rail station via the Piece Hall is included at Appendix A. For comparison, Appendix A also shows the cross section of the pedestrian route from Sheffield Rail Station to Sheffield city centre via Sheaf Square and Howard Street.

5.21 Previous A629 Phase 2 proposals to deliver alternative station parking and vehicular access on the existing Eureka! car park have been superseded due to lack of acceptability amongst key stakeholders including Eureka!, Network Rail and Northern.

5.22 As stated in Para. 5.14, work is currently underway in collaboration with Nestle to assess the feasibility of car parking and vehicular access on their site to the east of the railway viaduct.

Internal Arrangements for the Station

5.23 The internal arrangement of the building is designed to coordinate with the access routes to the south and west. The concourse space includes a revenue protection gate line with Customer Information Screens (CIS) and the Ticket Office located to one side.

Image 7 – Proposed station concourse space

5.24 To the north of the ticket office a series of commercial units (within the stone-clad station accommodation block) are proposed for retail or food & beverage uses. There is a recycling / refuse storage area beyond these in an external compound.

5.25 The proposed commercial units (in multiples of 30sq.m, a typical floor plate for small station retail) have been arranged to provide flexibility in terms of construction

and use (i.e. the internal walls can be reconfigured to create units of different sizes or accommodate other facilities).

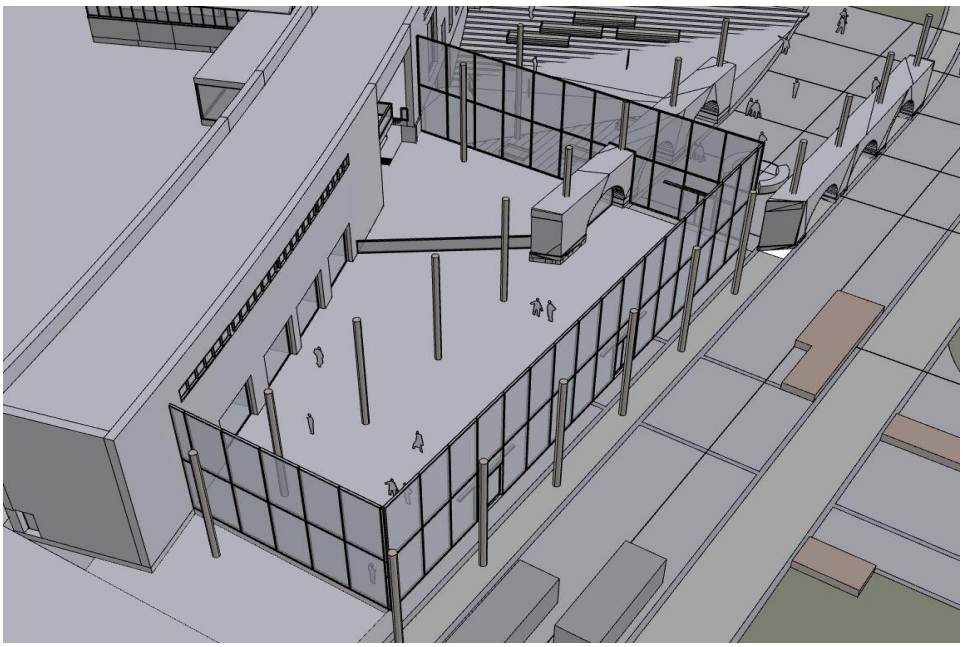


Image 8 – Ariel view of proposed station concourse space

5.26 On the first floor of this building the following accommodation could be located:

- station management office;
- mess area for station staff;
- locker rooms; and
- plant equipment / maintenance.

5.27 The vertical circulation that the station would require as a result of the concept design has been designed to serve both the existing and proposed station buildings.

5.28 It would provide a step-free link between car parking and vehicular access on the east of the railway viaduct via Navigation Road to Platform 3 via the construction of a new lift core and stair adjacent to the existing station building behind the existing cycle stands.

1855 Building

5.29 Within the 1855 building at platform level the plan envisages passenger toilet facilities (male, female, disabled) and a Changing Place room.

5.30 The first floor of the 1855 building would house further station management facilities. On the ground floor there would be a café unit facing onto the refurbished external space in front of the building. These proposals are based on the assumption that new premises for the existing 1855 tenants can be found and accommodated within budget.

