

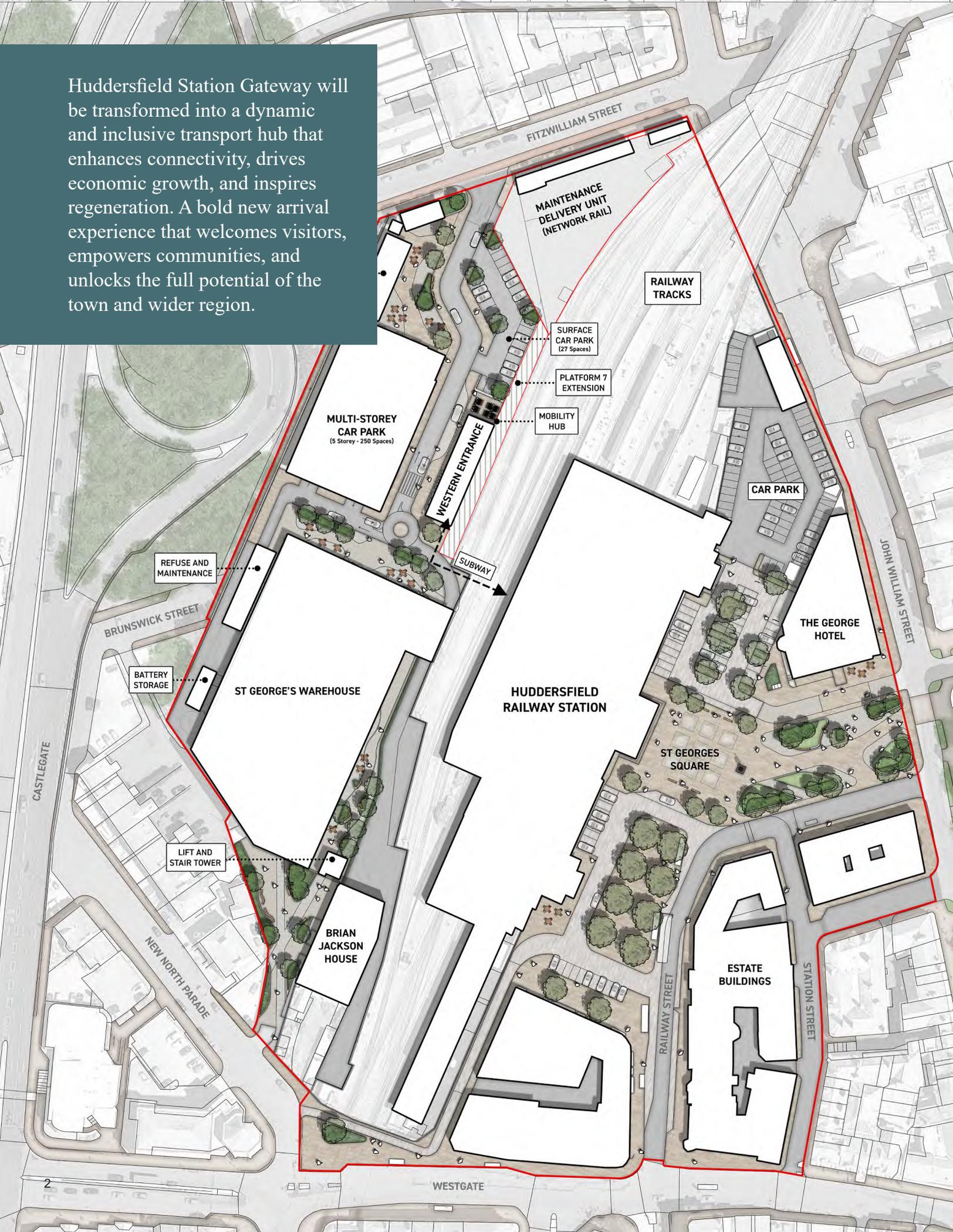


# Huddersfield Station Gateway

## Masterplan Report

March 2025

Huddersfield Station Gateway will be transformed into a dynamic and inclusive transport hub that enhances connectivity, drives economic growth, and inspires regeneration. A bold new arrival experience that welcomes visitors, empowers communities, and unlocks the full potential of the town and wider region.



## Executive Summary

This concept masterplan report sets out the vision and regeneration framework for Huddersfield Station Gateway. An ambitious masterplan for this key gateway to the town will help meet objectives to maximise the regeneration benefits of the Transpennine Route Upgrade (TRU); act as a catalyst for further investment in buildings and infrastructure; and connect active, public, and private modes of travel to help meet climate change commitments. This report documents the process and background underpinning the final concept masterplan option and will form the basis of an outline business case and further design development working closely with project partners and key stakeholders.

The Transpennine Route Upgrade (TRU), with substantial works underway at Huddersfield station itself, establishes an opportunity to develop a new western entrance and new station square on the St George's Warehouse site. The Huddersfield Station Gateway site is outlined in the Huddersfield Blueprint as a priority area for regeneration. It includes Huddersfield Railway Station, St George's Warehouse, The George Hotel, Estate Buildings, and St George's Square. Interventions presented in this masterplan help unlock the development opportunity of the warehouse, provide an arrival space, drop off zones, link to high quality parking on the site to serve the development and the station, and better connect the station to the west of the town. A new western entrance would also help ease peak-time congestion within the existing station entrance hall on the east side.

Whilst St George's Warehouse represents a substantial opportunity to the west of the station, Hd1 Developments Ltd have their own emerging plans for this building and we have used assumptions from their initial high-level proposals to feed into the requirements for this masterplan.

To the east of the station, the introduction of planting to green St George's Square will make it more inviting and a place for people to dwell. This would help to better integrate the Square with planned development at the George Hotel and active travel improvements along John William Street and Northumberland Street in the Station to Stadium Enterprise Corridor.

This masterplan builds on previous studies and presents a new perspective and ambition, developed through close collaboration with project partners. It addresses recent policies and priorities, including active travel ambitions to help address the climate emergency, and new developments in the station gateway and beyond.

### Design Team and Project Partners

The concept masterplan for Huddersfield Station Gateway 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. This team worked closely with the client Kirklees Council and with the project partners - Network Rail, TransPennine Express (TPE), the West Yorkshire Combined Authority (WYCA), and Hd1 Developments Ltd.

### Design Process

Partner involvement was a core part of the design process and the approach included several workshops with project partners to help shape our understanding of the site, develop requirements and inform the emerging masterplan options. We also engaged with key stakeholders including Fresh Futures, Huddersfield Civic Society and Huddersfield Unlimited to record the views from institutions with specific interests in the site.

A pre-application submission was made to the local planning authority to provide initial feedback on the masterplan proposals. This has allowed for further refinement of key aspects of the masterplan as well as informing potential mitigations in later stages of design.



# Contents

Executive Summary	3	<b>2 Vision</b>	34
<b>1 Context and Understanding</b>	6	Masterplan Vision	36
Location and Context	8	Masterplan Principles	37
Site Overview	10	Best Practice Design Guidance	38
Movement and Connectivity	14	Placemaking Priorities	40
Land Use	18	Transport and Infrastructure Priorities	42
Heritage	20	Heritage Priorities	44
Proposed Development	22	Development Priorities	46
Policy and Guidance	26	Case Studies	48
Market Assessment	28	<b>3 Masterplan Development</b>	50
Constraints	30	Design Process	52
Opportunities	32	Pre-application Submission	54



<b>4 Masterplan Proposals</b>	56
Huddersfield Station Gateway Masterplan	59
St George's Square	61
St George's Quarter	65
Goods Yard & Western Station Entrance	69
Architecture	72
Active Travel Strategy	74
Vehicles and Parking	76
Costing	78
<b>5 Conclusion</b>	80
Summary	82
Next Steps	82

# 1 Context and Understanding



The Huddersfield Station Gateway, within the historic heart of Huddersfield, and at the foothills of the South Pennines, has a rich history and opportunity to become a key connecting piece of the town centre.

This section summarises the baseline analysis and understanding and appreciation of the site and context. It includes a summary of committed, planned and aspirational investment; the policy context and relevance to the Station Gateway; market assessment; and concludes with a thorough constraints and opportunities mapping, bridging between the baseline and masterplan development.

## Location and Context

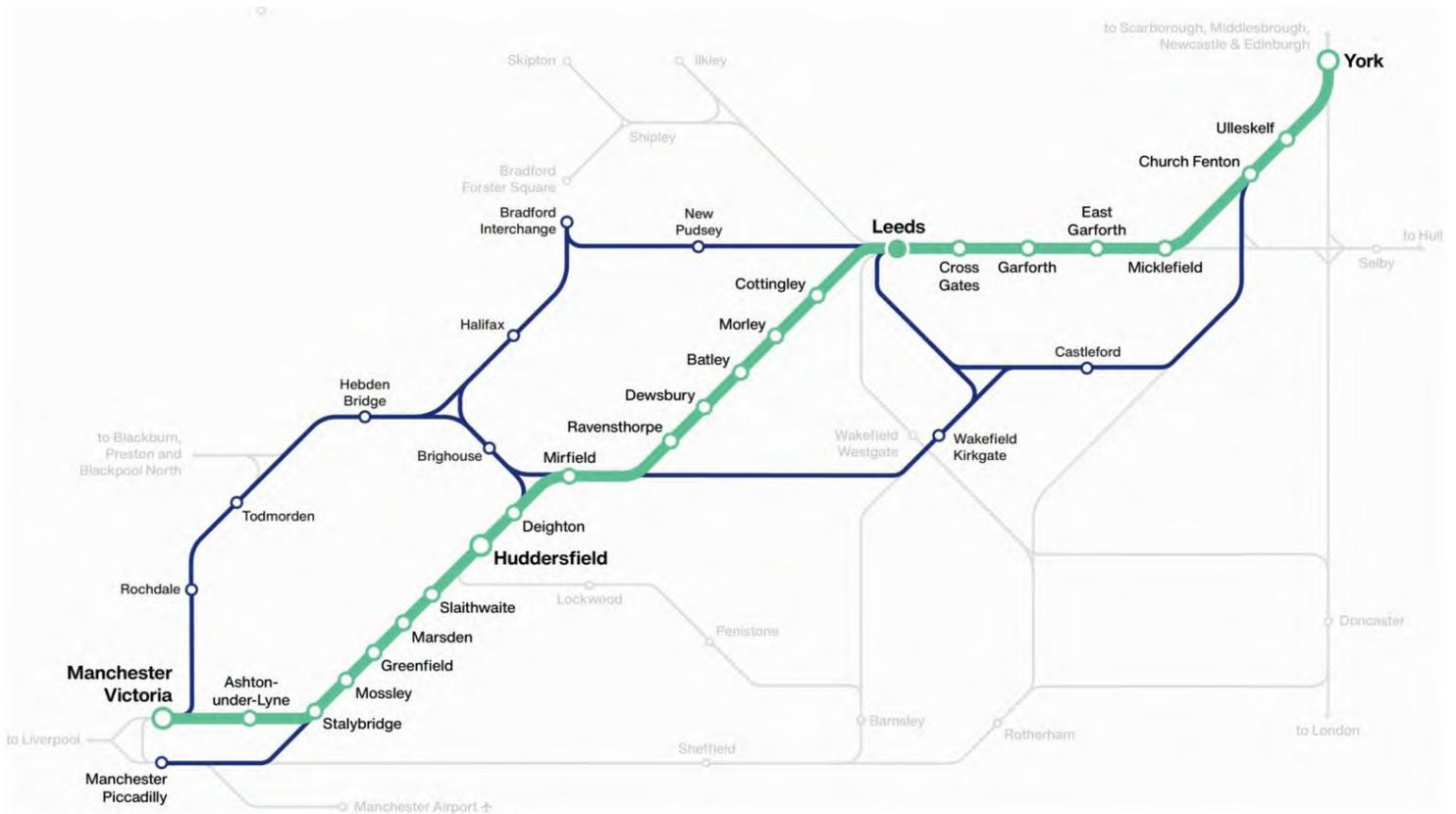
The Huddersfield Station Gateway is located within the historic heart of Huddersfield, in the north-west quarter of Huddersfield Town Centre. It is within the Leeds City Region and in the district of Kirklees in West Yorkshire, the seventh largest English metropolitan district.

Huddersfield Town Centre is severed from surrounding residential, industrial and university districts by the A62 ring road. The centre is situated in the valley of the River Colne, and the sloping topography and straight streets afford views from the town centre to its rural periphery and the wooded hillside of Kilner Bank.

Huddersfield Station is an impressive Grade I listed building which occupies a prominent site within the town

centre. The current station, however only addresses areas to the east and the topography adjacent to the station has resulted in tall retaining walls which limit connectivity.

Huddersfield Station is the second busiest station in West Yorkshire - usage that will only increase once capacity upgrades to the Transpennine and Penistone Lines are complete. The station is regularly used by commuters, with Huddersfield Station being a major stop along the North Transpennine route connecting Manchester, Leeds and York. It also serves as a stop along the Calder Valley, Huddersfield and Penistone lines for local stopping services for destinations including Sheffield, Halifax, Bradford, Manchester and Leeds.



Wider Network Connectivity



Site Location Plan



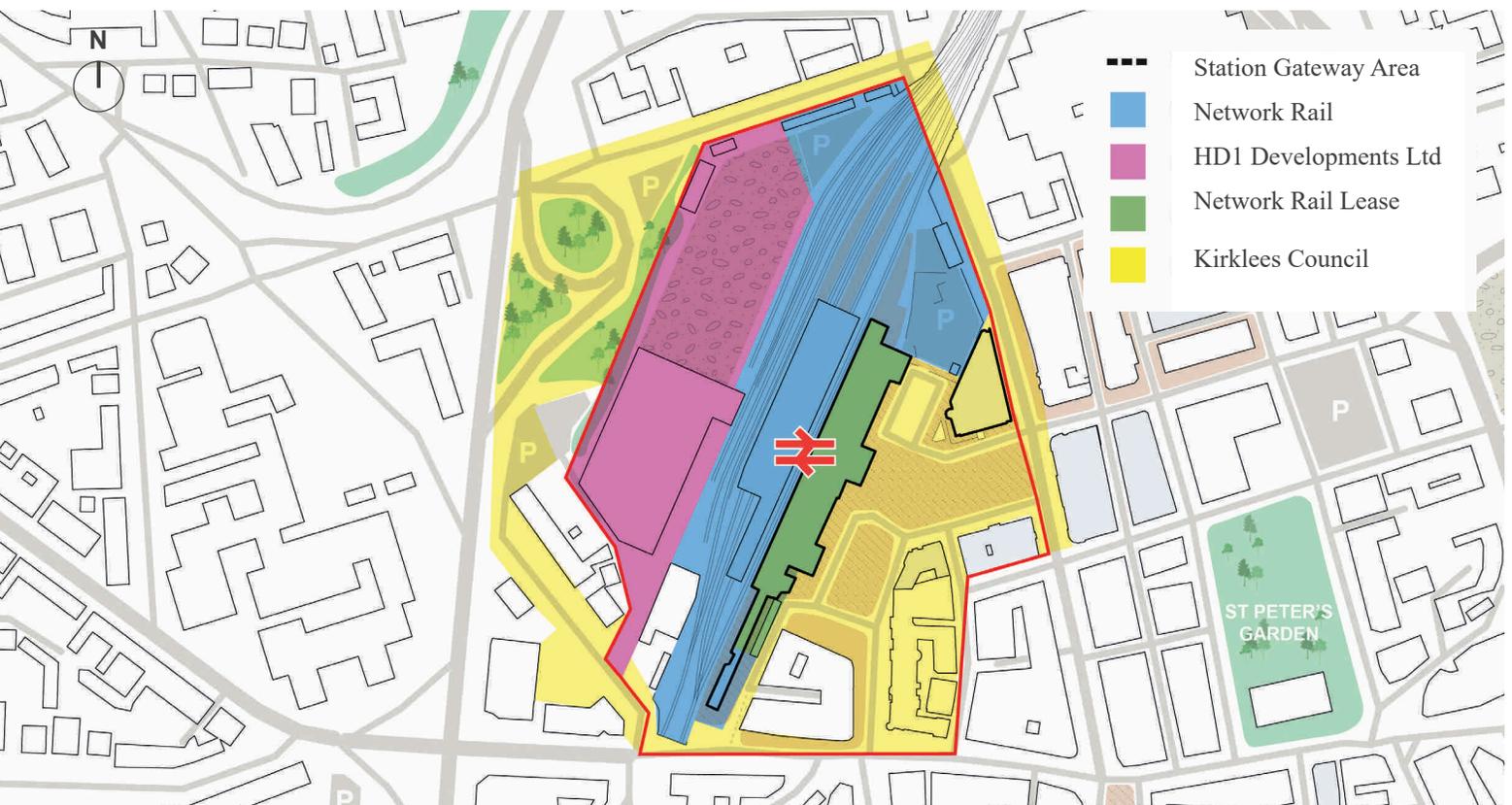
## Site Overview

The Huddersfield Station Gateway site, within the town centre, incorporates notable key buildings including Huddersfield Railway Station, St George's Warehouse, The George Hotel and Estate Buildings, as well as St George's Square.

