

Halifax Railway Station

01. Overview Plan



New station building (on the site of the existing building)



Re-opening of the underpass to provide access east-west



Access to A629 Phase 2 Scheme and Eastern Gateway area



Mobility Hub including e-bike charging.



Green benefits include tree, shrub and ornamental planting



Electric vehicle charging points



Eureka! car park: enhanced car parking with disabled bays



Historic buildings (existing) considered as part of the design



Bus stop



New town footbridge to access the station



Taxi drop-off point. Rail replacement buses could park beside the station

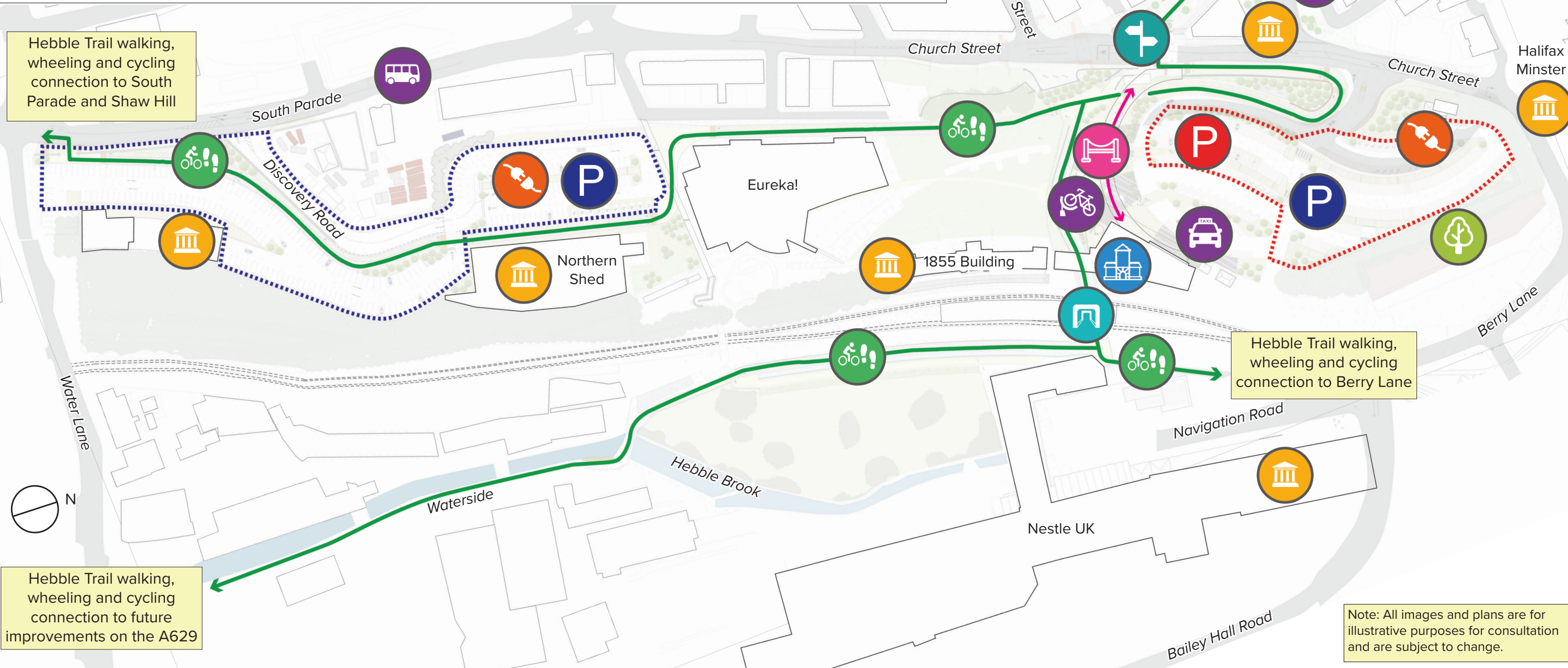


Segregated walking, wheeling and cycling route



Station car park: enhanced car parking with disabled bays

Hebble Trail walking, wheeling and cycling connection to South Parade and Shaw Hill



Note: All images and plans are for illustrative purposes for consultation and are subject to change.

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West Yorkshire
Combined
Authority

CALDERDALE
COUNCIL

Calderdale
Council

VISION 2024
CALDERDALE RENEWED

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A station designed to respond to - and respect - historic buildings that represent the heritage of Halifax.



A segregated, off-road walking, wheeling and cycling route linking the station to the Hebble trail.

Note: Wheeling incorporates many methods for getting around, including using wheelchairs, mobility scooters or walking aids and travelling with a pram or pushchair.



A new footbridge, forming an iconic 'gateway' to Halifax town centre. This will have an unique, modern design and will accommodate walking and wheeling.



The bus stops shown on the plan are either existing bus stops or bus stops that are being delivered by the A629 Phase 2 Scheme. The Halifax Railway Station proposals will provide improved signage to bus services to help with onward journeys.



Designated taxi drop off point in the car park, also used for replacement bus services.



A mobility hub will be located at the ground floor level of the new station. The mobility hub will provide cycle parking, e-bike charging and journey information.



Electric Vehicle charging points.



The new station building will include expanded retail options, improved toilet facilities and improved waiting area facilities to enhance customer experience. The station will also incorporate a green roof which will help contribute to improved air quality and deliver biodiversity benefits. Photovoltaic panels or solar electricity panels will also be installed on the roof of the new station building, which will convert the energy from the sun to electricity that can be used within the station.



Greater biodiversity in the area through new planting and extending the existing woodlands nearby.



Walking, wheeling and cycling access to the A629 Phase 2 Scheme and Eastern Gateway area.



Step free access to the Hebble Trail beneath the station via the reopened historic underpass, with new CCTV and lighting.



Enhanced station car parking. The design includes disabled and standard spaces. The layout features a curved design to make it easier to walk through the car park and reduce traffic speed.



