

Huddersfield Station Gateway Masterplan

Meeting	Cabinet
Date	13th January 2026
Cabinet Member	Cllr Turner
Key Decision Eligible for Call In	Yes Yes

Purpose of Report

The purpose of this report is to provide an update to Cabinet on the development of a Masterplan for Huddersfield Station Gateway, to seek feedback on the document, and to seek Cabinet approval of the Masterplan and proposed next steps.

Recommendations

1. That Cabinet note the contents of this report, and the attached Masterplan document (Appendix A) and provide any comments.
2. That Cabinet approve the Masterplan.
3. That subject to Recommendation 2, Cabinet delegate authority to the Executive Director for Place in consultation with the Portfolio Holder for Finance & Regeneration to adopt the plan and publish on the Council’s website to form the basis for funding bids and investment decisions in the masterplan area
4. Cabinet delegate authority to the Executive Director for Place in consultation with the Service Director for Legal Governance and Commissioning, Service Director for Finance and the Portfolio Holder for Finance & Regeneration to:
 - progress continued engagement with partners to explore funding opportunities,
 - engage with partners, progress market engagement and explore development partner options, and
 - enter any appropriate agreements with WYCA and other partners to further develop the masterplan in line with the Council’s policies and constitution,
5. Cabinet delegate authority to the Service Director Legal, Governance and Commissioning to enter into, on behalf of the Council, any external funding agreements or legal agreements related to the Masterplan as appropriate and in accordance with the Contract and Finance Procedure Rules.
6. Cabinet to note that - authority related to the procurement of a development partner, and specific projects which emerge from the Masterplan and associated details regarding funding and delivery will return to Cabinet for approval as required.

Reasons for Recommendations

To ensure Cabinet is sighted on the strategic masterplan for the Station Gateway. By securing formal approval of the Masterplan, it will signal political and institutional backing which will strengthen the Outline Business Case and future business cases, enhance funding credibility, enable market engagement and help align stakeholder priorities. Progressing the masterplan will help to maximise future employment and housing opportunities within Huddersfield.

Resource Implication:

Staff time from Town Centres, Major Projects, Highways, Procurement, Finance and Legal will be required to procure resources, contribute to design development, and manage the development of the projects highlighted in the Masterplan. At this stage, funding is not being sought for the full delivery of the Masterplan. Each intervention will require further development and individual business cases as appropriate.

Date signed off by Executive Director & name

David Shepherd – 16.12.25

Is it also signed off by the Service Director for Finance?

Kevin Mulvaney – 16.12.25

Is it also signed off by the Service Director for Legal Governance and Commissioning (Monitoring Officer)?

Samantha Lawton – 16.12.25

Electoral wards affected: Newsome

Ward councillors consulted: The Masterplan has been shared with Newsome Ward Cllrs

Public or private: Public

Has GDPR been considered? Yes, no personal data

1. Executive Summary

This report seeks Cabinet approval of the Huddersfield Station Gateway Masterplan, a strategic framework designed to drive regeneration and investment in Huddersfield town centre. The masterplan sets out a bold vision to transform the Station Gateway into a dynamic and inclusive transport hub, enhancing connectivity, supporting economic growth, and inspiring wider regeneration.

Centred around the opportunities presented by the Transpennine Route Upgrade (TRU), the masterplan integrates key assets - including Huddersfield Railway Station, St George's Warehouse, The George Hotel, and St George's Square - and aligns with other major initiatives such as the Huddersfield Blueprint, Our Cultural Heart, and the Station to Stadium Enterprise Corridor.

The masterplan provides a coordinated approach to unlock development, improve access and movement, and stimulate private sector investment, with a particular focus on health innovation and urban living. It has been developed collaboratively with partners including Network Rail, TransPennine Express, the West Yorkshire Combined Authority, and HD1 Developments Limited.