### Ownership

Key properties in the station gateway are owned and managed by different stakeholders:

- The council owns the freehold of the main Huddersfield Station building, The George Hotel, St George's Square, the station forecourt car park, and Estate Buildings.
- Network Rail owns Huddersfield Station (main building is on a long lease from the council and the rest is owned freehold), the station car park, and a gatehouse in the old goods yard.
- TransPennine Express (TPE) is the station facilities owner (SFO), operating the station and the station car park.
- Hd1 Developments Ltd owns St George's Warehouse, accumulator tower, boiler and pump house, ancillary buildings, and the land forming the former goods yard.
- Another former railway warehouse, Brian Jackson House is the current home of Fresh Futures and a range of children's and family services, with potential for future development.



Station Gateway - Land Ownership



Station Gateway - Proposed Development

## Development in the Station Gateway Area

There are several planned and proposed schemes within the Station Gateway area. Projects such as TRU and associated works to enhance the existing station, and the George Hotel development, are currently being progressed. Positioned strategically, the site holds significance amidst other planned developments in the town, notably serving as the commencement point for the Station to Stadium enterprise corridor. The above drawing highlights the committed, planned and aspirational developments identified within the Station Gateway. These developments are described in more detail in later sections of this report.

### Committed

- 1 Transpennine Route Upgrade (TRU) - Network Rail
- 2 The George Hotel - Kirklees Council

### Planned

- 3 Station Entrance Hall - TransPennine Express (TPE)
- 4 Estate Buildings - Kirklees Council

### Aspirational

- 5 Station (beyond TRU)- Network Rail/TPE
- 6 St George's Warehouse - HD1 Developments Ltd
- 7 St George's Square - Kirklees Council
- 8 Western Station Entrance - Network Rail/TPE
- 9 Brian Jackson House - Fresh Futures





Site Photos Key Plan

## Movement and Connectivity

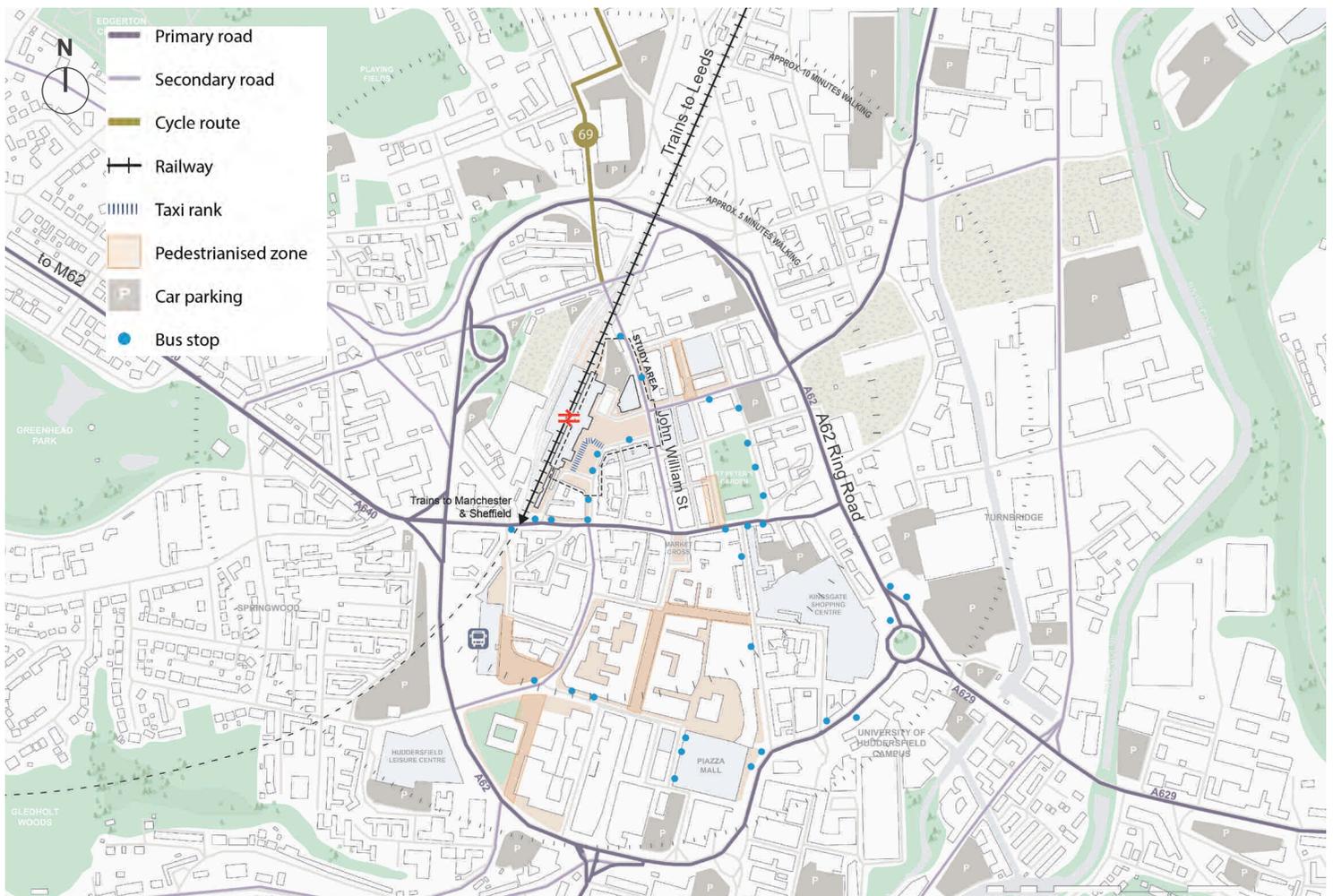
### Wider Vehicular Connectivity

The town centre is located within the A62 Ring Road. Several radial routes converge onto the ring road providing access to the strategic road network, including to the M62 which runs in an east west direction for connections west to Manchester and northeast to Leeds and Bradford. The ring road and radial routes can be congested and slow moving in peak periods.

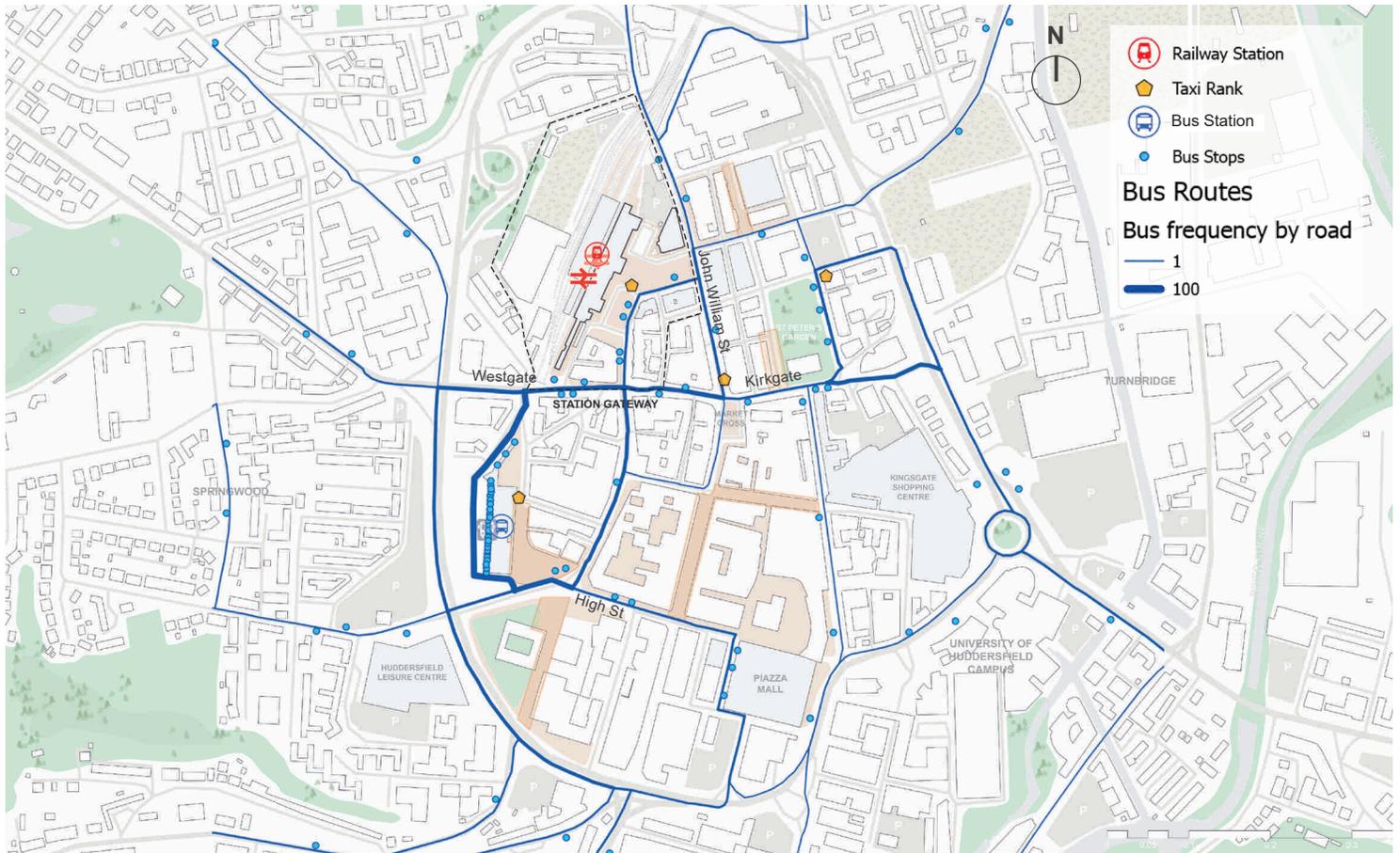
The Ring Road disrupts the historic street pattern and can get as wide as four lanes in each direction to serve large volumes of through traffic. There are limited

crossing points for pedestrians which results in significant severance.

Within the town centre, John William Street provides a core north south route connecting to the ring road in the north and via Northumberland Street to the east. Trinity Street/ Westgate/ Kirkgate provides a key east west route through the town centre and Market Street/ High Street/ Peel Street/ Alfred Street provides a route between the ring road in the west and in the south east. Vehicular access on these routes prioritises buses and taxis with movements restricted for private vehicles to prevent through traffic movements.



Station Gateway - Wider Vehicular Connectivity



Station Gateway - Public Transport

## Public Transport

### Rail

Huddersfield Railway Station has regular rail services to regional destinations including; Leeds, Bradford, York, Newcastle, Hull, Manchester, Liverpool, and Sheffield and also serves local towns. It serves as a major stop on the TransPennine Express route connecting Manchester and Leeds, making it a hub for commuting.

### Bus

Huddersfield Bus Station is located in the west of the town centre, approximately 350m (4 min walk) south of the railway station. There is a network of bus routes throughout the town centre with bus gates on Kirkgate and High St restricting access to general traffic. Westgate/Kirkgate is the main east-west thoroughfare for buses within the town centre.

- Five bus stops on Railway Street adjacent to the railway station, have approx 24 services per hour providing frequent travel to Leeds and Bradford and regular services to destinations such as Fartown, Bradley and Brackenhall.
- Approx 8 buses per hour stop on John William Street close to the rail station providing frequent connections to Huddersfield town centre and the bus station.
- Bus stops on Westgate provide regular services to; Dalton, Rawthorpe, Lindley and Salendine Nook.
- The Free Town Bus provides three services per hour, connecting key destinations within the town centre including the bus station and railway station.

## Active Travel

### Pedestrians

There is good pedestrian access within the town centre with footways generally alongside all roads, street lighting, and a range of crossing provision including pedestrian crossings at all signal-controlled junctions. Pedestrian crossing provision across the ring road is limited and routes are heavily car dominated. Pedestrianised streets in the town centre include New Street, King Street and Victoria Lane. There are traffic free routes running north south alongside Huddersfield Broad Canal, east west along Huddersfield Narrow Canal and through green space to the east of the River Colne. These routes are unsurfaced and unlit.

### Cyclists

There is limited cycle infrastructure provision across the town centre although improvements are being delivered as part of schemes such as the A62 Leeds Road. The infrastructure is disconnected forcing cyclists to use busy trafficked roads. To the north, St John's Road and Beck Road form part of the National Cycle Network, although infrastructure comprises narrow cycle lanes running alongside vehicle traffic.

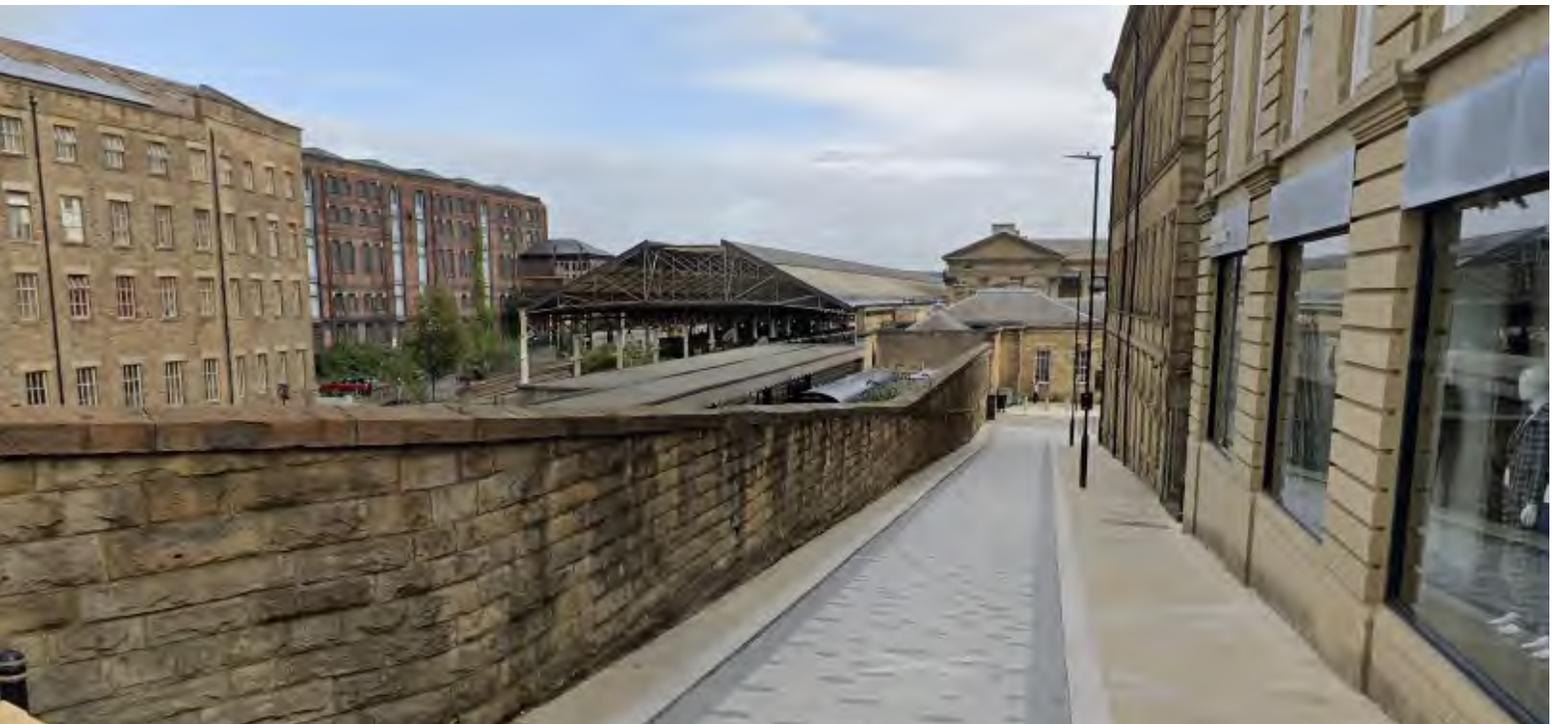
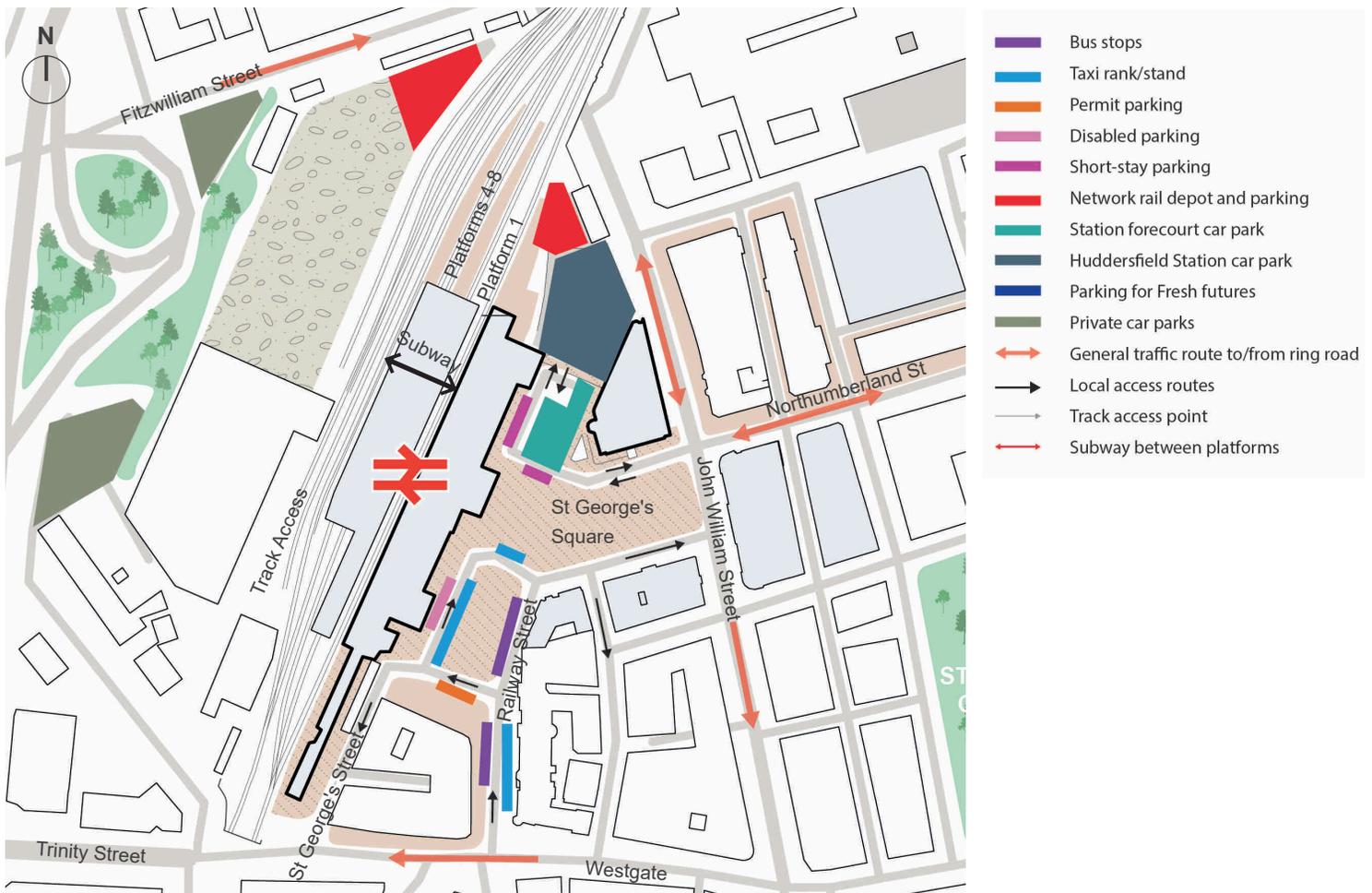