Enhanced Eureka! car parking. The design includes disabled and standard spaces. The layout features a curved design to make it easier to walk through the car park and reduce traffic speed.

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Halifax Railway Station

02. Key Benefits

Halifax Railway Station will deliver several key benefits for railway passengers, local people and for the wider area.



A brand new two-storey station building featuring upgraded toilets, enhanced and improved waiting area, expanded retail options and an iconic town footbridge to act as a 'Gateway' to Halifax.



Encouraging more people to visit Halifax, boosting local businesses, hospitality and visitor attractions.



The station design will contribute to Calderdale Council's, Network Rail's and the West Yorkshire Combined Authority's sustainability and net zero carbon targets.



The scheme design will incorporate existing heritage features into the design, for example the masonry piers from the original vehicle bridge will be reused within the new footbridge and station design.



Opening up potential for jobs, and opportunities for local people.



Improved accessibility for all station users within the building and across the site, including step free access from the station to Eureka! and a new lift providing access to all levels within the building.

Re-opening the existing underpass will create step free access between the east and west sides of the station site, making it easier to travel between the station and businesses.

The platforms are accessed from first floor level, as station users do within the existing station building, and will cross to the platforms via the existing footbridge and stairs/lift down to platforms 1 and 2. Calderdale Council and Network Rail are working together on a separate project to consider options to improve the existing platform footbridge and lift.



An area of invasive rhododendron on Beacon Hill will be cleared to facilitate the regeneration of heather. This will help to contribute to the overall biodiversity net gain being delivered by the scheme.



A new segregated, off-road walking, wheeling and cycling route connecting to the existing Hebble Trail, plus dedicated cycling facilities to encourage people to cycle more.

Note: Wheeling incorporates many methods for getting around, including using wheelchairs, mobility scooters or walking aids and travelling with a pram or pushchair.

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03. You Said, We Listened

Data and quotes taken from January 2021 public consultation responses relating to the propopals. The feedback has been incorporated into the latest design for Halifax Railway Station.

The existing station building was rated as poor or very poor by 69% of respondents. In contrast, 77% of respondents rated the new proposals as good or excellent.

“A pleasant place to eat and drink is a necessary facility within the station”

Increased retail space within the station building as well as space for indoor and outdoor café seating.

“Promoting and restoring our heritage is vital to the town and a selling point”

The masonry piers from the original vehicle bridge will be reused within the new footbridge and station design.

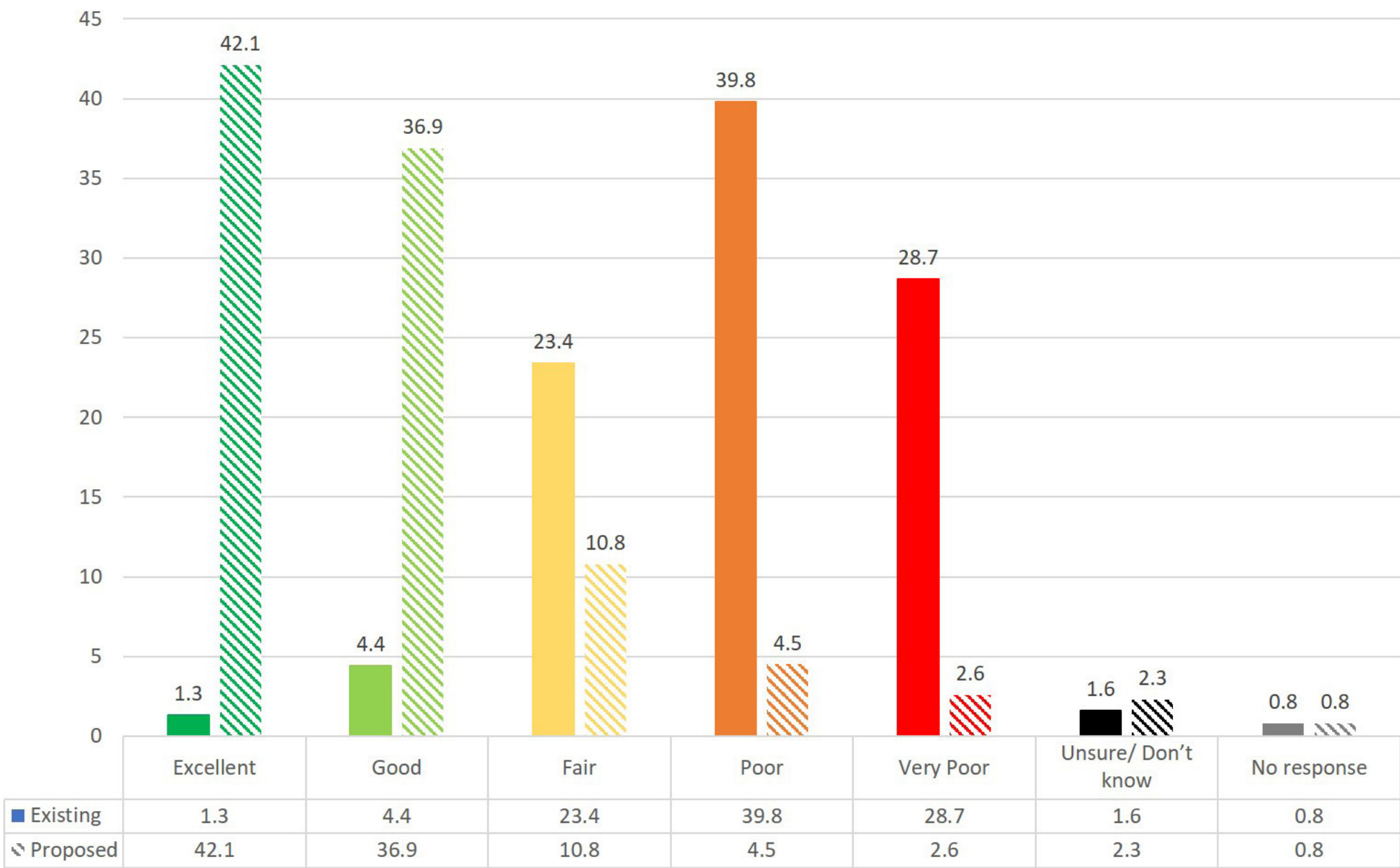
“This would bring Halifax into the 21st century”

The new station proposals will include E-bike charging facilities and solar panels on the roof of the station building, to help improve the sustainability of the new station.