Approval of the masterplan will establish a clear framework for future project development, partnership working, and stakeholder engagement. While there are no direct financial implications at this stage, resources to make progress in the short-term will come from a combination of WYCA funding and council staff resources. The ambition is for the masterplan to guide the preparation of business cases and funding strategies for individual projects, ensuring readiness to capitalise on future opportunities and deliver long-term benefits for Huddersfield and the wider district.

2. Information required to take a decision

2.1 Background

This report seeks Cabinet approval of the Huddersfield Station Gateway Masterplan as a strategic framework for future regeneration and investment in Huddersfield town centre over the next 10-15 years. The masterplan sets out the long-term vision, guiding principles, and next steps required to deliver transformational change at this key gateway.

The masterplan (Appendix A) provides a comprehensive regeneration framework for the Station Gateway area, capitalising on the opportunities presented by the Transpennine Route Upgrade (TRU), and supporting investment in the George Hotel, Estate Buildings, Transforming Cities Fund (TCF) schemes, and the Station to Stadium Enterprise Corridor. The plan aims to act as a catalyst for further investment, improve access and movement, and maximise the combined impact of committed and planned schemes.

The Station Gateway area incorporates Huddersfield Railway Station, St George's Warehouse, The George Hotel, Estate Buildings, and St George's Square. The site, shown overleaf, is bounded by Fitzwilliam Street (north), John William Street and Station Street (east), Westgate (south), and the boundary of St George's Warehouse and car park (west).

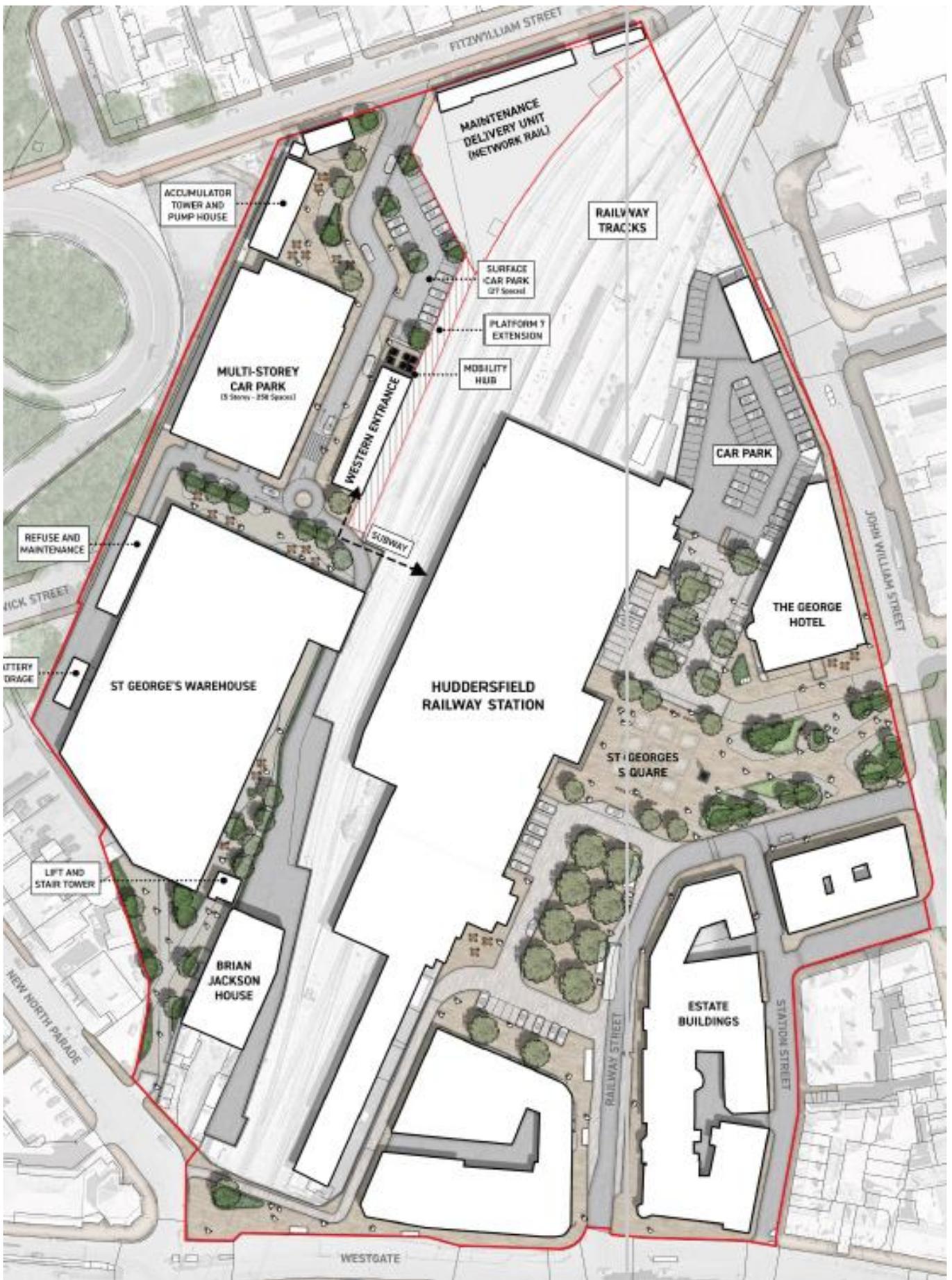
The masterplan builds on the Huddersfield Blueprint, integrating existing and planned schemes in the Gateway and surrounding areas, including Huddersfield Market, the Investment Zone/Station to Stadium Corridor, Our Cultural Heart, Estates Building, Northumberland Street streetscape enhancements, and improvements to the bus station. These assets are significant drivers of the local economy, and their combined impact will be greater when progressed together.