Photo of Cycle Lane on St George's St



Station Gateway - Vehicle Movement and Existing Parking

## Local Vehicle Access and Station Operations

### Passenger Movement

St George's Square east of the station is the sole entrance and exit point for rail passengers. Huddersfield is a closed station, with Automatic Ticket Gates (ATGs) for security and revenue protection. A subway at the station connects platform 1 to the island platform (nos. 4-8). TRU will include, on the sidings opposite platform 8, a new island platform connected to the rest of the station by an extension of the subway and, at the northern end, a new footbridge.

### Vehicular Access

John William St provides two way access to / from the ring road to the north. Access is restricted to southbound only from its junction with Railway St. Fitzwilliam St provides eastbound access to connect with John William St but westbound exit to the Halifax Road is restricted.

Trinity St / Westgate connect to John William St to the south, however eastbound access is restricted to bus, taxi, cycles and authorised vehicles only from 08:00-18:00hrs. From Westgate, Railway Street provides vehicular access one way northbound to the bus stops, taxi rank, and parking for permit, disabled (Blue Badge), and car club users in St George's Square.

### Station Parking

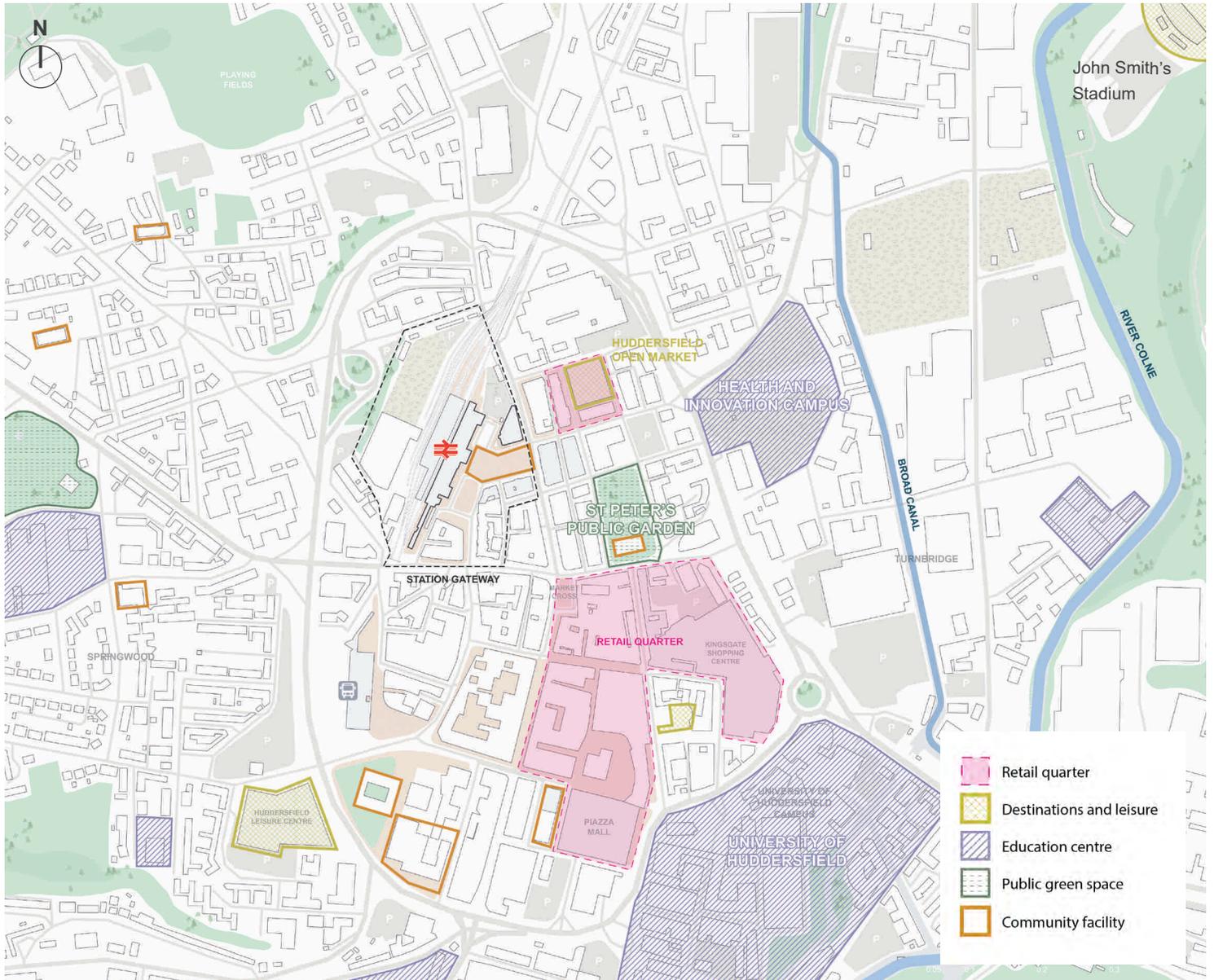
John William Street to the north, and Northumberland Street to the east, provide two way access to The George Hotel, the Station Forecourt Car Park (11 spaces for pick up / drop off and 30 for short stay pay & display), the Station Car Park (68 long stay spaces for rail commuters and staff), and private parking (10 spaces) for the offices of Community Rail Network in the old water tower.

There is cycle parking near the station entrance in Sheffield stands (10 bikes) and at a secure Cycle Hub (54 bikes) on platform 1.

## Land Use

In Huddersfield, land use is primarily characterised by a mix of residential areas, commercial centres, industrial zones and green spaces, with the surrounding hills often used for recreational activities.

Huddersfield town centre includes the retail quarter, anchored by the Kingsgate Shopping Centre, the Piazza Centre, Huddersfield Open Market and a mix of offices and businesses as well as a number of cultural and leisure facilities. Several commercial developments are located to the east of the town centre with The John Smith's Stadium a key destination further east.



Station Gateway - Land Use

## Events

Located within the Station Gateway, St George's Square serves as an important event space for Huddersfield, hosting numerous events throughout the year, including the annual Huddersfield Food and Drink Festival and Christmas markets. It is a valued community asset and fosters opportunities for diverse gatherings, injecting a social, economic and cultural boost to the town.



St George's Square - Huddersfield Christmas Markets



St George's Square - Huddersfield Food and Drink Festival

## Heritage

Huddersfield has a rich and varied history, with the town growing to prominence during the Industrial Revolution. This was due to its strategic location on the River Colne and its abundant supply of wool, which helped to fuel the growth of the woollen textile industry. In the late 18th and early 19th centuries, Huddersfield became a major centre for cloth production, and many of the town's historic textile mills and warehouses still stand today as a testament to its industrial past.

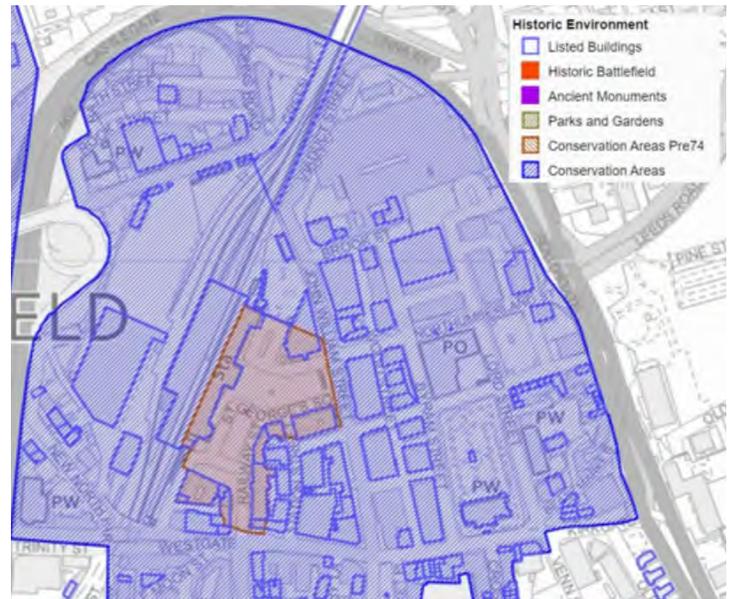
### Huddersfield Town Centre Conservation Area

The station gateway is within Huddersfield Town Centre Conservation Area where designated heritage assets include the listed buildings of:

- Huddersfield Station (built 1846-50, enlarged 1886), Grade I
- St George's Warehouse, the London & North Western Railway (LNWR) 'new warehouse' (1885), Grade II
- Accumulator tower (1885), Grade II
- Brian Jackson House, the Lancashire & Yorkshire Railway (L&YR) 'old warehouse' (1869), Grade II
- The George Hotel (1850), Grade II\*
- Estate Buildings (1871-72), Grade II\*

The draft Conservation Area Appraisal Management Plan (CAAMP) is a tool for the preservation and enhancement of the conservation area and contains specific guidance relating to the Station Gateway area, namely:

- SG01 The Council should proactively encourage the adaptive re-use of the former good's warehouse as a priority. (For the protection of a deteriorating and vacant designated asset in a prime location).
- SG02 The Council should undertake a feasibility study



Huddersfield Conservation Area Map

regarding options to improve connectivity between the warehouse, the station and St. George's Square. (Unlocking the potential of the warehouse will be reliant on the connectivity to the wider town centre and ease of crossing the railway line).

- SG03 Any future public realm works to St. George's Square should aspire to remove as much of the perimeter roads and car parking as practically possible. (To restore the square to its original footprint and enhance the significance of a nationally important group of assets and spaces).
- SG04 Street furniture should, where possible, aspire to have a unified and bespoke palette for the square as the most significant space within the Conservation Area. (To enhance the significance of a nationally important group of assets and spaces)

### Huddersfield High Street Heritage Action Zone

Kirklees Council and Historic England are working in partnership to deliver a High Street Heritage Action Zone (HSHAZ) at the heart of Huddersfield. The zone covers the area surrounding St. George's Square.

## St George's Square

St George's Square, created in the 1850s, is located within the Station Gateway site, and was the first part of the conservation area to be designated in 1968. It is a central, civic space that forms the arrival scene for those traveling to Huddersfield by train and is an integral site within the town. The Square was designed by renowned architect John Dobson and, at its time of opening, was the largest enclosed square in Europe. Whilst St George's Square continues to offer a well-proportioned open space for large, community gatherings, its islanding by roads and vehicle traffic has limited its agency in an everyday context.

## St George's Warehouse

St. Georges Warehouse within the Station Gateway site, opened in 1885, stands to the west of the Station and served as a substantial goods warehouse for the London and North Western Railway (LNWR). Notable for its technological advancements, the building featured hydraulic power. Hoists lifted goods between train platforms in the lower ground floor, and wagons via the external lift that still exists, to tracks on the middle floor. Since cessation of its use by British Rail, significant portions of the warehouse have remained vacant. It holds considerable historical importance within the town centre, representing a key piece in Huddersfield's railway heritage. The hydraulic power was supplied by the accumulator tower that stands in the north western corner of the car park, which was previously the station goods yard. The adjoining pump house is an example of a curtilage building that pre-dates 1948 and is part of the listed building.



1848 - Map of Huddersfield Station



1910 - St George's Square and Lions Chambers



1980 - View of St Georges Square and Station

## Proposed Development

A range of exciting developments are planned in Huddersfield, with many of these intersecting with the station area. Given its status as a crucial transport hub and gateway to the town, it is imperative that the Station Gateway aligns and integrates with these schemes. A comprehensive approach that interconnects developments within the broader town centre is essential for ensuring the overall success of the area. Key schemes are summarised below.

### Complete or under construction

#### 1 Transpennine Route Upgrade (TRU), Network Rail

Works to upgrade Huddersfield Station: two new platforms and the extension of existing platforms to improve station capacity; improved accessibility – including new footbridge and lifts, and step-free access from the front entrance; sympathetic restoration of the station roof; additional toilet facilities; improved customer information system; track upgrades to support more trains; the tearoom will be relocated on its current platform. All platforms will be re-numbered 1 to 6, with the new platforms being 5 and 6.

#### 2 The George Hotel - Kirklees Council

Plans to reopen the Grade II\* George Hotel which occupies a prominent site outside the main station building. This project will create a new hotel with up to 108 bedrooms. The council is providing up to £30million of funding and there is a Hotel Management Agreement in place with the Radisson Group.

#### 3 Cultural Heart

Built around the existing Grade II Listed Queensgate and Library buildings, Our Cultural Heart will include a library, art gallery, museum, live events venue and food

hall. “A destination where families, visitors and residents can gather, relax and enjoy leisure, arts and music, where activities spill out into a high-quality public space”

#### 4 Better Connected Stations

The recently completed scheme upgraded the walking and cycling route between Huddersfield’s railway and bus stations, along St George’s Street, across Westgate, and into Upperhead Road. There are plans for Transforming Huddersfield Bus Station.

### Planned

#### 5 Station Entrance Hall - TransPennine Express (TPE)

Enhancements to Station Building, including refurbishment of ticket hall, repair & replacement of booking hall floor, proposed new pod ticket desk and more ticket machines, additional retail opportunities and introduction of a changing places facility.

#### 6 Estate Buildings - Kirklees Council

The council is planning to take forward this opportunity to repurpose the existing Estate Buildings to the southeast of the main station building to deliver around 50 residential units.