“Making the train station accessible to pedestrians and cyclists is really important”

The proposals include the extended segregated walking and cycling access from the existing Hebble Trail, which will connect Halifax to the town centre. The new station will also have entrances at three levels allowing step free access to the station building.

Responses to Question Three: Overall how would you rate the existing Halifax Railway Station Facilities? (620 responses) and Question Five: How would you rate the proposals for the new Halifax Railway Design? (620 responses)



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04. Sustainability/Low Carbon

The new station building features a low carbon design. This includes:



Solar panels on the roof of the station. The solar panels will convert the energy from the sun into electricity that will be used to power the new station building.



Electric vehicle charging spaces will be provided within the car park, to provide people with an accessible charging place for their electric vehicle.

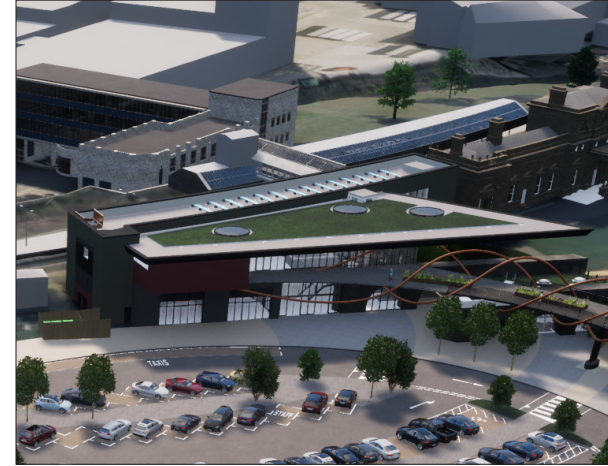
A mobility hub will be located at the ground floor level of the new station. The mobility hub will provide cycle parking, e-bike charging spaces and journey information.

Solar pods – These will be used during the construction of the new station building, they will replace a traditional diesel generator.

Air source heat pumps will be installed in the new station to heat the building. These will replace a traditional gas boiler.

We are also working to ‘Circular Economy Principles’. This means that all materials used in the construction of the station will be investigated to ensure that they are made from a proportion of recycled materials as well as being recyclable when they come to the end of their lives.

The new station building will contribute to increased biodiversity. This includes:



The station building will feature a green roof. A green roof can help to reduce energy costs by providing insulation to the building. They also contribute to cleaner air by removing air particulates and producing oxygen. A green roof can also help reduce and slow stormwater run-off.



An area of invasive rhododendron on Beacon Hill will be cleared to facilitate the regeneration of heather. This will help to contribute to the overall biodiversity net gain being delivered the scheme.

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05. Heritage

Results from consultation with Historic England, Halifax Civic Trust, local authority conservation officer, the Railway Heritage Trust, as well as community engagement have been a key design consideration.



The scheme has been designed so that it is not taller than the 1855 building, so it does not dominate the 1855 building. This will enhance views of the 1855 building. The design of that station has also taken into consideration the surrounding heritage buildings such as the Piece Hall, the Coal Drops, Halifax Minster and the Square Chapel. The new station design carefully blends the existing heritage features of the site with modern architecture and design, such as the twisted weave bridge.



Platform structures such as the waiting room will be redesigned taking inspiration from their original layout. The design will remove some of the more modern additions to create a platform that is sympathetic to the history of Halifax Railway station.

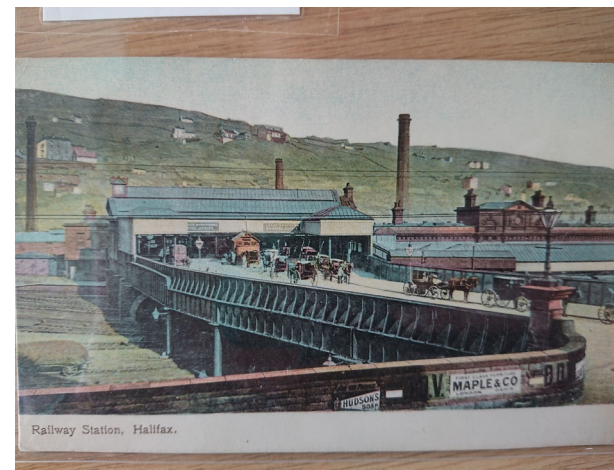


The grade II listed Coal Drops are not part of the Halifax Railway Station proposals. The Coal Drops will not be physically impacted by the scheme, and the proposals will not prevent future conservation work.

The design will also reuse existing heritage features, for example the masonry piers from the original vehicle bridge will be reused within the new footbridge and station design.



The original cobbles will be reused where possible within the scheme design. This will help to show the years of movement across the site and the new movement across the site as part of the new proposals.



Potential for interpretation boards and trails to be integrated into the signage and wayfinding of the scheme, to help people explore and understand the history and development of the site.



The historic underpass will be reopened allowing easier access across the site as well as the opportunity to see and use an historic route.