The Station Gateway serves as the physical gateway and arrival experience for Huddersfield and the wider Station to Stadium Corridor/Investment Zone, supporting the creation of high-quality jobs and businesses, and stimulating private sector investment in commercial, office, research and development, with a particular focus on health innovation.

By addressing the "missing piece" to the west of the station, including St George's Warehouse and adjacent land, the masterplan will improve station passenger facilities, achieve regeneration ambitions, and support placemaking aspirations for the town centre.

Masterplan Vision:

Transform Huddersfield Station Gateway into a dynamic and inclusive transport hub that enhances connectivity, drives economic growth, and inspires regeneration. The masterplan aims to create a bold new arrival experience that welcomes visitors, empowers communities, and unlocks the full potential of the town and wider region.



The Masterplan outlines a number of proposals, summarised below.

To the east of the Railway Station:

- St George's Square will be enhanced and expanded, featuring soft landscaping, street furniture, and placemaking improvements to create a high-quality public space. Hostile vehicle mitigation will be incorporated to help protect the public at events. The redesigned square will establish a strong connection to the George Hotel, offering flexible spaces for daily use, hotel functions, and large town events.
- Parking provision is a key consideration in the Station Gateway masterplan. To the east, parking and drop-off areas will remain as existing, with allocated spaces for railway crew and the George Hotel amongst pay and display for long and short stay parking. The Station Forecourt parking area will continue to act as a flexible space, able to accommodate use for large events within St George's Square.

To the west of the station:

- Improvements to create the public space on the south side of St George's Warehouse have been proposed, with a particular focus on the key route leading via the courtyard to the new stair and lift tower and the western Station entrance. This connection will enhance accessibility between St George's Warehouse and the town centre, ensuring clear and direct movement through the area.
- To the north of St George's Warehouse, the former Goods Yard has been identified as the location for a new western entrance to Huddersfield Railway Station. This entrance will connect directly to the station via an extension to the existing subway, providing access to the railway platforms.
- A new multi-storey car park (MSCP) will provide essential parking for both the Station and the mixed-use development of the warehouse, with a new mobility hub providing sustainable transport connections for the town.
- The Masterplan supports the regeneration of St George's Warehouse as a mixed-use redevelopment scheme.