**7 Station to Stadium Enterprise Corridor**

Draft masterplan for the first phase of a new enterprise corridor from John William Street eastwards to the John Smiths Stadium. The vision for “a thriving, connected and enterprising district advancing wellbeing and prosperity through investment in health innovation, clean growth and green networks”. The station gateway east of John William Street will be the focus of the second phase of the Station to Stadium masterplan

**8 Huddersfield Rail Station Connections**

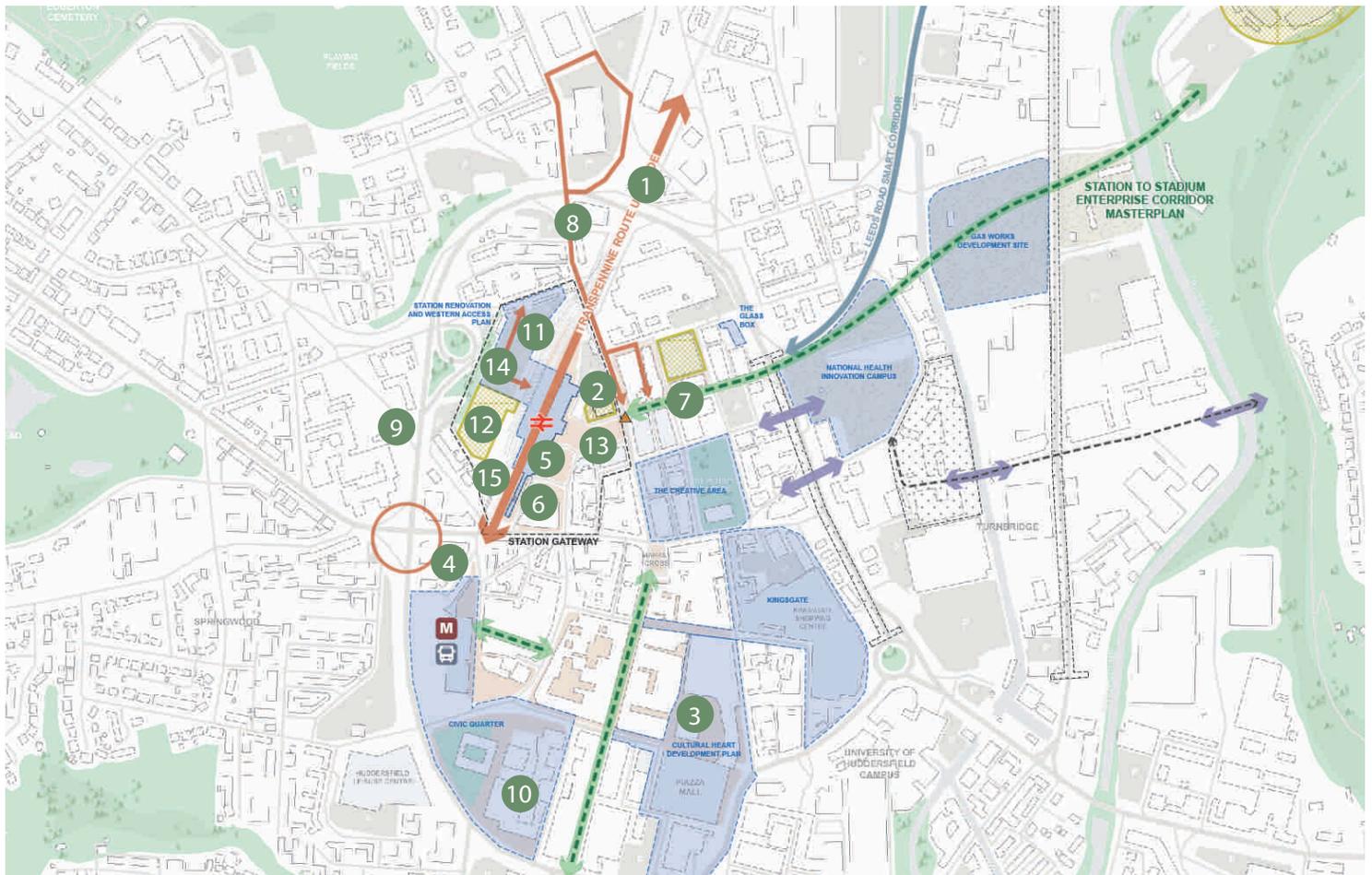
Transforming Cities Fund plans to create tree-line boulevards in Northumberland Street and John William Street. Improved pedestrian and cycle crossings planned for junctions of the ring road at St John’s Road and Trinity Street

**9 Trinity West**

Proposals for a new mixed use retail, office and residential development west of the Station Gateway on the A62 ring road. Site includes the Grade II\* listed former Huddersfield Infirmary Building. Outline approval for over 200 new apartments

**10 Civic Quarter**

Part of the Huddersfield 10 year blueprint, the civic quarter includes the Civic Centre buildings, Magistrates’ Court and Police Station Focus is on enhancement to the public realm and introduction of new housing within the area.



Huddersfield - Proposed Development

## Aspirational

**11** Station (beyond TRU)- Network Rail/TPE  
TRU has left space for a potential new Platform 7 for terminating services to be delivered as part of a later phase of work subject to funding. It is assumed this would also include the extension of the subway to provide access to this new platform.

**12** St George's Warehouse - Hd1 Developments Ltd  
Hd1 Developments Ltd currently has aspirations to develop a mixed use scheme within the warehouse which comprises offices, leisure and retail (on lower ground floor level -02, with a new mezzanine floor added), vertical farm (-01), offices (ground floor 00), and apartments (+01 and +02).

**13** St George's Square - Kirklees Council  
Landscape-led enhancements to St George's Square to make it more inviting for people to spend time in as well as providing opportunities to incorporate sustainable urban drainage and improve biodiversity.

**14** Western Station Entrance - Network Rail/TPE  
Provision of a new western station entrance to provide more direct access to the west of the town and unlock land to the west of the station for development - being explored as part of this masterplan.

**15** Brian Jackson House - Fresh Futures  
Current home of Fresh Futures and a range of children's and family services, with potential for future development.



**St George's Warehouse**

## St George's Warehouse

Hd1 Developments Ltd currently has aspirations to develop a mixed use scheme within the warehouse, which follows sustainability principles, such as energy production with solar panels, and food growing. Wider site proposals aim to maximise the heritage setting.

### Warehouse Proposals

Hd1 plans for St George's Warehouse to have a public face whilst providing controlled access to certain floors. Internal proposals for the warehouse are described for each floor:

- **Level 00** (28,000 sq ft net internal area NIA) which is at upper ground level to the Courtyard, will be mostly office provision, provisionally with large units. Hd1 is working with Kitmapper to install a gallery/art exhibition space, which could also be used as a training space to give creatives the skills needed to plan, build and curate exhibitions.
- **Levels +01 and +02** (30,000 sq ft per floor NIA) are residential schemes of various designs including one and two bed, and one bed and home office accommodation. Upper floors will offer health, gym, yoga and treatment rooms.
- **Level -01** (40,000 sq ft NIA) combines a mix of commercial food growing technologies, Research and Development, Lab space, Incubation units, office and storage, and potentially a visitor centre.
- **Level -02** (38,000 sq ft NIA), which is at lower ground level to the Goods Yard, will offer two floors, via a mezzanine, providing offices, meeting rooms, serviced offices/hot desks, and a range of independent and main stream retail offers similar to those in Kings Cross, Victoria and Paddington stations. This floor will also incorporate leisure activities, such as glo golf and gaming suites, and potentially swim pods.



Visuals of residential scheme

## Policy and Guidance

A thorough review of current policy and guidance has been undertaken to help underpin the ambitious vision for the Station Gateway and frame the development of this masterplan.

We have reviewed a broad range of national, regional and local policy documents covering transport, decarbonisation, economic growth, regeneration and conservation subject matters. A full list of the documents reviewed is contained within the appendices.

At all levels of policy, this project presents a significant opportunity to deliver regeneration, decarbonisation and modal shift towards active travel and rail by making the station and its surrounding areas more attractive, and unlocking land for investment and development.

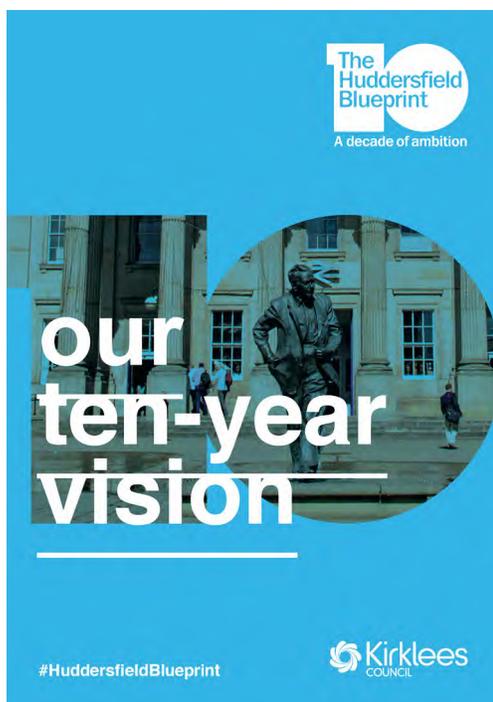
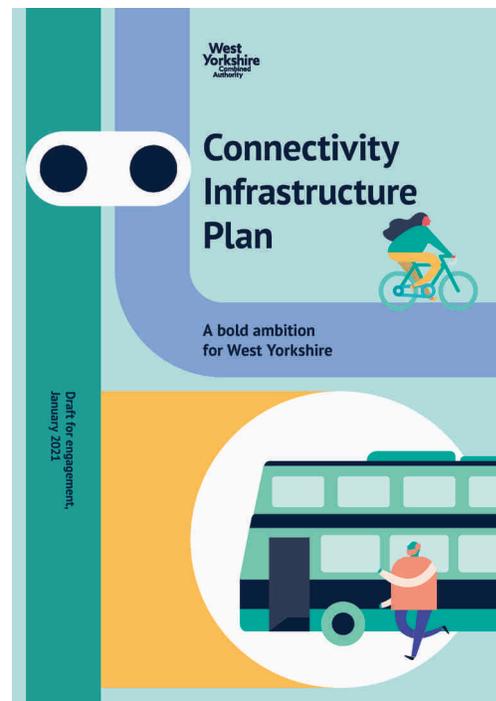
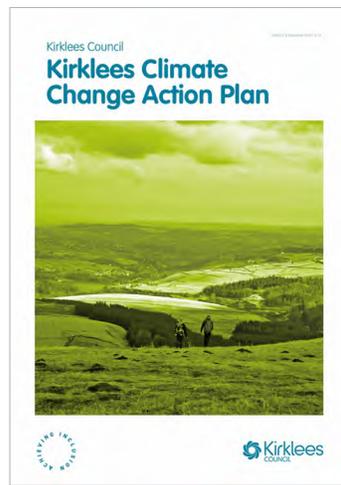
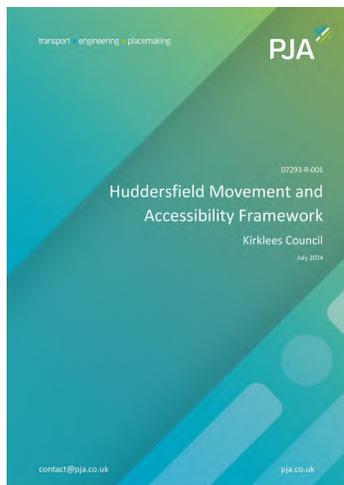
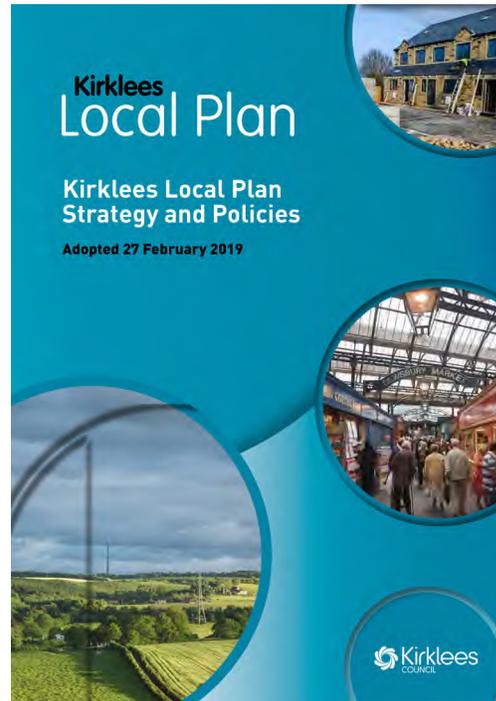
Regionally, enhancements at the Station Gateway create opportunity for improved commuting to key employment centres. These also facilitate improved journeys into Huddersfield. Development in this location supports wider growth plans within the town centre. Regional transport plans and strategies discuss aspirations for better integration and targets for modal shift. This aligns with opportunities to increase parking and the provision of active travel infrastructure at the station, allowing more people to shift to rail.

The draft Conservation Area Appraisal Management Plan specifically refers to the Station Gateway area and encourages bringing disused and underused buildings to the west of the station back into use, facilitated by the creation of a new west entrance.

The forthcoming Huddersfield Movement and Accessibility Framework (MAF) recommends and emphasises key routes into the town centre. The Gateway site presents a key opportunity to deliver infrastructure to support the MAF recommendations and improve access to the west of the station including creating improved connectivity through the site.

The Local Plan is due for an update but the current version describes aspirations for growth and diversification of the economy in the town centre. Development to the west of the station will encourage more uses to cluster within the town centre area bringing footfall and activity.

Kirklees' declaration of a climate emergency supports enhancements to public realm and greening supports modal shift through framing more attractive public spaces to encourage walking and cycling. The inclusion of Sustainable Drainage Systems (SuDS) within the masterplan provide opportunities to embed climate resilience measures by managing rainwater run off, whilst also facilitating placemaking.



## Market Assessment

### Funding Success

Kirklees Council is a proactive and ambitious local authority which has recently and successfully secured more than £100 million of Levelling Up Funding to secure the delivery of major regeneration schemes across the borough including:

- £48 million to upgrade the Penistone railway line which runs from Huddersfield to Sheffield in South Yorkshire;
- £16.5 million to develop the New Huddersfield Market at Brook Street;
- £20 million scheme to develop and deliver the Dewsbury Blueprint which is a 10 year plan to increase housing and economic growth; and
- £17 million to be invested in a new Life Sciences Investment Zone in the Station to Stadium Enterprise Corridor which will increase employment and business growth based on the Station to Stadium Masterplan produced by JLL, Arup and partners.

These exciting regeneration schemes all have links to the railway station; the purpose of the Huddersfield Station Gateway Masterplan will ensure that the proposals and activities are approached and delivered in a cohesive way and will identify any potential gaps in work or further interventions required to complete Huddersfield's regeneration journey.

### Key Market Takeaways

Huddersfield has strong transport connections with Manchester and Leeds which will attract occupiers / developers. The improvements to the Transpennine route will only enhance these connections.

There are active enquiries from local occupiers for both office and industrial space however there is a severe lack of new product in the market to meet this demand. The Station Masterplan is an opportunity to deliver new Gateway product to meet the requirements of these enquiries and attract new ones.

The town has strong links with the University of Huddersfield which will help drive development forward particularly in the health and wellbeing sector to bring a diverse choice to the market. The improvements to the station will also attract more students to study at the University as it will make the campus more accessible.

The delivery of the Radisson Red brand at The George Hotel will enhance the gateway entrance to the station and work towards creating a sense of place and arrival. This will attract other occupiers to the area and benefit from the increased footfall.

The masterplan should work towards changing the perception of Huddersfield to make the town centre an attractive place to work, live and play.

The uses will be flexible to meet the changing needs of the market and connect all parts of the masterplan together to create a new sense of place.

An updated car park study is recommended to understand the wider town centre car parking strategy and maximise revenue generation within the masterplan.

Initially a hotel use was considered as a development opportunity, however further research showed that serviced apartments would be more viable, with the potential to incorporate this use within existing buildings.

Further detail on this market analysis can be found within JLL's appended report.

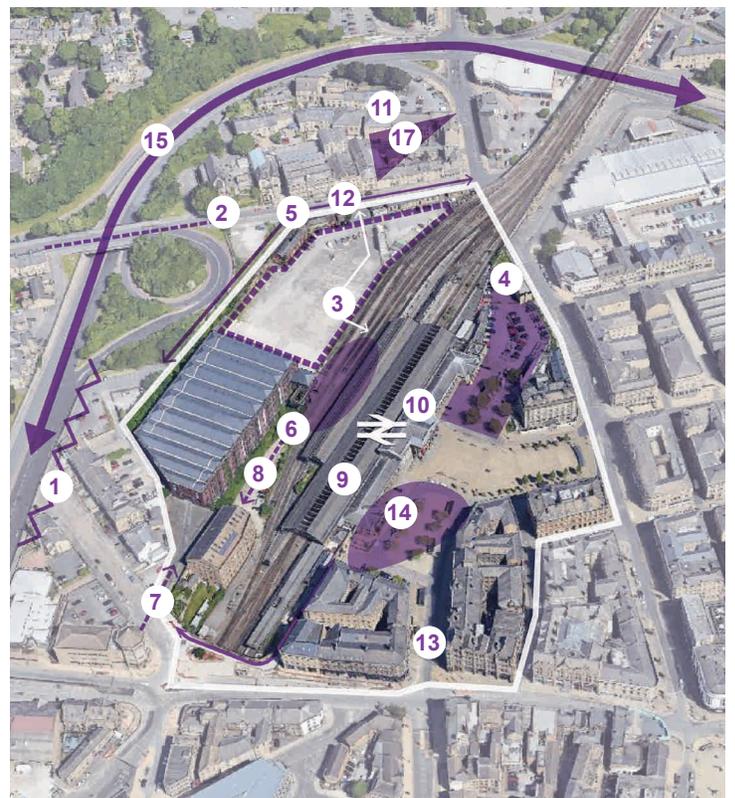


Diagram of Key Market Takeaways

## Constraints

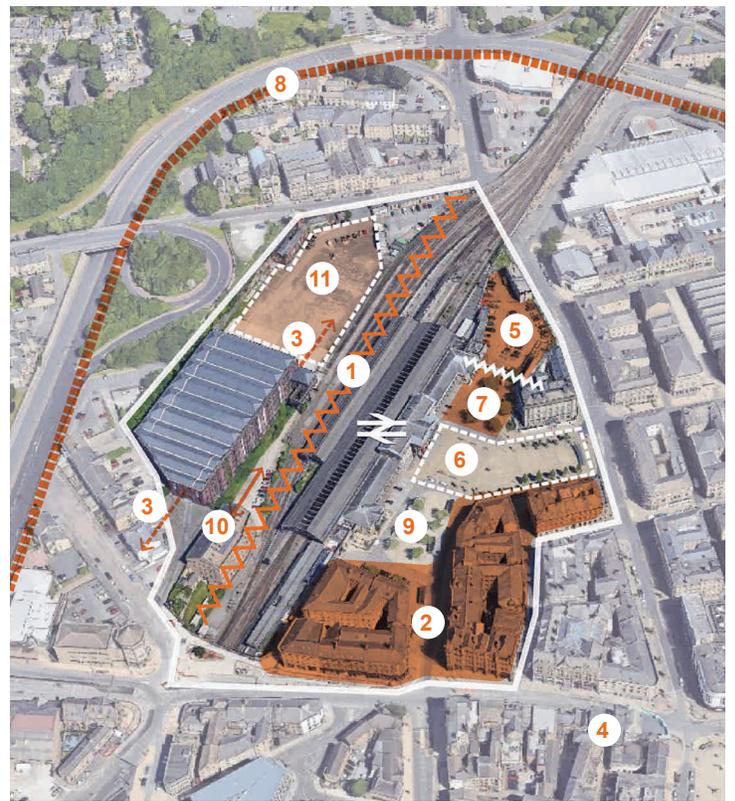
Key constraints for the Station Gateway site have been identified with project partners, to understand key challenges for the project to address. These are summarised below under the themes of Movement and Connectivity, Socio-Economic and Environmental.