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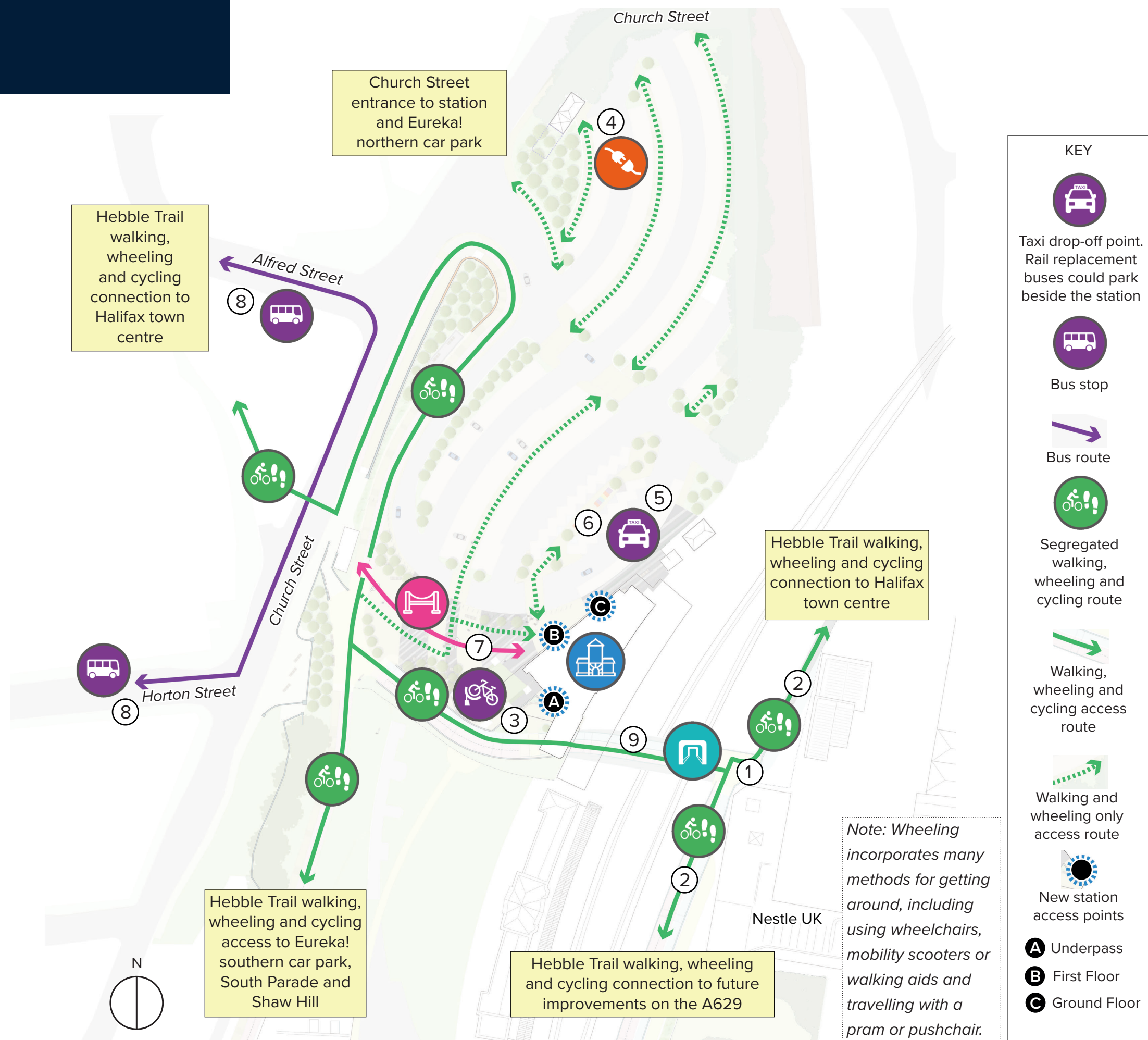
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06. Getting Around

- ① Step free, off-road walking, wheeling and cycling route through reopened underpass, taking the Hebble Trail under the station through to Church Street, Eureka! and Halifax town centre.
- ② Walking, wheeling and cycling access via Water Lane/Berry Lane connecting to Hebble Trail and A629.
- ③ A mobility hub will be located at the ground floor level of the new station. The mobility hub will provide cycle parking, e-bike charging spaces and journey information.
- ④ Electric Vehicle charging points located in the northern car park to encourage sustainable vehicle use.
- ⑤ Taxi drop off point, also used for replacement bus services.
- ⑥ Disabled parking bays close to the ground floor entrance of the station.
- ⑦ New footbridge providing step free access to the first floor for walking and wheeling.
- ⑧ The bus stops shown on the plan are either existing bus stops or bus stops that are being delivered by the A629 Phase 2 Scheme. The Halifax Railway Station proposals will provide improved signage to bus services to help with onward journeys.
- ⑨ Ramped access to underpass on the western side.



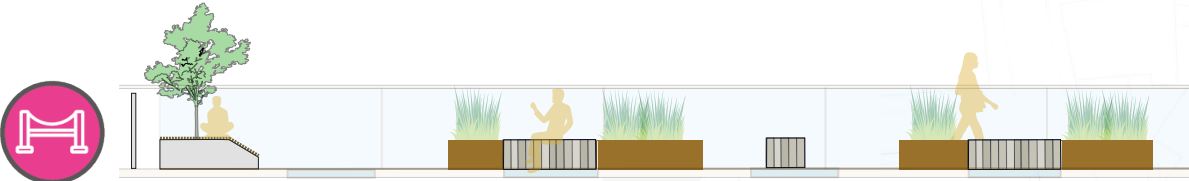
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07. Landscape Plan



Concept design for the planters on the town footbridge



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Note: an area of invasive rhododendron on Beacon Hill will be cleared to facilitate the regeneration of heather. This will help to contribute to the overall biodiversity net gain being delivered the scheme.