5.31 All the station accommodation has been sized to typical stations of a similar scale to Halifax. Further definition of the spatial requirements would be developed at the

next stage of design through consultation with the station owner, facilities operator and tenants.

Platforms

5.32 The concept design includes the reinstatement and widening of Platform 3. The reinstatement of Platform 3 would overcome the overcrowding currently experienced at peak times on the island platforms 1 and 2. This would enable the closure of Platform 2 – the current Leeds-bound platform at Halifax – and limiting the island platform to westbound passengers only.

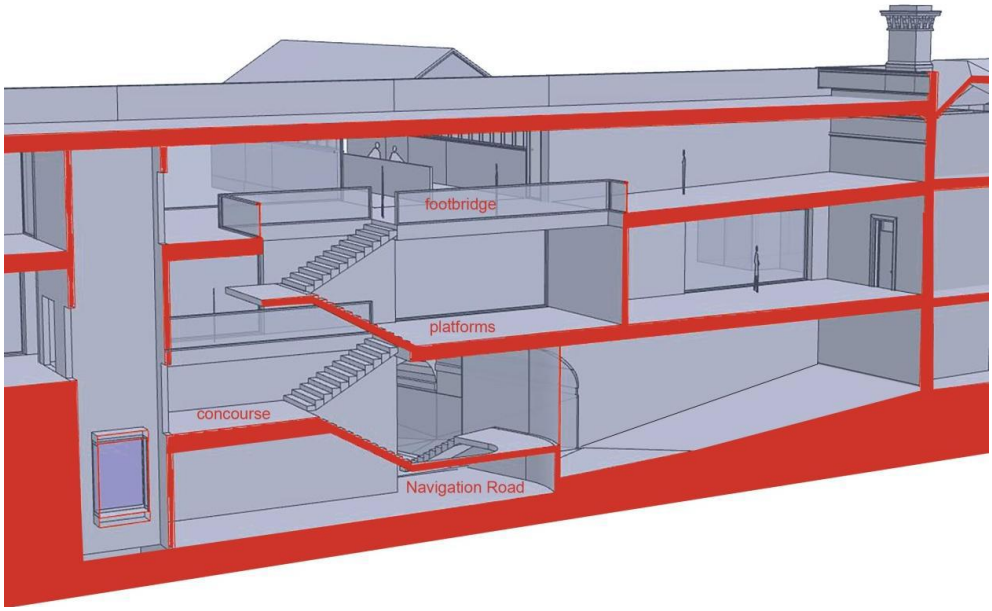
5.33 Further platform options have been identified, however these are not required to accommodate a 10 car train set, as Selective Door Opening (SDO) can be utilised in conjunction with delivery of the concept design.

5.34 Although not essential, the further identified platform options could add timetable resilience, ensure safe access to trains and provide future proofing for the station. Assessment of the costs and benefits of these further platform options would be undertaken at the next stage of project development.

5.35 Step-free access is to be provided throughout the internal areas of the station. The reopening of Platform 3 offers access to trains with only (approximately) half a storey in level stage.

5.36 This stair would be prominently visible within the concourse space to assist with intuitive way-finding. The stair and adjacent lifts continue up to the upper level where access to the island platform is, via the existing enclosed pedestrian footbridge and stairs / lifts (at the platform end).

5.37 The same stair and lifts would also continue down to Navigation Road level and thereafter through to the new vehicular interchange to the east of the station viaduct.



5.38 The key risks associated with the concept design for Halifax Station Gateway are:

- The level of WY+TF funding available is around 50% of the estimated cost of the concept design. Potential sources of funding to address this shortfall are addressed in Section 6.

- The demolition and construction required to deliver the concept design is complex and requires detailed construction phasing. Comprehensive early buildability advice from a suitably experienced contractor is essential.

- Delivery of the concept design relies on the support and the co-delivery of outputs for the key land stakeholders:

  Eureka! and Nestle - negotiations with Eureka! and Nestle are ongoing and WY+TF development funding is supporting the specification of accommodation works.

  Network Rail and Northern – they effectively hold the freehold and leasehold for the existing station and will do so for the station during construction and once the works are complete. Both organisations are supportive of the concept design; negotiations around the station access bridge in particular will commence during the next stage of project development.