No.	Movement & Connectivity
1	Ring road severs connection to the west of the town centre
2	Un-inviting and unsafe public footpath to western boundary of St George's Warehouse
3	Lack of a western entrance to Huddersfield Station
4	Limited amount of parking at station and within the Station Gateway area
5	Ongoing Transpennine Rail Upgrade construction activities on-site
6	Network Rail fence doesn't follow ownership boundary near lift hoist
7	Existing right of way via courtyard to Brian Jackson House
8	Service access for vehicles to lower ground of Brian Jackson House via warehouse car park after TRU
9	Huddersfield is a 'Closed' Station for security and revenue protection
10	Passenger congestion in station during peak times
11	Steep streets are difficult to navigate for elderly, disabled, buggies etc
12	Right of way via warehouse car park for Network Rail vehicles and personnel for track access
13	Lack of cycle infrastructure within the Station Gateway including parking and cycle lanes
14	No secure motorbike parking at the station
15	One-way access into Fitzwilliam Street from Halifax Road
16	Network Rail right of way to maintenance delivery unit (MDU)



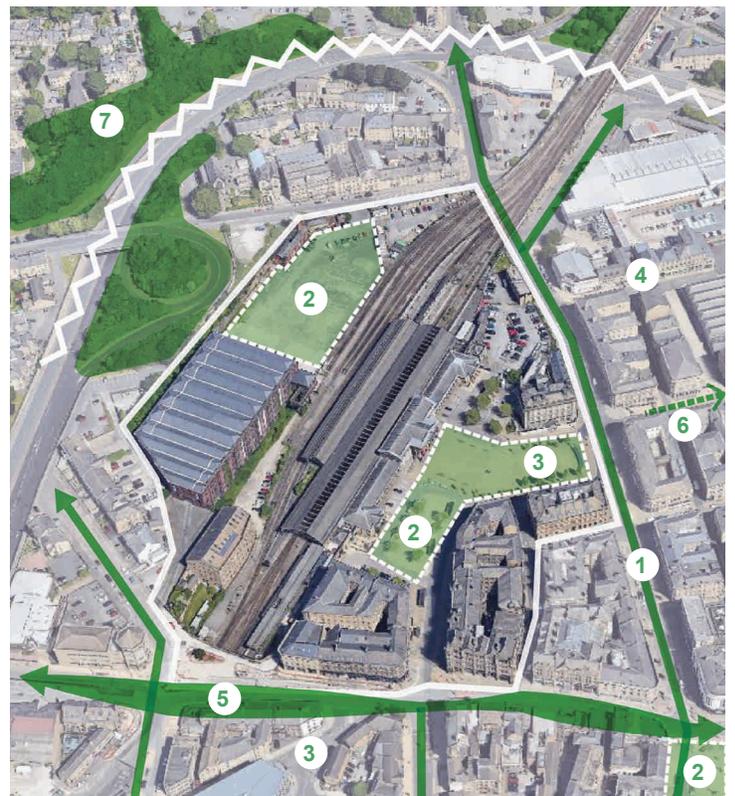
Constraints Mapping - Movement and Connectivity

No.	Socio-Economic
1	Severance to west of station limits development and land value
2	Lack of Grade-A office space in town
3	Public access required on 2 levels for St Georges Warehouse, at courtyard and car park.
4	Station Gateway is outside of the designated primary shopping area in the Kirklees Local Plan
5	Station car park and station forecourt car park in different ownerships
6	Public event spaces not designed for day-to-day use
7	Limited (short and long-stay) parking for station, hotel, Estate Buildings etc
8	Kirklees Local Plan does not currently allocate any sites for development within the ring road
9	Limited parking constraints revenue, local business
10	Servicing requirements for Fresh Futures (Brian Jackson House)
11	St George's Warehouse area for battery storage required



Constraints Mapping - Socio-Economic

No.	Environmental
1	Lack of green infrastructure within the town centre
2	Lack of open green space within the town centre
3	Extensive areas of hard surfacing within the town increase water run-off and contribute to flooding
4	Low opportunities for biodiversity and wildlife within the town
5	Congestion and vehicles in town release pollution and reduce air quality
6	Poor connections to the river and canals
7	Green corridors outside of the ring road do not penetrate in towards the town centre



Constraints Mapping - Environmental

## Opportunities

The identified constraints form the basis of opportunities for new solutions and ideas. These opportunities can deliver benefit within the Station Gateway area and the wider town centre. These opportunities have been developed and agreed with project partners early in the design process and were used to inform the subsequent vision and masterplan principles.

No.	Opportunities
1	TRU improvements will include a new platform and footbridge to improve movement through the station
2	Opportunity to extend station subway or footbridge and create a new western entrance into station from St George's Warehouse site
3	Minimise impact of roads surrounding St George's Square and improve connection to St George's Hotel
4	Heritage buildings to be refurbished and converted into new mixed-use developments
5	Improving the public footpath on western side of St George's Warehouse can greatly improve connectivity and travel time from north to south
6	Refurbishment of St George's Warehouse to bring activity and interest into a long-neglected area
7	Opportunity to increase electric bike facilities due to steep elevation across the town
8	Improved wayfinding across the town from the station to key areas i.e. shopping centre, university, market, stadium
9	Trinity Street/Castlegate pedestrian and cycle crossing to be improved in TCF scheme
10	Station hall entrance improvements including a new entrance and turnstiles to improve passenger flow
11	Trinity West, increased footfall to and from new mixed used development on western side of town
12	Opportunity for public realm improvements to St George's Square, including greening for greater resilience, and to improve first impressions of town
13	George Hotel development of a 91-bed hotel to regenerate area and generate activity and interest in St Georges Square
14	Potential for new parking in St George's Warehouse car park to serve development of the warehouse, rail travellers, and town centre users
15	Introduction of green infrastructure within the town centre for climate resilience and placemaking opportunities
16	Proposals for external staircase and lift between levels 00 + -02 to create new routes through the site
17	Opportunity to create an active frontage to St George's Warehouse which will help improve business and footfall within area
18	Improved gateway into Goods Yard and western station entrance



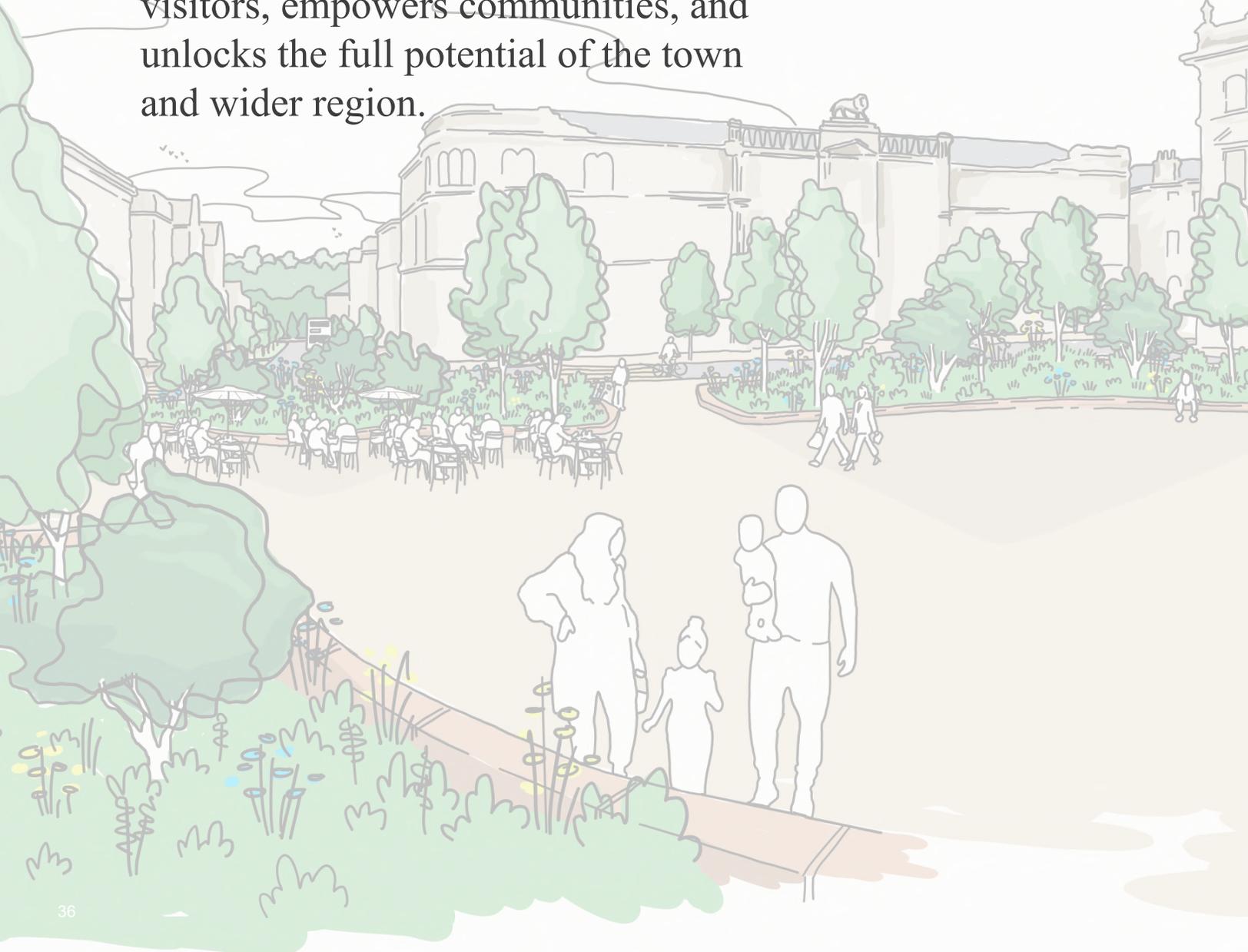
# 2 Vision





## Masterplan Vision

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



## Masterplan Principles

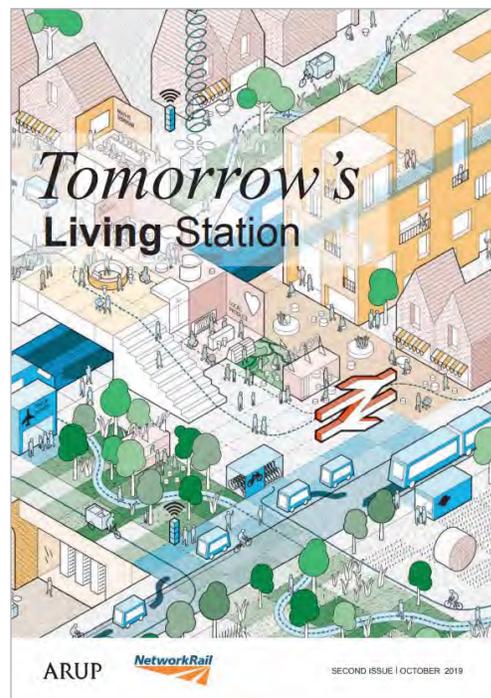
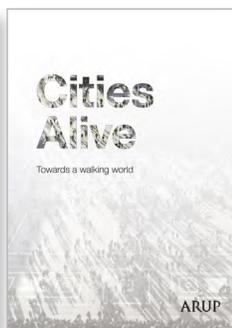
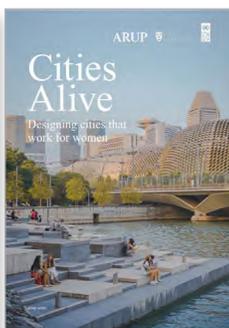
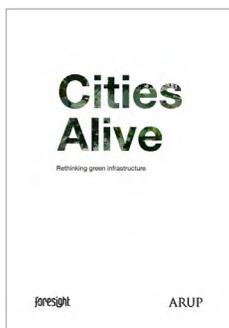
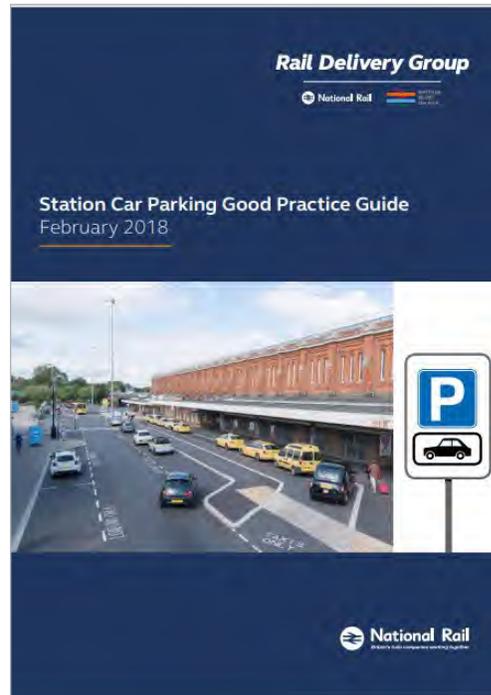
A series of masterplan principles underpin the vision and were referenced throughout the design process. These principles have been agreed with the project partners and have helped shape the masterplan development and the final preferred masterplan option.

- 1** Well connected and legible station gateway, integrating multi-modal transport choices
- 2** Responsive to local context with a strong sense of place and identity
- 3** Thriving destination and desirable place to travel to, live and work
- 4** Nature rich, climate resilient and able to adapt to change over time
- 5** Healthy and inclusive destination, improving quality of life, health and wellbeing of visitors and the community

## Best Practice Design Guidance

We have interrogated and referenced a host of best practice guidance, covering station design, car parking, mobility hubs and public realm. Inspiration and guidelines have been drawn from these to optimise the masterplan framework and help to achieve the best possible results at the Station Gateway.

- **Active Train Stations** (Arup) examines the components of sustainable rail journeys and sets out actions on how to encourage more active train travel. It guides us in creating more sustainable door-to-door journeys in Huddersfield, by successfully integrating public transport with walking and cycling. The report promotes consideration of the overall experience of a railway station and what constitutes an attractive rail offering.
- **Tomorrow's Living Station** (Arup) explores the future role stations will play in our towns and cities. It highlights that thoughtful design can create inviting public spaces, green areas, and amenities.
- **Station Parking, Good Practice Guide** (Rail Delivery Group) is a useful reference to the Huddersfield Gateway site to guide on practical aspects such as parking standards and security, as well as providing advice on respecting the character of surroundings. The guide emphasises the importance of station car parking quality for a positive customer experience, aiming to improve infrastructure quality to encourage more people to choose train travel.
- **Future mobility hubs** (Go-ahead, Arup) are a network of structures which cluster together a full suite of complementary transport modes allowing people to switch easily between one mode and another. Relevant to Huddersfield, as we rethink how to integrate public transport services with walking, cycling, and micromobility. It highlights additional opportunities which arise, such as enhancing public spaces, supporting commercial activities, and providing community services.
- **Cities Alive** (Arup) including Rethinking green infrastructure; Designing Cities that work for women; and Towards a walking world are a series of reports looking into how cities can be designed with sustainability and people at the heart of the decision making process. Incorporating green infrastructure at the Station Gateway creates a welcoming environment for commuters as well as combined benefits for resilience and biodiversity. Designing public areas with women's needs in mind fosters a sense of community and wellbeing and benefits all. Enhancing walkability encourages active transportation and improves accessibility for all.



## Placemaking Priorities

Placemaking must be forefront to the design process to deliver a masterplan which is authentic and of quality. Whilst the masterplan must balance many complex requirements for transport, infrastructure, development and heritage, placemaking will be prioritised to maximise value to people and place.

The approach to placemaking prioritises new active travel routes which provide direct, intuitive and enjoyable pedestrian and cycle access to the station, whilst minimising the impact of vehicles.

To the west, priorities are focused on creation of direct views from Fitzwilliam Street into the Gateway Site towards St George's Warehouse and a new station entrance to aid legibility. A series of new public realm spaces, including a western station entrance, enhanced setting to existing heritage buildings, such as St George's Warehouse and the Pump House and Accumulator Tower, improve the sense of arrival and activate the site.

To the east, enhancements to St George's Square and setting to The George Hotel provide greener, welcoming and more functional everyday spaces, whilst maintaining events function.