KEY

New station building

Town footbridge

Existing trees (retained)

Tree planting, with shrub planting where suitable

Small trees, shrub and perennial planting within graded slopes

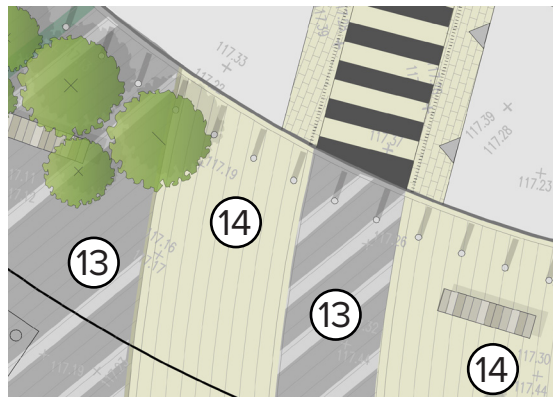
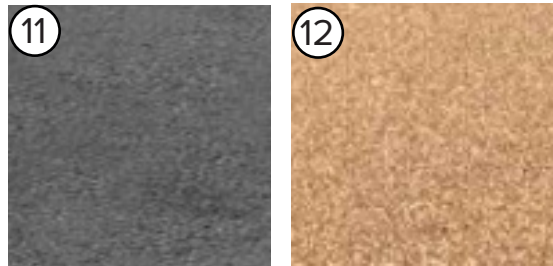
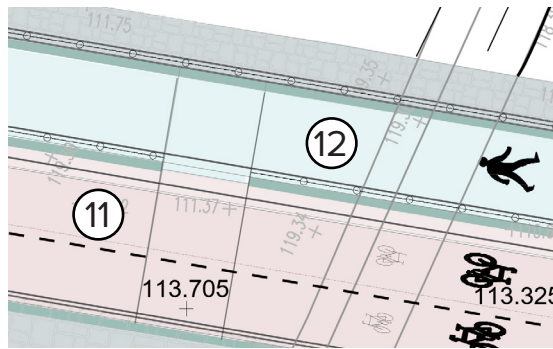
Fruit trees with wildflower or flowering lawn

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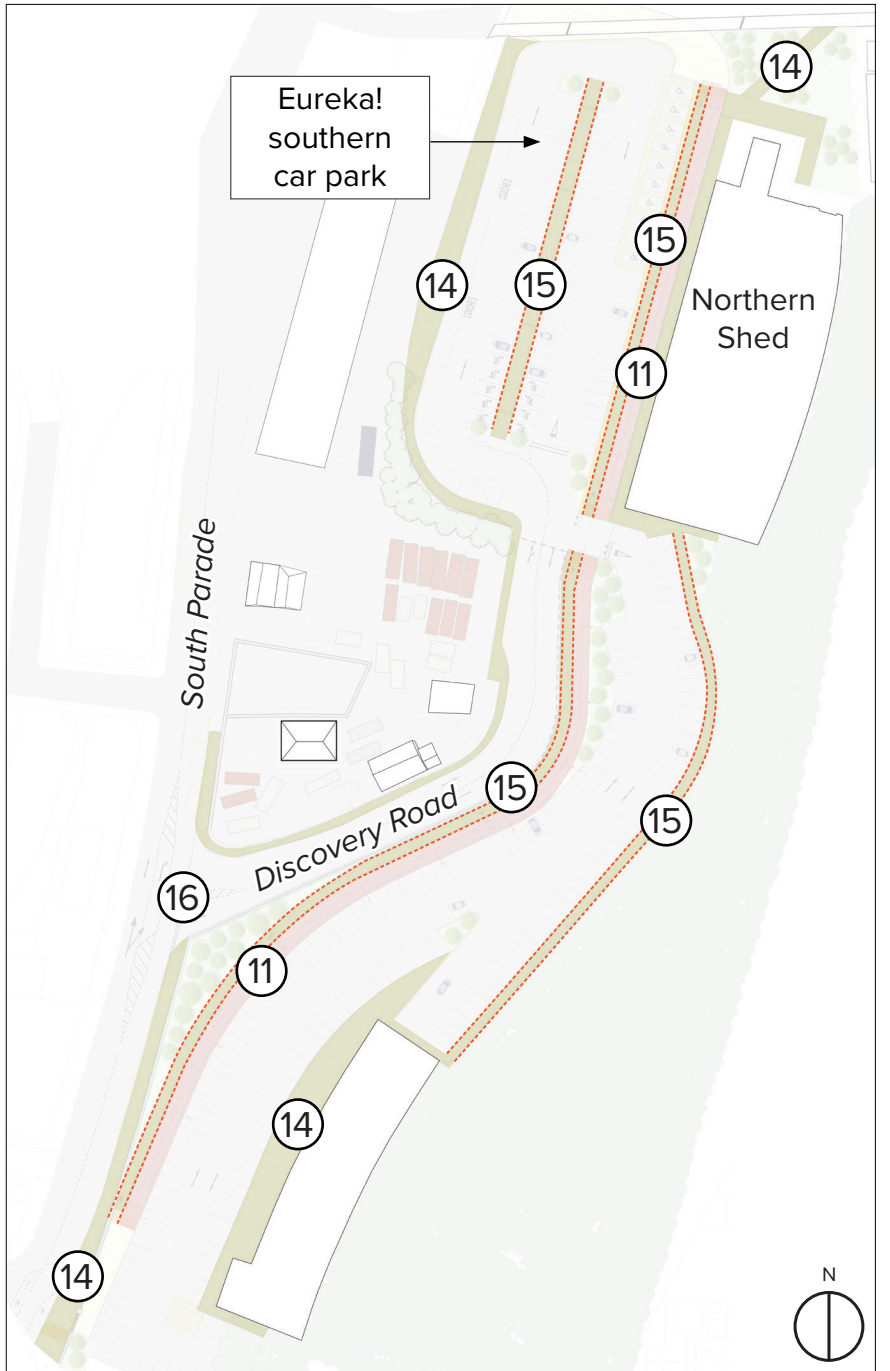
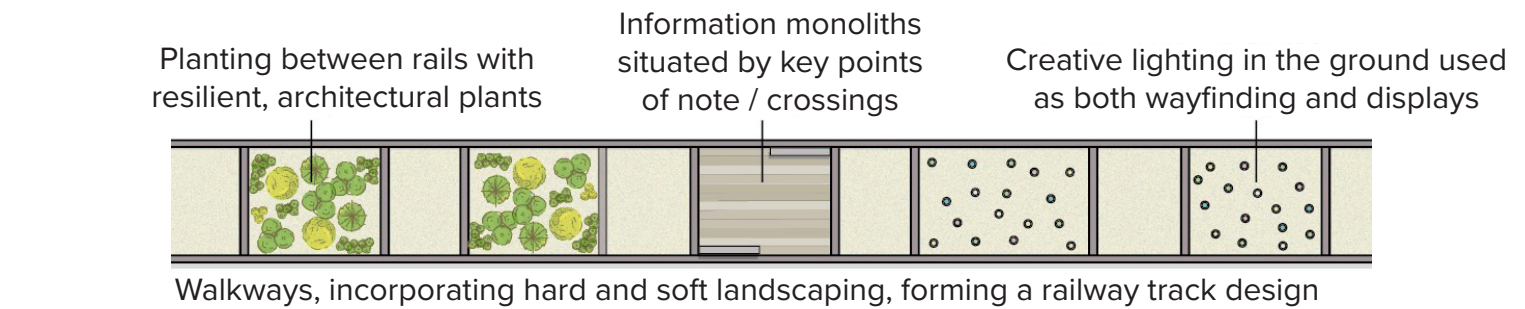
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07. Landscape Plan