Timescales and Phasing Potential

5.39 Cabinet approval of the concept design in March 2018 enables the submission of the outline business case for the Halifax Station Gateway project to WYCA at the end of March 2018. Subject to achieving WYCA approval of the outline business case for the project in June 2018, the following key dates are currently estimated:

Submission of preliminary design to Cabinet for approval – Winter 2018/19

Public engagement on the preliminary design – Spring 2019

Submission of full business case to WYCA for approval - Winter 2019/20

Start of construction – Summer 2020

5.40 Development of the concept design has shown that it is possible to phase the delivery of the project, and indeed would be necessary as many of the key outputs of the project can only be delivered sequentially.

5.41 The current indicative phasing proposals are as follows:

5.41.1 Phase 1a and Phase 1b could, with careful coordination, be delivered simultaneously. Phase 1a would encompass the following outputs:

- Relocation of Nestle office and training facilities
- Demolition of existing Nestle offices and training centre
- Delivery of car park, pick up, drop off including taxi facilities
- Navigation Road reopening for rail users and new vertical circulation arrangements
- Stage 1 new station building

5.41.2 Phase 1b would include:

- Relocation of Eureka nursery to alternative premises
- Delivery of steps/ramp arrangement for pedestrian access towards the Phase 2 Bus Interchange and the Piece Hall
- Eureka northern car park amendments, and delivery of southern access
- Reintroduction of Platform 3

5.41.3 Phase 2 would then deliver:

- Demolition of the existing station building and access bridge
- Stage 2 new station building
- Landscaping in front of the new station building
- Navigation road opening to full public access

5.41.4 Phase 3 would finally carry out the proposed works to the 1855 building.

6. Financial implications

Delivery Funding

6.1 WYCA has earmarked funding of £50m to all Station Gateway schemes in the WY+TF portfolio. The notional delivery funding allocated to Calderdale Council (subject to Full Business Case approval) is £10.6m, to be delivered by March 2021. In addition to this, the Council has earmarked funding of £3.3m from the A629 Phase 2 scheme, increasing the overall WY+TF funding to £13.9m.

6.2 In addition, as yet undefined capital monies could be made available to the project by Grand Central through their existing track access agreement. This is dependent on the identification of an early phase output that would benefit Grand Central services and would deliver that benefit well before the end of their track access agreement in 2026. Any project output funded by Grand Central would need to be agreed and committed by the end of 2018.

6.3 The latest estimates for the concept design indicate that the overall cost including construction, demolition, design and delivery may be in the region of £25m to £30m, leaving a potential funding gap of £11m to £16m.

6.4 There is a need to identify funding resources to address this shortfall and allow the preferred scheme to be implemented. Further consideration would be given to the following options:

- additional WYTF funding from WYCA;
- third party funding to cover the shortfall from potential capital investors. The investment in rail station redevelopment has been shown to be an attractive proposition and has facilitated the delivery of major station projects in the UK, including the redevelopment of London Kings Cross and Birmingham New Street stations;
- low carbon and environmental capital investment pots potentially available to the project via the proposal for a wholly new station building which is at an early enough design stage to be developed into low carbon project as well as a gateway investment;

- other alternative funding options including national funding opportunities such as the 'Transforming Cities' Fund; and
- phasing of the investment

6.5 In order to allow the scheme to be progressed at this stage, approval is sought to submit an Outline Business Case to obtain the funding from the WYCA to complete this phase of the scheme. If this option is not approved, there is no further funding available to develop an alternative option and it would be highly likely that full funding would be lost as no significant delivery could be achieved by the March 2021 deadline.

6.6 If WYCA approve the additional funding for design by the anticipated dates of June/July 2018, it is expected that the necessary consultation would be completed to allow a Full Business Case to be submitted to WYCA for final funding approval by December 2019. This work would not be completed until the funding approval had been received from WYCA.

Development Funding

6.7 The existing approved development budget of £315,000 for Halifax Station Gateway has been approved by WYCA and it is fully committed to meet the initial development costs associated with the scheme.

6.8 Additional funding would be sought from WYCA to meet the costs associated with the further development of the concept design. Although the detailed costs, particularly the design costs, will not be known until the tender exercise is completed, it is likely to cost in the range of £1.5m - £2.5m. Clearly these costs would be incurred even if the scheme did not progress beyond this point due to the funding gap, or for other reasons.

This is necessary both to maintain and generate momentum behind the project and also importantly to meet the WY+TF spending timeframe.