The long-term ambition is for public and private sector partners (not just the Council) to deliver these proposals over time as funding becomes available and circumstances allow, and each requires extensive further development work. The plan presents a significant opportunity to deliver regeneration, decarbonisation, and modal shift towards active travel and rail, making the station and its surroundings more attractive and unlocking land for investment. Regionally, enhancements at the Station Gateway will improve commuting to key employment centres and support wider growth plans for Huddersfield.

The concept masterplan has been developed by a multi-disciplinary team at Arup, supported by Group Ginger architects, Jones Lang LaSalle (JLL) real estate advisors, and Unify Projects Ltd cost management consultants, working closely with Kirklees Council and project partners including Network Rail, TransPennine Express (TPE), the West Yorkshire Combined Authority (WYCA), and HD1 Developments Limited.

2.2 Costs

The Station Gateway was previously included within the West Yorkshire-plus Transport Fund (WY+TF). Following the West Yorkshire Combined Authority (WYCA) Inflation Review (December 2022), the scheme was deferred ("pipelined"), but WYCA approved funding for the development of the masterplan. Further development work is being progressed to develop an Outline Business Case, using WYCA funding and any future decisions about projects and funding will be subject to the Council's established decision-making processes. There are no direct financial implications arising from this report. The costs of preparing the masterplan have been met from existing resources, with funding provided by WYCA. Whilst the Masterplan outlines indicative delivery costs no decisions about specific projects or capital expenditure are being made at this time. The ambition is for public and private sector partners to deliver the

interventions over time as funding becomes available.

2.3 Next steps

Cabinet approval of the masterplan is an important milestone and marks the beginning of a long-term programme of work. The masterplan is a statement of ambition and a signal to the market.

While the plan includes indicative costs, it is not a fully costed or funded delivery plan. The Council does not control most of the land within the masterplan area and cannot directly control all activity. Instead, the masterplan provides a framework for collaboration with stakeholders and landowners to deliver positive change.

Next steps include:

- Developing an Outline Business Case in partnership with WYCA and other stakeholders.
- Continuing dialogue with Historic England and conservation officers to address heritage constraints.
- Identifying and pursuing funding opportunities for individual projects.
- Using the masterplan as a baseline for ongoing consultation and engagement with key partners. Wider public consultation will take place as specific proposals are developed.

Not all projects will proceed at the same pace or be led by the Council, and many require funding opportunities that do not currently exist. The masterplan will shape the future project development pipeline and ensure readiness to capitalise on future opportunities.

2.4 Outcomes & benefits

The masterplan provides a framework to regenerate a key gateway to Huddersfield, leveraging the Transpennine Route Upgrade (TRU) to drive investment, improve connectivity, and support wider goals of job creation and urban living. Key outcomes and benefits include:

- Unlocking the area to the west of the station through the creation of a new western station entrance, improving access for those approaching from the west.
- Transforming the former Goods Yard to provide parking, a mobility hub, new units for retail, food and leisure, high-quality public realm, and a new public route via a lift/stair tower.
- Activating St George's Warehouse and adjacent heritage assets, bringing investment and footfall to support new development.
- Enhancing St George's Square with new landscaping and public realm improvements, encouraging people to dwell and improving integration with surrounding buildings and walking/cycling routes.
- Supporting modal shift to active travel and rail, contributing to climate change commitments.
- Stimulating private sector investment and supporting the growth of high-quality jobs and businesses in Huddersfield.

3. Implications for the Council

3.1 Council Plan

The masterplan supports the Council Plan priorities by:

- Driving inclusive economic growth and regeneration in Huddersfield town centre.
- Supporting climate action through sustainable transport, active travel, and green infrastructure.
- Enhancing public spaces and promoting urban living, health, and wellbeing.

- Facilitating partnership working and stakeholder engagement to deliver long-term benefits for residents and businesses.

3.2 Financial Implications

There are no direct financial implications arising from this report. The long-term ambition is for public and private sector partners (not just the Council) to deliver all of these interventions over time as funding becomes available and circumstances allow, and each requires extensive further development work.