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KEY

| | |
|--------------------------------------|---|
| | |
| New station building | Town footbridge |
| | |
| Access to Eureka! southern car parks | Walkways, incorporating hard and soft landscaping, forming railway track design |

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07. Landscape Plan

- ① The new town footbridge will have integrated seating and planting. The planters will use materials such as concrete, wood and steel to reflect the railway heritage of the site. Ornamental grasses and flowering species will be planted within planter systems on the bridge deck.
- ② Integrated seating will be provided at the Church Street entrance to the town footbridge. The seating may incorporate trees or other planting to create an attractive focal point to the bridge entrance.
- ③ Shrubs will be planted that have varying textures and colours to provide interest to the landscape. The planting has been chosen to be in keeping with an industrial environment as well as being easy to maintain.
- ④ Shrubs providing year-round aesthetic interest will be planted alongside areas of ornamental grasses and flowering perennials across the site. The species will be drought and shade tolerant where beneath the canopy of trees.
- ⑤ The site will feature several areas of new tree planting using species such as the Himalayan and Red Birch as a dominant tree species in the North and South areas of the site. There will also be more traditional parkland trees used near the town footbridge such as Cherry, Horse Chestnut and Lime. Tree ferns could be used beside the new bridge at ground level and near the re-opened underpass.
- ⑥ Area where urban street trees will be planted.
- ⑦ Area of grassland with a mixture of grasses and wildflowers. This will help to contribute to the overall biodiversity net gain being delivered the scheme.
- ⑧ Green roof proposed for the new station building and mobility hub.
- ⑨ Area of planting that will consist of small trees, shrubs and perennials planted within gently graded slopes.
- ⑩ Planting of fruit trees with a wildflower or flowering lawn. This will create a public amenity space for visitors to Eureka! to enjoy.
- ⑪ Cycle paths to be a dark grey flexible surface.
- ⑫ Footpaths to be a light buff flexible surface.
- ⑬ Area of new cobbles.
- ⑭ Area of new Yorkstone.
- ⑮ Walkways, incorporating a resin bound gravel surface and soft landscaping, forming a railway track design.
- ⑯ Access to Eureka! southern car parks.

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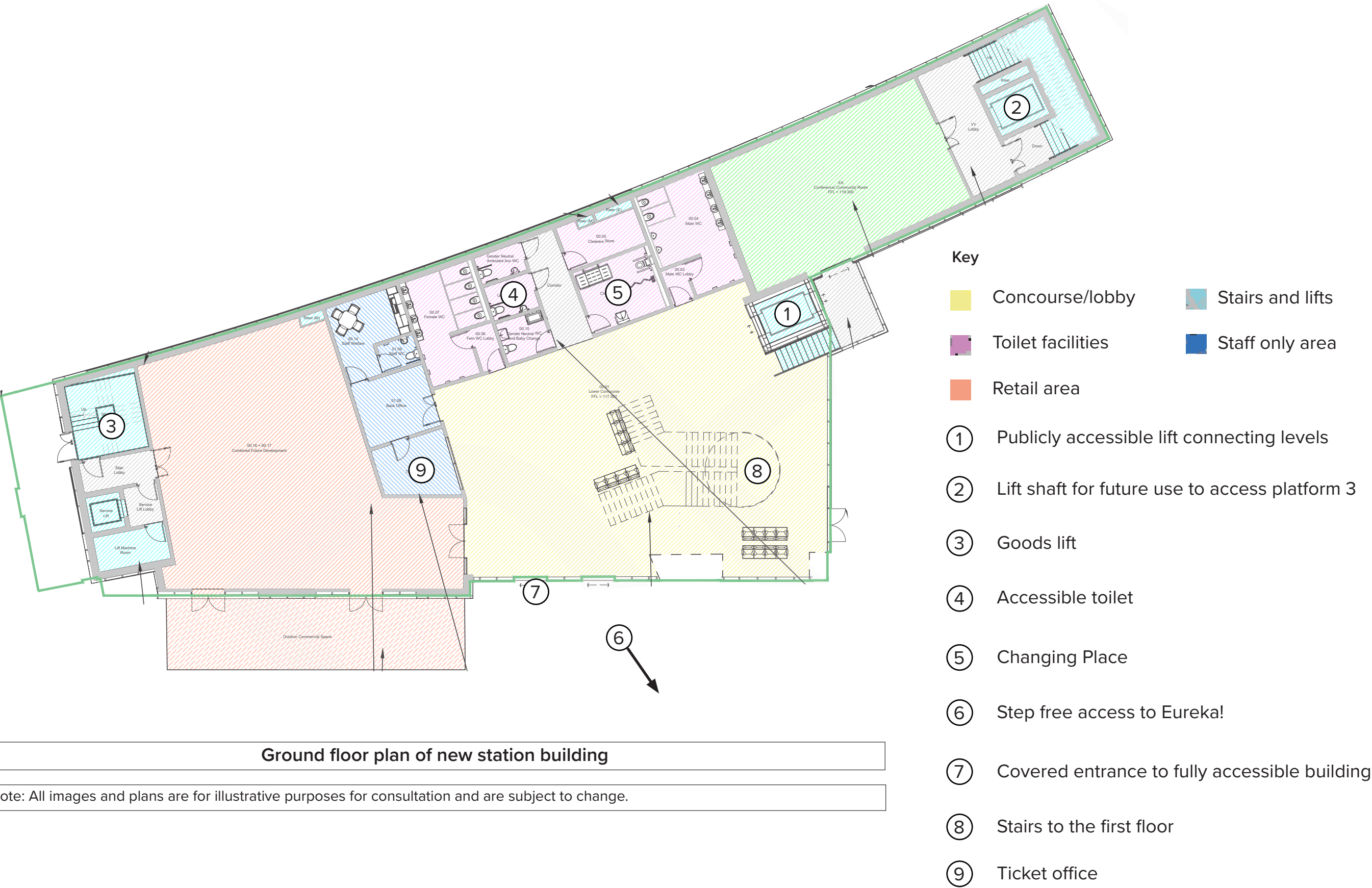