7. Legal Implications

7.1 In order to deliver the concept design for Halifax Station Gateway land and property from key stakeholders is required temporarily to construct the scheme and permanently. The permanent requirements from key stakeholders include:

Eureka!: transfer of the 1855 building into the station freehold, land in front of the 1855 building for the proposed Station Gardens and severing Discovery Road to deliver pedestrian access to Church Street and bus facilities .

Nestle: demolition and on-site relocation of existing training centre and office to deliver vehicular access to the station on the east of the railway viaduct.
Network Rail: transfer and demolition of the station access bridge and existing station building.

In order to progress the project at pace, and to maximise the opportunity to deliver by the 2021 deadline, it is recommended as has proven successful on other

Calderdale WY+TF projects, that land take costs would need to be borne at risk by the Council ahead of the next WYCA full business case approval stage.

7.2 Network Rail would also need to be engaged regarding Asset Protection matters in relation to the proposed demolition and construction works. All legal issues around procurement, land acquisition and contracts would be fully considered.

8. Consultation

8.1 A collaborative approach has been taken to date with key stakeholders. During 2017, two key stakeholder events were held at the Shay:

Objective Setting Workshop: held on 29th March 2017; and

Options Selection Workshop: held on 15th June 2017.

8.2 Where required, individual site visits and meetings have been held with key stakeholders including: WYCA, Network Rail, Northern, Grand Central, Eureka!, Nestle and Historic England.

8.3 Consultation with these key stakeholders is ongoing and briefing sessions are planned throughout February to disseminate and discuss the concept design prior to the submission of an outline business case to WYCA.

8.4 A Stakeholder Management Plan for the project would next be developed led by the recently appointed CMBC WY+TF Communications Officer.

9. Environment, Health and Economic Implications

9.1 The proposed outputs of the project would have a range of expected positive outcomes for Halifax. These would include the following:

- **Transport interchange benefits** - covering interchange between all modes at, and in the vicinity of the station;
- **Public realm improvement benefits**
- **Connectivity benefits:** e.g. the 'green' north-south route for pedestrians and cyclists and reopening the Navigation Road tunnel beneath the station;
- **New buildings / building refurbishment benefits:** the proposed changes to the existing 1855 building, for example, will generate urban realm and townscape benefits. There is also potential for revenue benefits from new station retail outlets (such as shops and new food and beverage facilities) and station facilities;
- **Rail passenger benefits:** the proposed works at the station would make it easier for what will be a growing volume of passengers over time to board and alight from trains as well as to move around the station in a much improved way compared to today. The station improvements would also generate additional rail patronage (and revenue); and
- **Refurbishment benefits:** refurbishment of other parts of the station will ensure a consistent standard of infrastructure.

9.2 All of the above would collectively help to achieve several of the intended regeneration outcomes. As well as outcomes that would boost commercial activity in Halifax (such as inward investment to support new employment opportunities), the project outputs would help improve the "place" aspects of the area, impacting on perceived quality of life for residents and appeal of surrounding visitor attractions.

10. Equality and Diversity

10.1 All external and internal spaces have been designed to follow the appropriate access guidance, including the DfT Code of Practice for Accessible Stations and the Persons with Reduced Mobility TSI. Step-free access is available to all areas of the proposed station complex, with lifts proposed where necessary.

10.2 An Equality Impact Assessment has been undertaken which demonstrates that the proposed development will have a positive impact on the majority of users and an increased positive impact on women and those with a disability. Opportunities have been identified to further increase impacts through consultation at later project stages

10.3 A full Equality Impact Assessment would be incorporated into the Outline Business Case submission to WYCA.

11. Summary and Recommendations

11.1 The concept design for Halifax Station Gateway is recommended for approval. Approval of the concept design would add significant weight to the validity of the proposal and will support the submission of an outline business case to WYCA.

11.2 Timely submission of the outline business case is required to access further development funding as soon as possible to enable the project development and design to progress towards full business case approval in 2019/20.