Indicative funding from WYCA for Huddersfield Station Gateway is £500,000. To 31st March 2025 we had claimed the expenditure incurred on PIMS to the value of £368,324.88. The current capital plan has the remaining grant loaded of £132K (£53K in 2025-2026 and £79K in 2026-2027). The Outline Business Case (OBC), currently under development, is being funded by WYCA and there are ongoing conversations with WYCA regarding future funding opportunities. Council staff costs associated with the OBC will be funded by WYCA, activities associated with continued engagement and development of the wider Masterplan will be undertaken by the Major Projects and Town Centres team and we will continue to seek external funding. Subject to securing external funding, a further report would be brought to Cabinet to seek approval to procure and appoint a partner to support further scheme development.

3.3 Legal Implications

Legal advice will be sought on land transactions, planning permissions, procurement, and partnership agreements as individual projects progress. The Masterplan is not a supplementary planning document and does not have a formal planning status, however, as an adopted masterplan, it will be used as a consideration in the determination of planning applications where appropriate. Any procurement will be in accordance with Contract Procedure rules and the Procurement Act 2023, and any applications for funding and acceptance will be in accordance with Financial Procedure Rules. Any subsidy issues will be considered under the Subsidy Control Act.

3.4 Climate Change and Air Quality

The masterplan has been developed to help meet the Council's climate change commitments. Proposals include measures to support modal shift to active travel and rail, improve public transport connectivity, introduce green infrastructure, and enhance air quality. Further assessment of climate and environmental impacts will be undertaken as individual projects progress.

3.5 Risk and Integrated Impact Assessment (IIA)

There are very limited risks associated directly with the recommendation to approve the masterplan. The individual projects that will follow in due course will be subject to development and have their own business cases where required and/or specific approvals which will consider the risks and impacts. At this masterplan stage, the main risks are reputational i.e. the plan sets out a bold and long-term ambition and it may take many years to progress. In publishing the Masterplan, it could be argued that expectations are being raised. However, it is felt that it is right to be bold and be led by a strong vision for positive change.

An IIA has not been completed at this Masterplan stage, a risk register and Integrated Impact Assessment (IIA) will be developed as part of the Outline Business Case and further IIAs will be undertaken as specific schemes are identified to ensure potential impacts are fully considered.

4 Consultation

Public consultation has not been undertaken specifically for this masterplan, although a pre-application submission was made to the local planning authority to provide initial feedback on the masterplan proposals, allowing for refinement and mitigation of key aspects. The proposals reflect the ambitions of the Huddersfield Blueprint, which was subject to public consultation – as specific schemes progress, they will be subject to public consultation.

5 Engagement

Partner involvement was central to the design process, with several workshops held with project partners (WYCA, Network Rail, TransPennine Express and HD1 Development Ltd) to shape the masterplan. The project team also engaged with key stakeholders, including Fresh Futures, Huddersfield Civic Society, and Huddersfield Unlimited, to capture views and insight from organisations with specific interests in the site.

6 Options

6.1 Options Considered

The following options have been considered:

- Not to seek approval of the Masterplan – await future funding opportunities
- Seek approval of the Masterplan – enable continued engagement and development

6.2 Reasons for recommended Option

It is important for Kirklees to provide a long-term, ambitious vision for pipeline projects. This can help to capitalise on future partnerships and funding opportunities. Potential projects should be led by a strong strategic case and economic rationale, developed in conjunction with a wide range of stakeholders. This is what the masterplan seeks to achieve.

7 Next steps and timelines

The proposed next steps are:

- Cabinet approval: January 2026
- Exploring future funding opportunities: February 2026 onwards
- Completion of Outline Business Case for WYCA: Summer 2026

8 Contact officer

David Wildman, Service Director for Skills & Regeneration

9 Background Papers and History of Decisions

<https://democracy.kirklees.gov.uk/documents/s41805/2021-06-22%20Cabinet%20Hudds%20Station%20Gateway%20Trinity%20St%2011.06.21%20v1.4.pdf>

10 Appendices

Appendix A – Huddersfield Station Gateway Masterplan document.

11 Director responsible

David Shepherd, Executive Director for Place