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08. Building Layout and Accessibility



Ground floor plan of new station building

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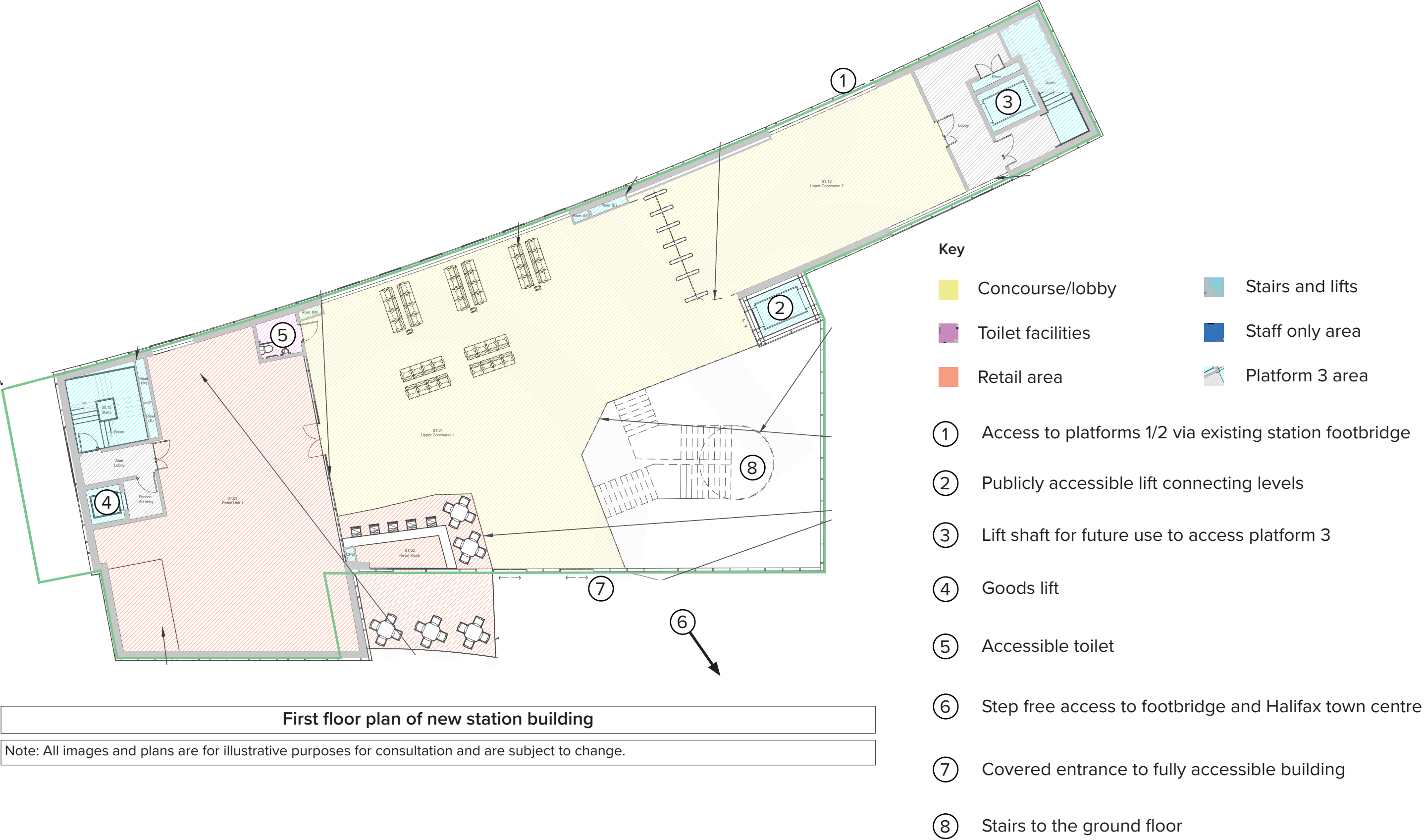


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08. Building Layout and Accessibility



First floor plan of new station building

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08. Building Layout and Accessibility