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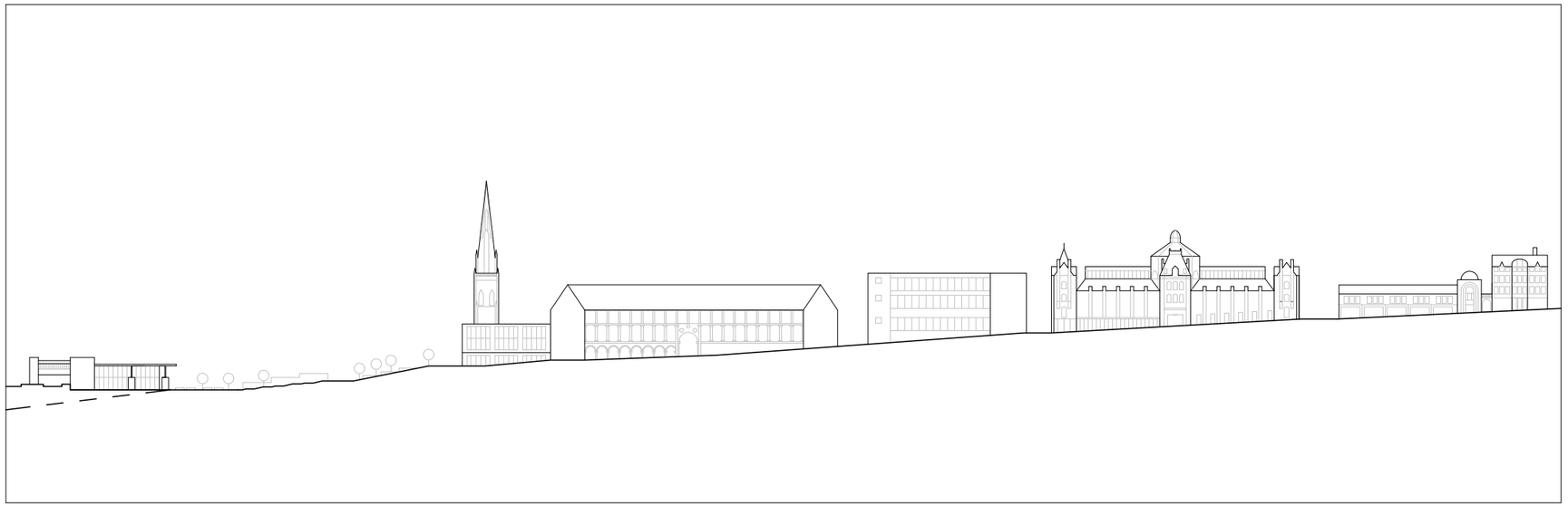
The documents used in the preparation of this report are:

1. Calderdale Transport Strategy 2016 – 2031
2. Halifax Station Gateway Masterplan Report (2016)
3. Halifax Station Gateway Option Selection Report (2017)
4. Halifax Station Gateway Appraisal Specification Report (2018)
5. Halifax Station Gateway Base Option Design Report, Appendices and Addendums (2018)

The documents are available for inspection at:

Major Projects, 3rd Floor, Princess Buildings, Halifax HX1 1TS

Appendix A



1 Comparative Section- Halifax

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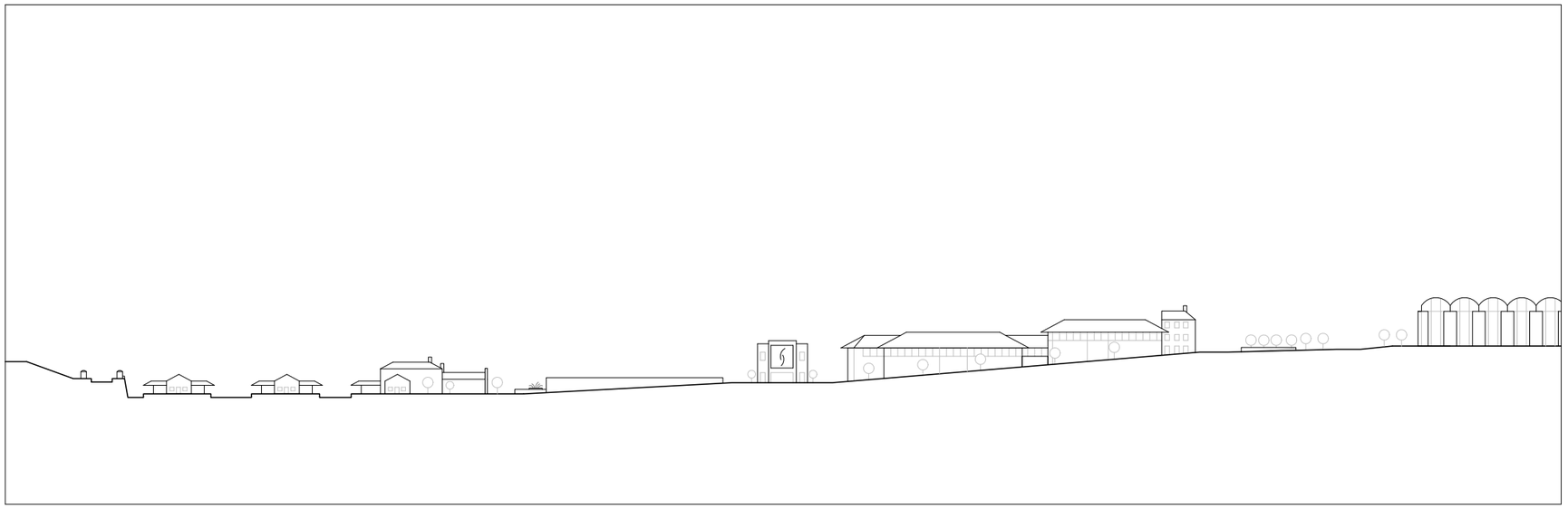