### Goods Yard and Western Station Entrance

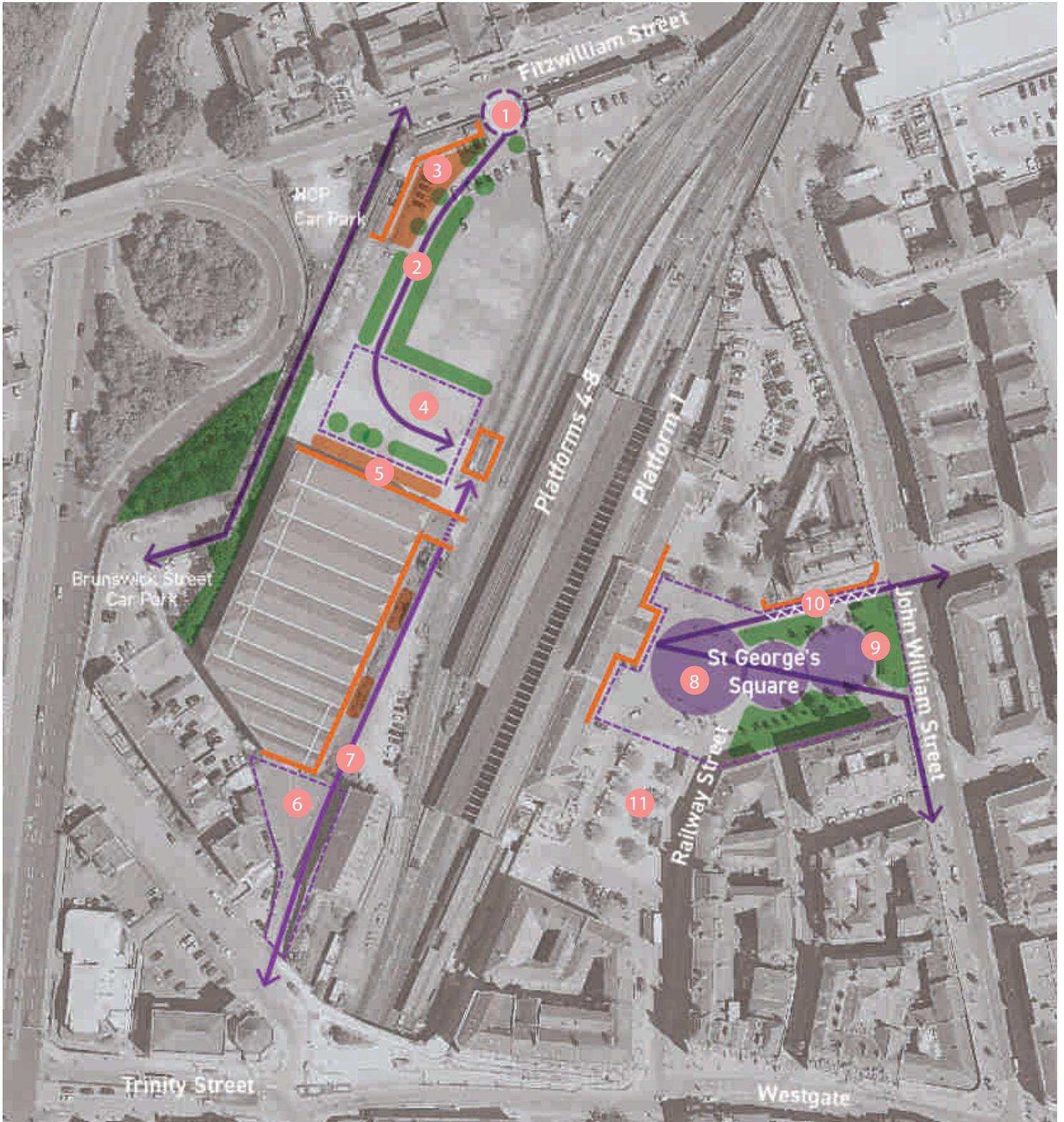
- 1 Welcoming arrival on Fitzwilliam Street with views to warehouse and entrance square
- 2 Direct green active travel routes from Fitzwilliam Street to west station entrance with nodes of public realm
- 3 Activated public realm at setting to the Accumulator Tower and Pump House
- 4 Western station entrance square
- 5 Activated façade of St George's Warehouse with spillout space overlooking the square

### St George's Quarter

- 6 Courtyard provides arrival space from New North Parade
- 7 Pedestrian and cycle route to western entrance from New North Parade with new lift access

### St George's Square

- 8 Enhanced arrival square and events space
- 9 Urban greening and improved setting to the hotel
- 10 Reduced impact of Railway Street alongside the hotel
- 11 Further greening and enhancements to bus/ taxi drop off



Placemaking Priorities

## Transport and Infrastructure Priorities

Huddersfield Station Gateway is a multi-modal transport hub, integrating public transport, with walking and cycling, as well as public and private vehicle access and parking. An understanding of future mode and quantum of facilities is essential to ensure that the Gateway can perform as a successful regional interchange.

### Understanding the Base Scenario

As a starting point the design team gained a thorough understanding of existing station transport and infrastructure provision to establish a “normalised base” scenario to which to apply projections relating to growth and mode share.

Initial analysis and feedback from project partners highlighted that existing taxi and bus provision to the east of the station was functioning successfully. However long stay parking existing provision of 68 spaces is low and identified as insufficient to serve the existing, let alone future needs.

A benchmarking exercise of station facilities including taxi rank, drop-off, pick-up and parking provision, at comparable stations, with similar passenger numbers based on Office of Road and Rail (ORR) data was undertaken. The review highlighted a wide range of taxi provision at analysed stations, with Huddersfield having an increased level of provision in comparison. Drop-off, pick-up and short stay parking is provided in greater number at Huddersfield than at other stations. Parking provision however, was significantly lower in comparison to other similar stations.

### Defining Future Requirements

To define future transport and infrastructure requirements, mode share targets were considered, including the desire to promote sustainable travel choices and alignment with

the Huddersfield Rail Station Connections TCF scheme objectives. Foresight and trend analysis was conducted. Consideration was given to, the influence TRU would have on station usage, projections around future car ownership and the impact of disruptive technology including autonomous vehicles. A summary of some of the growth considerations to inform future requirements is outlined below:

**ORR Data** indicates that rail passenger numbers are generally returning to pre-covid levels. However, this is not yet the case in Huddersfield:

- Total entries and exits (Apr 2016 - Mar 2017) = 5,092,542.
- Total entries and exits (Apr 2022 - Mar 2023) = 3,020,630

**Department for Transport (DfT) EDGE 2023-2043 growth forecasts** provide three future scenarios for Huddersfield station. Figures are based on factors including population and employment but do not consider additional growth from TRU.

- Common Analytical Scenario (CAS) Low Economy = 18%
- Central (with Medium Covid overlay) = 35%
- CAS High Economy = 57%

**TRU growth forecasts pre-covid** are:

- 45% growth to 2043
- Sensitivity high growth of 80% to 2043 based on 2016-17 levels

It is reasonable at this stage to consider a range for possible future growth at Huddersfield Station with analysis showing 35% to 80% growth to be reasonable. This considers DfT growth plus further growth from Network North and TRU improvements. Based on 2022-23 current entries and exits (3.0m) this would equate to

4.1m – 5.5m entries and exits for 2043. It is suggested to assume a split of approximately 70 / 30 percent between the east and west entrances, which is comparable with similar stations where which have a secondary entrance - this split should be validated by analysing geospatial data during the outline business case.

### Requirements for each Mode

- **Active travel** - Existing provision of 10 cycle stands outside main entrance and 54 secure parking space in cycle hub on platform 1 to be increased to 14-18 stands and 60 spaces stacked cycle store proposed on the same platform (renumbered platform 2) as part of TRU. Additional cycle parking required to the west of the station to serve new western station entrance.
- **Public transport** - Existing provision of five bus stops and space for rail replacement buses is adequate and no additional provision recommended.
- **Taxis** - Existing provision of 18 spaces works sufficiently, including during events (when taxis use John William Street). Although passenger demand is forecast to grow, the long-term decline in the use of licensed taxis and benchmarking exercise suggests that current capacity should be sufficient in the future.
- **Private vehicles and car parking** - For drop-off/ pick-up existing provision of 3 spaces (5 minutes maximum stay) and 11 spaces (20 minutes) to remain. For short stay parking (up to one hour), 30 existing bays to be reduced to 23 to help improve servicing to the George Hotel. Blue Badge (5 bays) will be unaltered. Parking for car club (2 spaces) will be reviewed at the next stage in line with the Council's future ambitions. Long stay parking existing provision of 68 spaces is low and future station car parking requirements are difficult to forecast, given the changes to travel patterns resulting from covid and uncertainty in rail growth forecasts. The masterplan must also consider accessible spaces in the long stay station car park, plus electric vehicle

(EV charging). West of the station, there is potential to provide high quality parking to help serve rail passenger growth and re-purposing of the warehouse and ancillary buildings.

- **Rail** - A new station entrance building to the west will perform as a secondary entrance to the station and, as such will not replicate all facilities found in the main entrance to the east. Facilities will consist of a gateline, ticket machines and train departure boards. The entrance will provide a paid link into an extended subway connecting through to the other platforms via a lift and staircases. Future access to the proposed addition of Platform 7 should be allowed for. An extension of the footbridge was considered and was discounted on the grounds of the subway already having passive provision to be extended, the footbridge not bringing people into the heart of the site, the extended footbridge conflicting with the MDU site and the footbridge not being optimally located or designed to accommodate additional flows from the west. An unpaid link is not possible through the subway due to tran operator revenue protection requirements. Providing a separate unpaid-only link is unlikely to represent good value for money on the grounds that alternative routes to connect to the east of the station are close by.

Additional detail of transport and infrastructure requirements is provided in the appendices.

The next step is to determine how these facilities are provided within the masterplan area to achieve the vision and masterplan principles defined earlier. It is anticipated that private hire vehicles will use pick up an drop off provision, however the specific operation of this will need to be tested at next stage of design. Consideration has been given to the balance between public realm and the impacts of vehicular movements to ensure we are delivering multifunctional placemaking designs.

## Heritage Priorities

### Conservation Priorities

Building on our understanding of the heritage assets within the Station Gateway, the following heritage priorities have been identified:

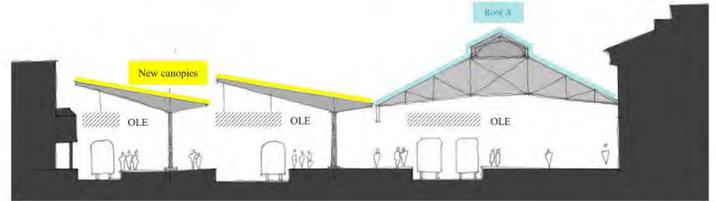
- 1 Preserve sense of space in former goods yard. This might be compromised by any new buildings, but design can help retain a sense of spatial relationships and flow/movement of the railway at the ground-level.
- 2 Keep the St George's Warehouse elevation as clear as possible in all views. Again, partially obscuring this building is inevitable if the site is to be built upon. But design tricks exist to reduce the visual impact of new blocks, and to make them appear more deferential to the historic context.
- 3 Maintain clear views to the station – and therefore a sense of space in views from the station.

### Design Cues and Opportunities

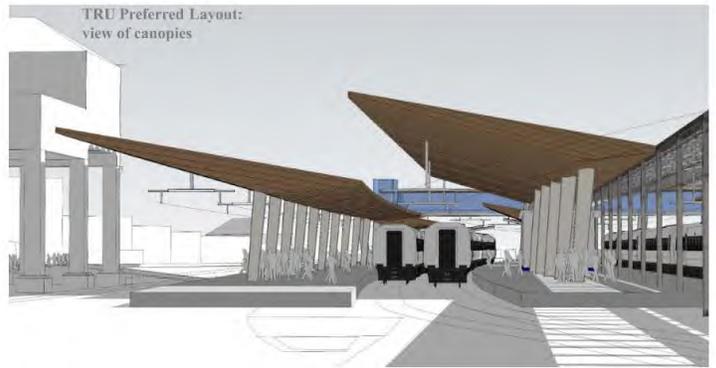
Embedding some of the design cues and opportunities listed below will help to address the key conservation priorities. At this early masterplanning stage, this will inform the massing and placement of key elements of the scheme with detail to be developed in subsequent phases through ongoing engagement with Kirklees Council's Conservation officer and Historic England.

- Commemorating the original rail routes can help to make the history of the site visible and explain the design and layout of the different buildings.
- Considering visual and conception connections between surviving historic buildings can also help tell the story of the site and how it worked.
- Exploiting the relatively low-grade space below the retaining wall might allow an increased density of development in an area of lowest significance – particularly with mature vegetation (partially) obscuring visual impact from the slip road behind.

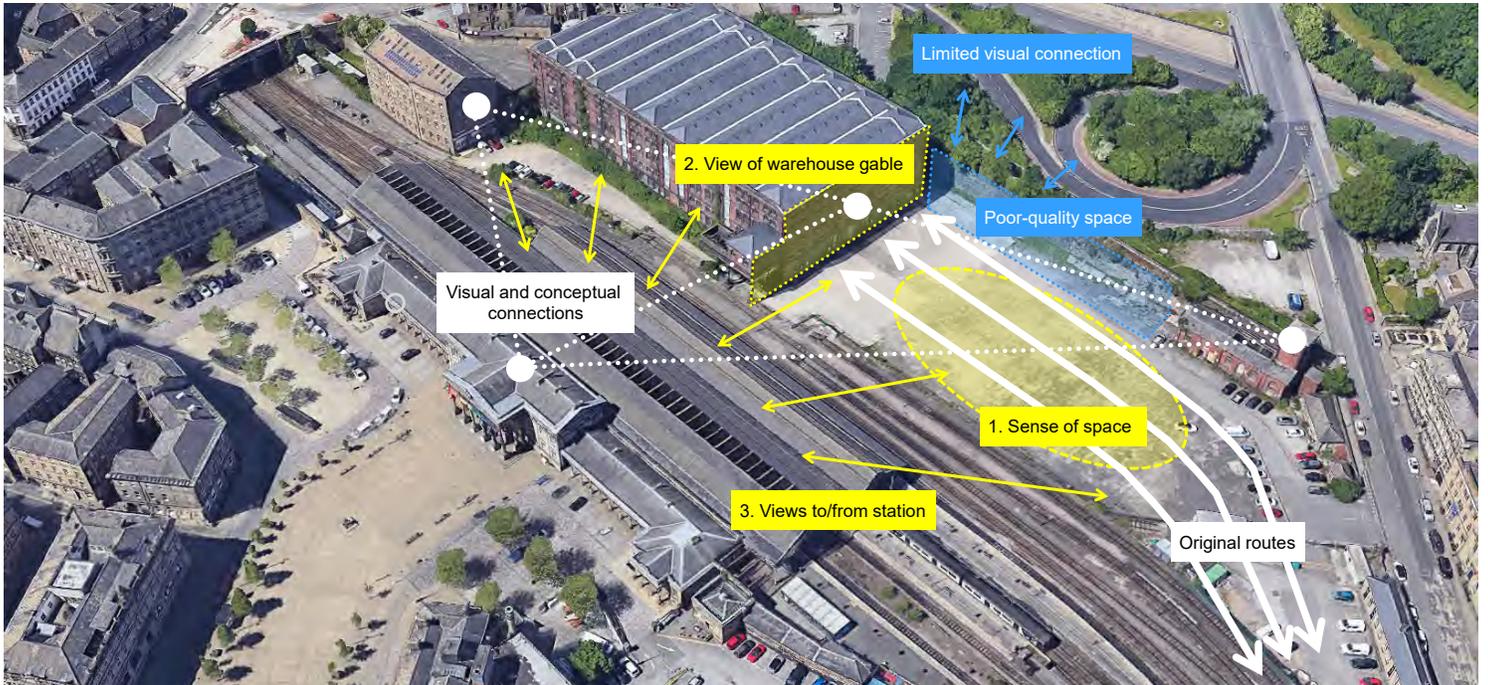
TRU Preferred Layout:  
requirements for canopy coverage



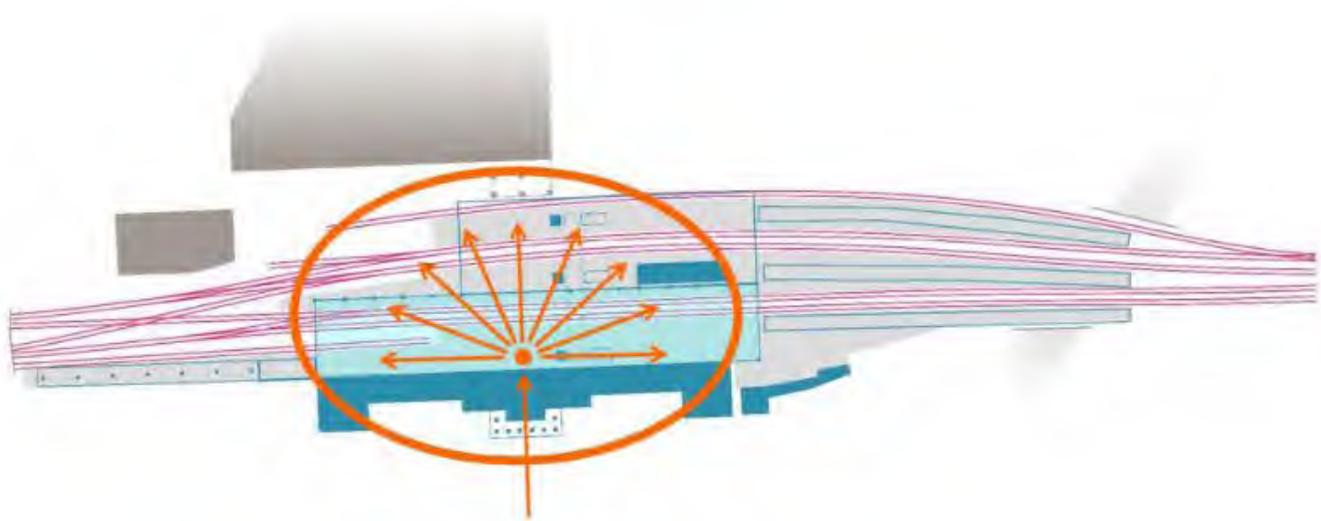
TRU Preferred Layout:  
view of canopies



Design Principles for Huddersfield Station Canopies



Priorities and Opportunities



Heritage Design Principles for TRU

## Development Priorities

Building on the market analysis, several uses have been assessed in terms of their suitability for inclusion within the Station Gateway masterplan. Uses considered include hotel provision, car parking, retail & leisure, food & beverage (F&B), and offices.