Visualisation

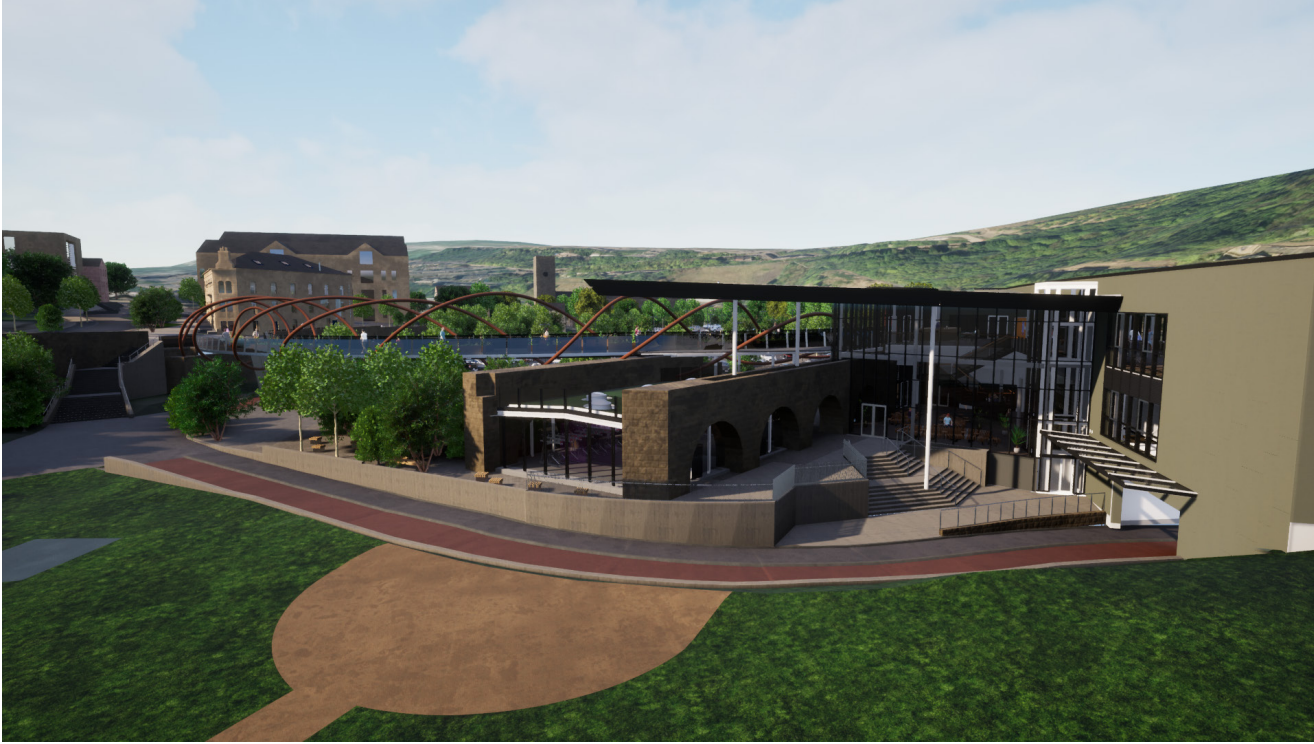


Visualisation



Visualisation

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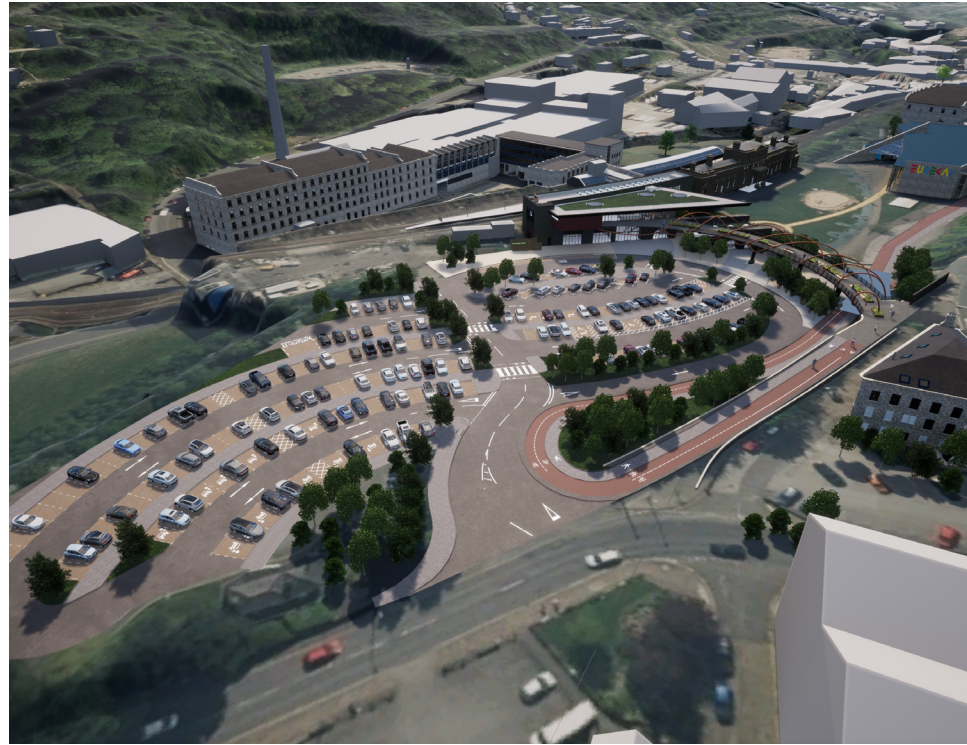
10. External Building Details

The images shown on this slide are indicative of the way the exterior of the station will look. The station building will feature a green roof with solar panels.

The images show the Twisted Weave footbridge. The design is inspired by the Halifax cloth industry. Its unique, modern design will make it an iconic gateway to the town.

The design of Twisted Weave is inspired by the Halifax cloth industry. It uses the concept of the process of spinning raw wool into yarn, then weaving it into cloth. The bridge is designed to appear like a ribbon of cloth, wrapping, twisting and spiralling around the bridge deck. The design also represents the thread that connects the station which represents Halifax's history and the town which represents Halifax's future. A modern interpretation of the design could be internet cables reflecting the town's technology and financial technology sector.

The design allows views of the historic buildings nearby. It will feature integrated seating, planters and heritage information boards.



Aerial view of the proposed design for Halifax Railway Station

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Proposed footbridge with twisted weave design

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