2 Comparative Section- Sheffield

1 : 2000

NOTES

REVISION	DESCRIPTION	DRAWN	CHECKED	DATE
P01	FIRST ISSUE	MSO	PMJ	28/02/18

CLIENT

11 Ducie Street
PO Box 85
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BDP.

PROJECT TITLE
Halifax Station Gateway

BDP JOB NUMBER
P2007794

ISO 27001 CLASSIFICATION
Commercial In Confidence

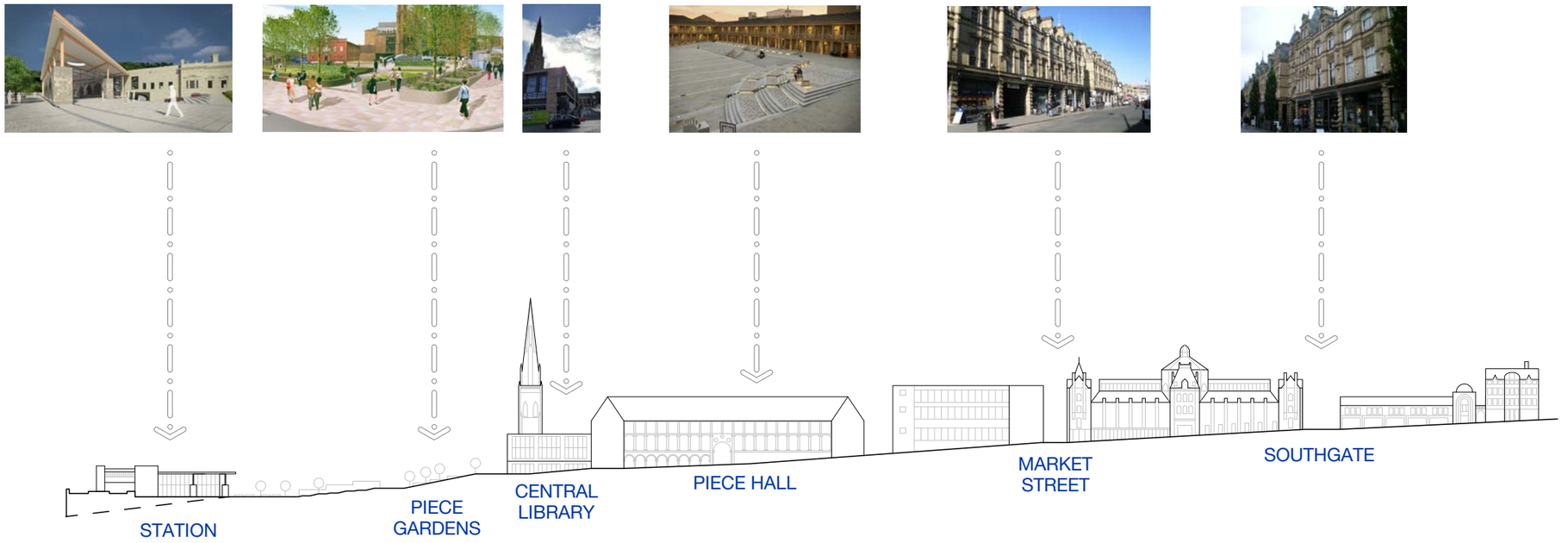
DRAWING TITLE
Comparative Section Diagram Halifax Station Gateway