### Hotel

The current hotel provision in Huddersfield is a total of 665 keys which includes a large independent stock of small B&B-style properties, along with national representation from SureStay Collection, Travelodge, Radisson RED and Premier Inn.

A hotel on economy or limited service would not be recommended due to lack of demand. The reported ADR (Average Daily Rate) is low at £66 with occupancy levels at 74%. Some additional points to consider are:

- The demand opportunity on room sales appears low based on current rates and occupancy.
- There are a lack of business / music / sports / entertainment venues to drive hotel demand.
- Build costs high meaning that the Return on Investment is not achievable on Revenue per Available Room (Rev PAR) in current market conditions.
- There are 5 hotels already in the pipeline, all economy and small rooms, except for Radisson RED (with up to 108 rooms) at the George Hotel. Planning permission has recently expired for a 4-star hotel with 148 rooms near the stadium.

It is recommended that a small section of the development targets a lifestyle brand or serviced apartments with co-working space rather than the provision of a new hotel. The provision would consist of apartment studios available on a hotel sales model or short term lets / luxury student accommodation with shared services with gym, lifestyle, co-working, to create a hotel space and apartment block model.

### Parking

It is expected that there will demand for additional parking around the station following the TRU enhancements to the station which will increase footfall. This will be amplified by other surrounding development including Our Cultural Heart where there was a loss of a multi-storey car park (MSCP) which whilst is being replaced, there is a demand for more spaces than are currently being proposed, and the continued progress of the National Health Innovation Campus at the University of Huddersfield.

Potential values achieved would likely be in the range of £1,500 - £2,500 per bay annually. Any EV charging bays included as part of the provision would drive a higher value. We would estimate build costs for an MSCP to be in the region of £63 per sq ft, which would equate to around £23,000 per space.

### Retail, Leisure and Food & Beverage

Huddersfield's retail market currently consists of a fairly standard town centre provision and an improvement in the quality of current supply could both attract new footfall into the town centre, and better take advantage of the existing footfall from the railway station.

The site is outside the town's primary shopping area, and any proposals for retail would be subject to a sequential test and, if proposed floorspace is 500 sq m or more, an impact assessment. We would recommend that some retail, leisure, and food & beverage offering is considered on the western side of the new station entrance as part of a place making design to encourage dwelling time and capture the commuter footfall. F&B occupiers typically require unit sizes in the range of 3,000 – 5,000 sq ft.

### Offices

The local office market is a mid-sized market that operates as part of the out-of-town office provision in the larger Leeds office market. There have been movements recently towards more modern stock, as evidenced by the

Glass Box but supply largely remains as secondary and repurposed offices.

Ordinarily we would advise on floorplates of between 8,000 – 12,000 sq ft over 4-5 storeys. The highest current achieved rents are £18.00 psf at The Glass box, we could expect to exceed this given proximity to the station as well as being more modern stock with rents potentially achieving £20.00 psf. Indicative costs provided by BCIS would be estimated to be in the region of £235 psf.

In order to maximise viability an office scheme would likely need a public sector pre-let.

### Recommendations

It is recommended that green space and place making is incorporated into the design and regeneration on both the eastern and western sides of the train station. This would increase the attractiveness and footfall expectations in the location which would attract food and beverage operators. It is expected that the public sector would be

required to fund public space up front with maintenance and management costs recouped from an estates charge.

Current office provision is relatively limited in relation to new build stock, we would estimate that the low rents in the area are more a reflection of the poor quality of stock rather than of demand for office use in the area. The unestablished nature of the office market would mean that viability would be reliant on a public sector letting. However, the proximity of the railway station would be attractive to occupiers.

Whilst the current economic climate is challenging, it is thought that an aparthotel / serviced apartments may be attractive in this location.

A car park would be well supported in this location. It would be recommended that consideration is given to the provision of EV charging and cycle parking to increase viability.

It is noted that the conversion of the existing listed pump house and accumulator tower will impact on the viability of any alternative use. It is therefore recommended that these listed properties are de-risked as much as possible in order to increase the attractiveness to an occupier.



Plot	Proposed Use	Proposed Size of Provision	Occupier Demand	Viability
1. Existing station carpark (east)	Retail & Leisure / Food & Beverage (as part of wider public realm scheme)	3,000 – 5,000 sq ft		
2. Goods Yard (HD1 Plot)	MSCP Commuter Hub	60 rooms		
3. MDU	Apart Hotel / Serviced Accommodation	c. 43 spaces per floor		
4. Accumulator Tower and Pumphouse	Retail & Leisure / Food & Beverage	As existing		

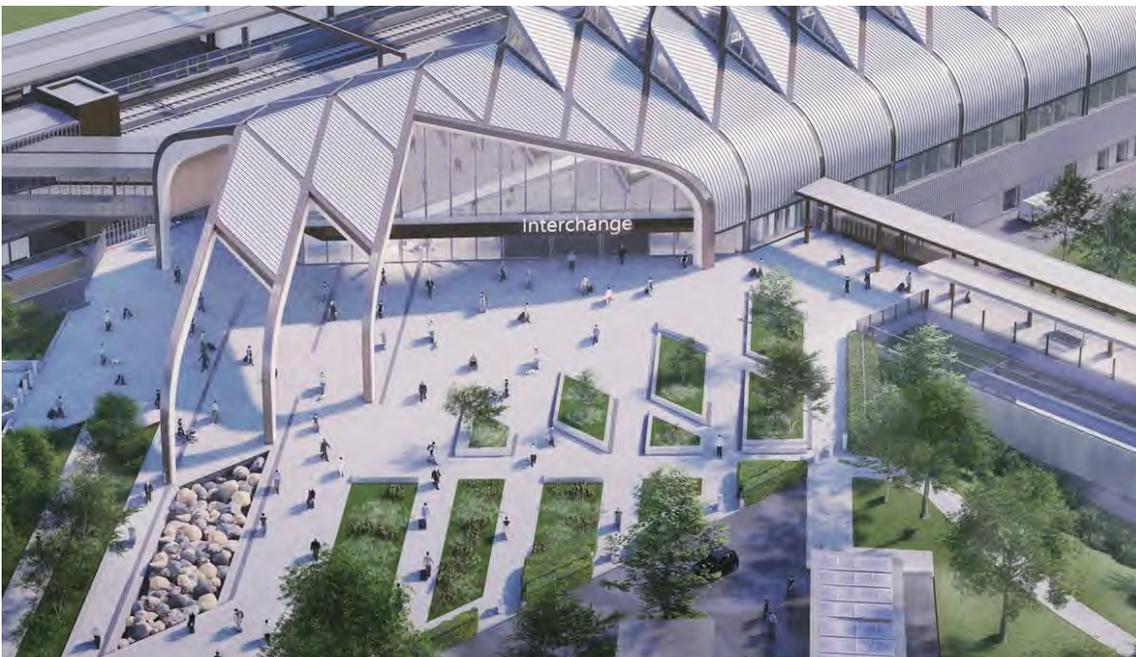


## Case Studies

### York Station

The revitalisation of the arrival and departure experience at York Station stands as a collaborative effort between various stakeholders including the City of York Council, Network Rail, LNER, and WYCA. A pivotal aspect of this transformation involves the removal of the redundant Queen Street bridge, which presents an opportunity to streamline vehicle movements, enhance connectivity, and mitigate conflict and congestion.

In the York Station Gateway scheme, all public bus stops, taxi stands, drop-off zones, and short-stay parking facilities are relocated to the southern precinct of the station. This strategic move not only creates space for new public areas but also improves the ambiance for the city's built heritage and the historic City Walls, fostering an enriched setting for both residents and visitors alike.



Birmingham Interchange

## Birmingham Interchange

The Birmingham Interchange is an entirely new station being constructed to facilitate the High Speed 2 (HS2) trains and act as a catalyst for growth in the West Midlands region in the UK. As the central, public-facing part of the HS2 project, the station is being used as an opportunity for innovation, with an automated people mover connecting people to key destinations.

This is the first railway station globally to achieve the BREEAM 'Outstanding' certification. The station will be fully integrated with other modes to increase accessibility and sustainable access and egress and has been designed with future travel patterns in mind.

## Tilburg, The Netherlands

Completed in 2019 the Tilburg public transport hub renovation included the renovation of Tilburg Station, a new state of the art bus station, and bicycle parking. Two new crossings were created under the railway tracks: pedestrian only tunnel directly under the station and a new walking and cycling passage.

The passage draws activity and catalyses the transit oriented redevelopment. It runs straight through a former railway workshop building, offering a link to a new restaurant, a public terrace and the former workers garden. As part of the wider regeneration around the railway station, 75 hectares of derelict industrial zone has been converted into redeveloped public realm and a community hub with multiple uses: a café, reading room, performance venue, library, and study area.



Tilburg Railway Station

# 3 Masterplan Development





## Design Process

Engagement with the project partners, stakeholders and planners has been crucial in shaping the final masterplan. This has been done through structured workshops, one-to-one meetings, a formal pre-application submission to the local planning authority and consultation with Historic England.

### Partner Workshops

Working alongside Kirklees Council, the four partners of Hd1 Developments Ltd, Network Rail, TransPennine Express (TPE), and West Yorkshire Combined Authority (WYCA) are central to unlocking successful masterplan progress through their interests in land and assets within the red line, or with their remit to delivering growth and regeneration through structuring investment in the masterplan. Four workshops were held to shape ideas and provide feedback (a summary and list of attendees is provided in the appendices). These were structured as shown in the diagram (bottom right).

### Stakeholder Engagement

One to one meetings were held with three key stakeholders - Fresh Futures, Huddersfield Civic Society and Huddersfield Unlimited - organisations with influence and interest in the emerging masterplan. Feedback summaries are provided in the appendices. All three stakeholders were broadly supportive of proposals to unlock the area to the west of the station through the provision of a new western entrance and additional through routes. The Civic Society raised concerns about the viability of a hotel use to the west, the lack of a new unpaid link through the station and the proposal to locate the mobility hub to the west of the station. They were concerned by the arrangements to access the new multi-storey car park as it brings vehicular traffic deep into the west site. Fresh Futures flagged that they would be making a decision about remaining at Brian Jackson House in three years' time. This should be factored into future developments of the masterplan.

## Project Stages

### 1. Fact finding, vision and principles

Gaining a holistic understanding of the site to understand the project opportunities and constraints, to inform the masterplan vision and principles.



### 2. Option development

Defining place and development, spatial testing and form of car and other facilities.

1

### Workshop 1 - Baseline

(21/03/24)

- Validation and testing of site and project constraints and opportunities.
- Understanding partner priorities and objectives.
- Co-development of vision and principles.



Thumbnails of design development sketches

**2. Development**

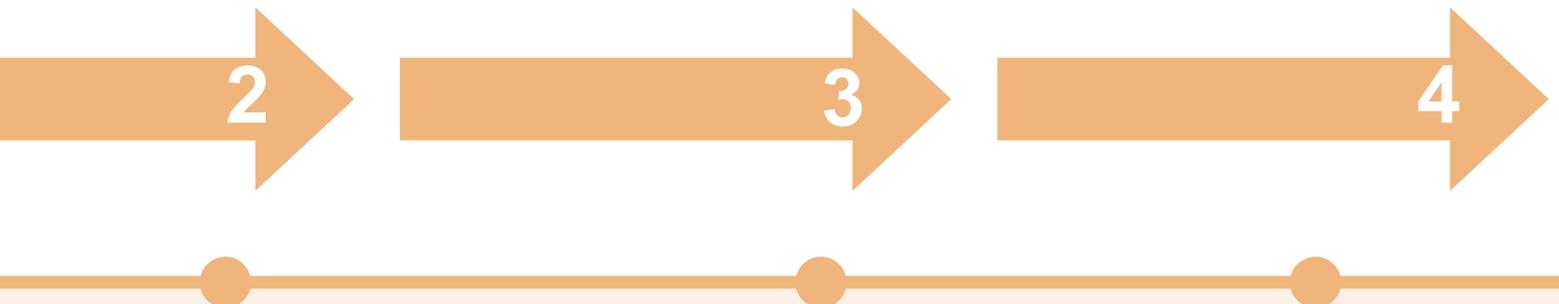
Placemaking, transport, heritage and environmental priorities. Undertaking detailed study of the location, quantum of development, parking and distribution of services across the site area.

**3. Preferred option refinement**

Focused study on the station western entrance and refinement of two masterplan options. Undertaking detailed option appraisal to select a preferred masterplan layout.

**4. Masterplan**

Developing preferred masterplan which amalgamates components of the two options. Preparing cost estimation, delivery strategy and masterplan report illustrating proposals.



**Workshop 2 - Infrastructure Requirements**  
(13/06/24)

- Feedback on placemaking requirements
- Sharing of existing transport and infrastructure provision
- Feedback on the transport and infrastructure requirements
- Sharing of initial spatial testing

**Workshop 3 - Masterplan Options**  
(08/08/24)

- Sharing of masterplan design development work
- Sharing of two concept masterplan options
- Assessment of the options and agreement of a preferred approach to take forward
- Next steps

**Workshop 4 - Final Masterplan**  
(06/02/25)

- Discuss planning pre-application feedback
- Presentation and agreement of the final Huddersfield Station Gateway Masterplan

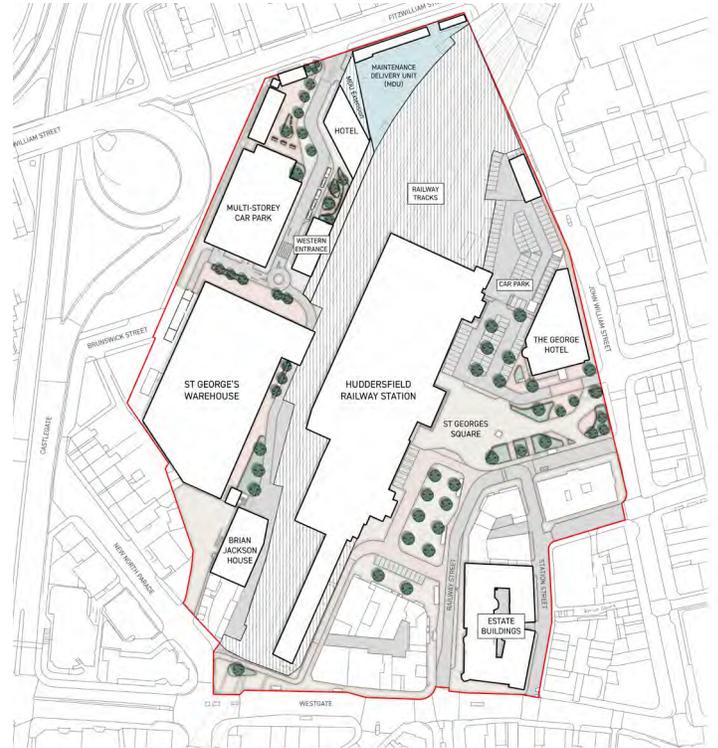
## Pre-application Submission

A pre-application submission was made to Kirklees Council on 18/09/24 to test key aspects of the emerging preferred option against planning policies. This step was taken to identify any fundamental issues with the masterplan, allowing mitigations to be embedded within the design early. This will help increase the chances of a successful planning outcome once the masterplan is taken through a planning application process in subsequent stages.

Advice has been incorporated where possible at this stage and fed into the final masterplan option presented in this report. At the time of writing this report, a formal letter from the planning case officer summarising all advice had not been received - the contents of this letter should be taken on board during subsequent phases of this project.