SCALE
@ A3
1 : 2000

DATE FIRST ISSUED
02/23/18

DRAWING No.
HFX-BDP -20-DR-A-1001

REVISION
P01



1 Comparative Section- Halifax

1 : 2000

NOTES

REVISION	DESCRIPTION	DRAWN	CHECKED	DATE
P01	FIRST ISSUE	MSO	PMJ	28/02/18

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PROJECT TITLE
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BDP JOB NUMBER
P2007794

ISO 27001 CLASSIFICATION
Commercial In Confidence

DRAWING TITLE
Halifax Section Diagram Halifax Station Gateway

SCALE
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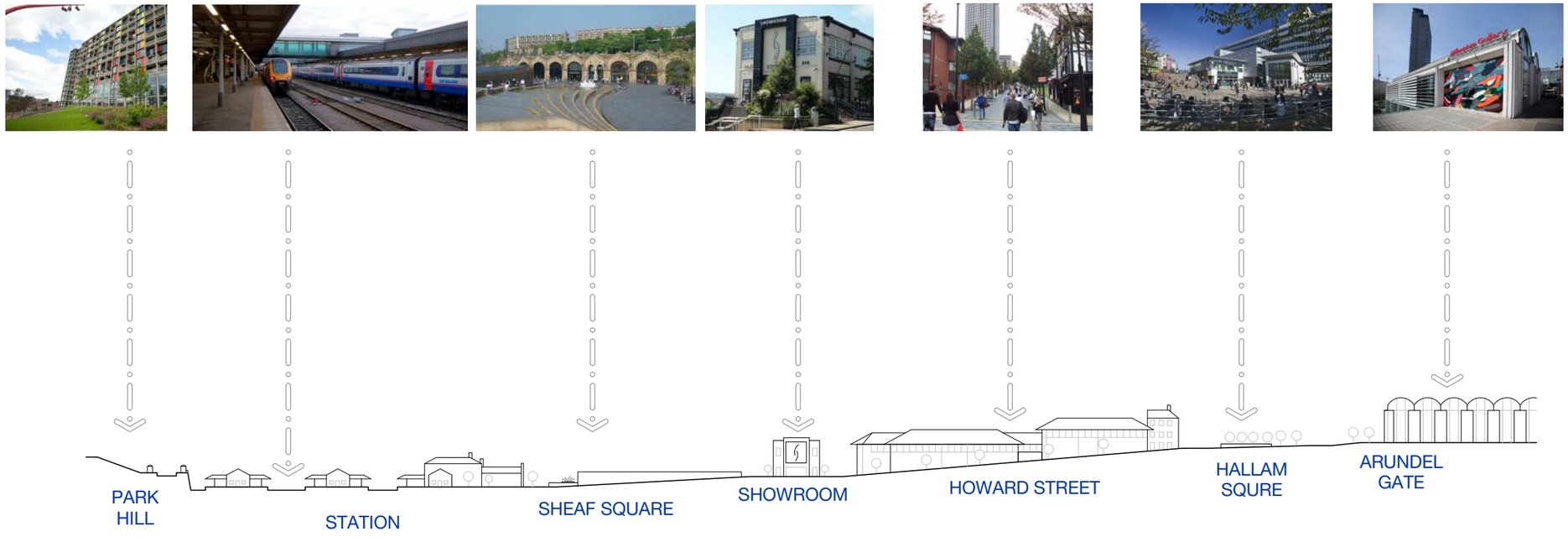
1 : 2000

DATE FIRST ISSUED
02/26/18

DRAWING No.
HFX-BDP -20-DR-A-1002

REVISION



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1 : 2000

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REVISION	DESCRIPTION	DRAWN	CHECKED	DATE
P01	FIRST ISSUE	MSO	PMJ	28/02/18

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Halifax Station Gateway

BDP JOB NUMBER
P2007794

ISO 27001 CLASSIFICATION
Commercial In Confidence

DRAWING TITLE
Sheffield Section Diagram Halifax Station Gateway

SCALE
@ A3
1 : 2000

DATE FIRST ISSUED
02/26/18

DRAWING No.
HFX-BDP -20-DR-A-1003

REVISION
P01