A summary of the verbal advice received is as follows:

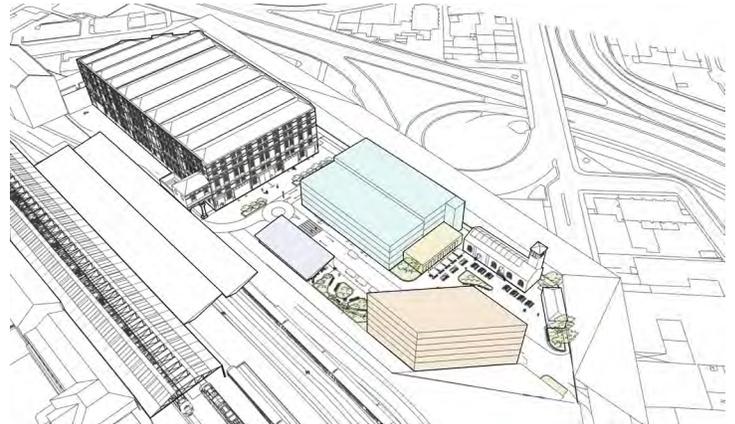
- Proposed building uses to west are policy compliant.
- Emphasis on the need for a heritage-led and heritage-sensitive approach – significance of views and setting of St George’s Warehouse.
- Massing, placement and architectural treatment of buildings on site need further consideration as these impact on openness and connection of buildings to their context e.g. station building, hotel and multi-storey car park.
- Proposed multi-storey car park would significantly impact the Grade I Station, Grade II Tower/Warehouse, Grade II Large Warehouse, and the Conservation Area. Its location is highly sensitive, and the development is considered inappropriate. The current surface-level parking already provides adequate capacity, and further justification with supporting information is needed to assess the necessity and potential benefits of the car park.
- Concerns were raised regarding the proposed hotel’s impact on the setting of listed buildings, the Conservation Area, and the regeneration of the George Hotel, which may face additional pressure. A more flexible approach to the building and space is recommended.
- Proposal should consider water attenuation within the site (reference to Grey to Green in Sheffield)
- Security and counter-terrorism context will need to be considered during design development
- Layout needs to allow for waste storage and collection, and manoeuvrability of service vehicles
- Additional traffic impacts to Fitzwilliam Street/John William Street junction need to be analysed.
- Support for improvements to pedestrian and cycle access.



Pre-application Masterplan

Historic England was also approached for its advice on the grounds of this site being of significant heritage interest. Their feedback is summarised below:

- Historic England is broadly supportive of the proposals and acknowledges the opportunity to enhance the setting of several key heritage assets, including Huddersfield Station, the Goods Yard, George Hotel, and Estate Buildings. They welcome the proposed improvements to public realm and access but have raised concerns about:
  - The current layout risks diminishing the historical connection between St George’s Warehouse and the central train tracks. They suggest incorporating design elements to better reveal this relationship.
  - The proposed parallelogram form of the hotel presents an opportunity for improved views but raises concerns about its practicality for construction.
  - While inter-visibility between new buildings in the Goods Yard and the Grade I-listed station is not a major issue, it is crucial that public realm works in St George’s Square do not obstruct key views of the station’s central section of the Grade I-listed station.
  - Carefully design parking-related elements, such as barriers and signage, to avoid cluttering the sensitive space between the George Hotel and Huddersfield Station. While parking is essential, Historic England wants to ensure that associated infrastructure does not negatively impact the historic setting.
  - Ensuring that any harm to heritage assets is justified and outweighed by public benefits.
  - They encourage continued engagement to refine the designs through their extended pre-application service.



Pre-application Massing Diagram

# 4 Masterplan Proposals

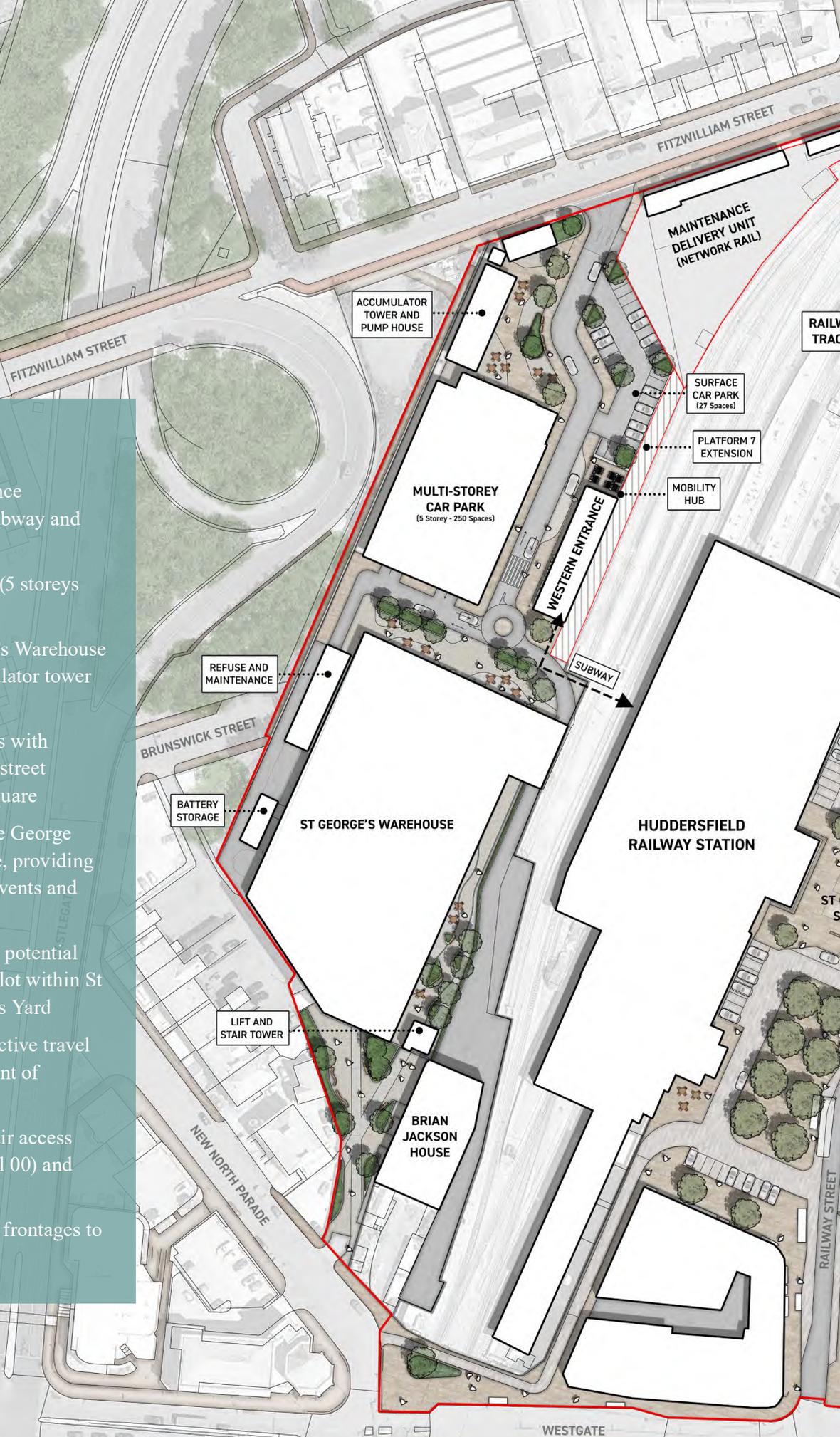


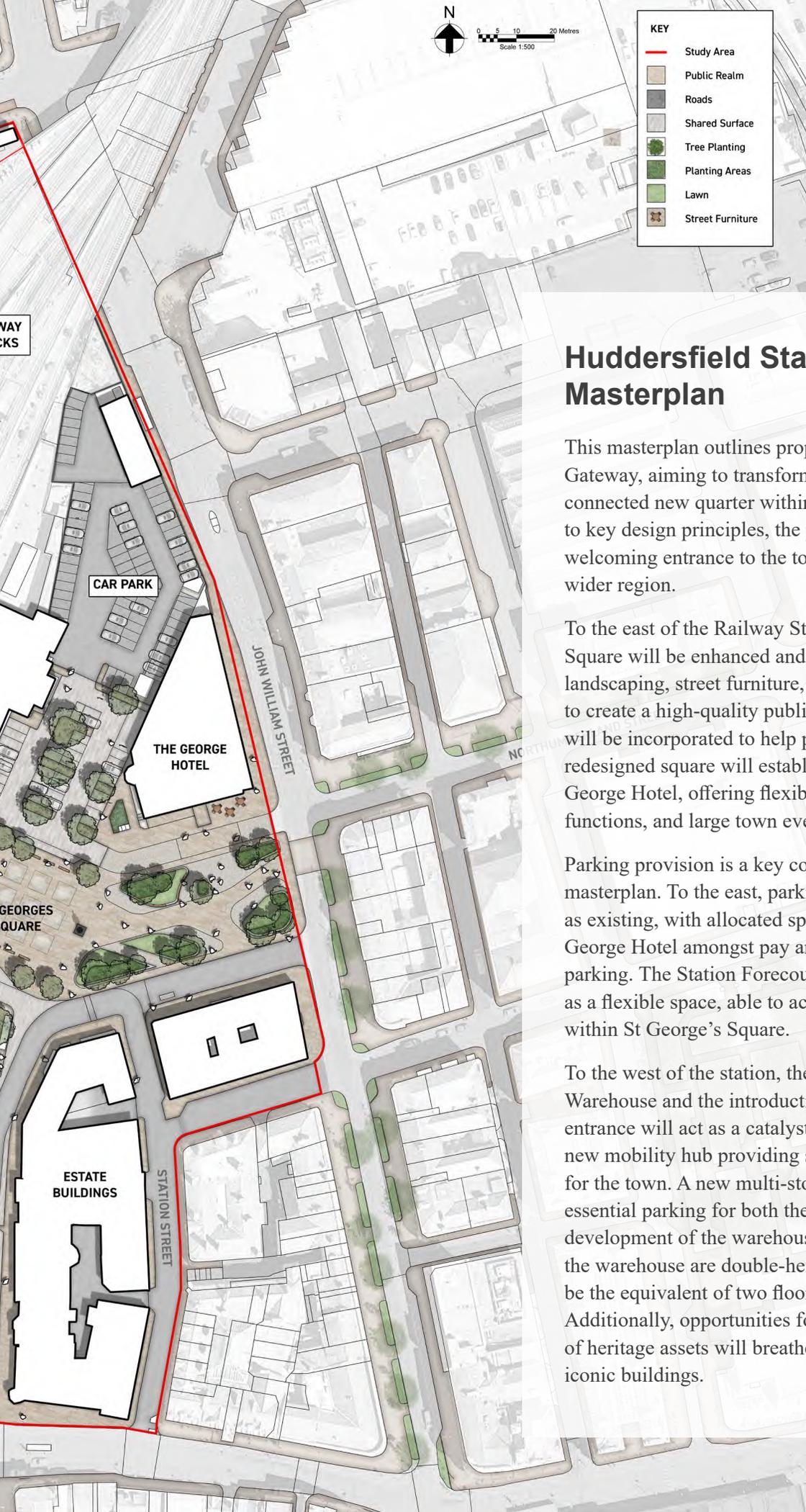
The final concept masterplan for Huddersfield Station Gateway is the culmination of collaborative working with project partners. A collective set of requirements have been optimised around an agreed vision and masterplan principles and refined following stakeholder engagement and feedback from the pre-application process. Our proposed scheme is structured around three distinct character areas, each detailing specific proposals that contribute to the overarching vision of the masterplan.

This strategic plan not only enhances connectivity and placemaking but also ensures a balanced approach to heritage preservation, urban regeneration, and future development. By integrating sustainable design solutions and aligning with broader regional objectives, the masterplan sets a foundation for long-term growth, economic vitality, and an improved experience for residents, visitors, and businesses alike.

## Key Design Moves:

- New western station entrance connecting into existing subway and TRU proposals
- New multi-storey car park (5 storeys approx 250 spaces)
- Regeneration of St George's Warehouse building and listed accumulator tower and pumphouse
- Public realm enhancements with increased landscaping and street furniture to St George's Square
- Improved connection of the George Hotel to St Georges Square, providing better setting for outdoor events and hotel functions
- Interim surface parking on potential future hotel development plot within St George's Warehouse Goods Yard
- Improved pedestrian and active travel links including improvement of Brunswick Street footpath
- New pedestrian lift and stair access to connect Courtyard (level 00) and Goods Yard (level -02)
- Spill-out spaces and active frontages to St George's Warehouse





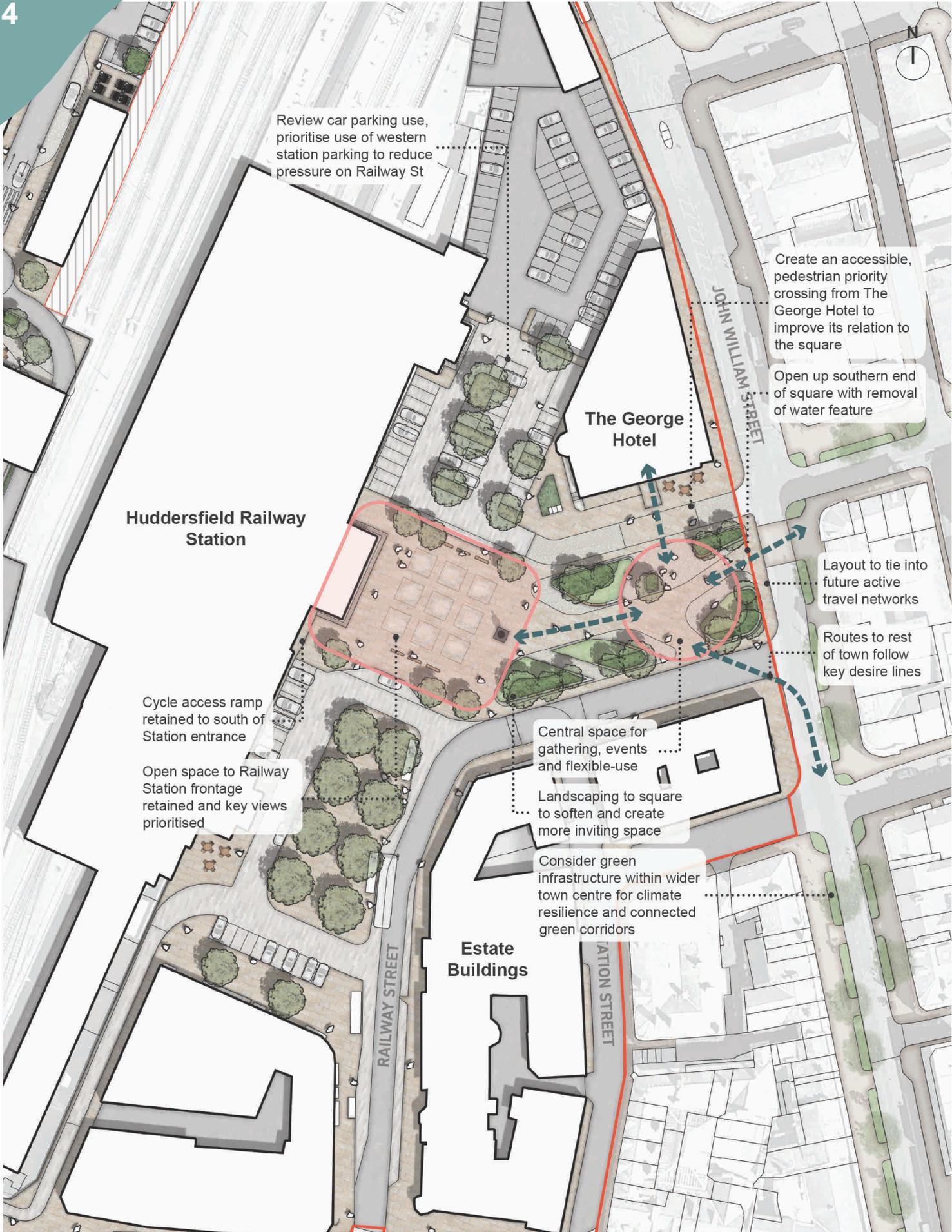
## Huddersfield Station Gateway Masterplan

This masterplan outlines proposals for the Huddersfield Station Gateway, aiming to transform the area into a vibrant and well-connected new quarter within the town centre. By adhering to key design principles, the plan envisions the Gateway as a welcoming entrance to the town and a vital transport hub for the wider region.

To the east of the Railway Station, the existing 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, the redevelopment of St George's Warehouse and the introduction of a new western station entrance will act as a catalyst for urban regeneration, with a new mobility hub providing sustainable transport connections for the town. A new multi-storey car park (MSCP) will provide essential parking for both the Station and the mixed-use development of the warehouse. As two levels (00 and -02) of the warehouse are double-height, a five-storey MSCP would be the equivalent of two floors lower than the listed building. Additionally, opportunities for refurbishment and re-purposing of heritage assets will breathe new life into Huddersfield's iconic buildings.



Review car parking use, prioritise use of western station parking to reduce pressure on Railway St

Create an accessible, pedestrian priority crossing from The George Hotel to improve its relation to the square

Open up southern end of square with removal of water feature

**Huddersfield Railway Station**

**The George Hotel**

JOHN WILLIAM STREET

Layout to tie into future active travel networks

Routes to rest of town follow key desire lines

Cycle access ramp retained to south of Station entrance

Open space to Railway Station frontage retained and key views prioritised

Central space for gathering, events and flexible-use

Landscaping to square to soften and create more inviting space

Consider green infrastructure within wider town centre for climate resilience and connected green corridors

**Estate Buildings**

RAILWAY STREET

STATION STREET



St George's Square Vision

## St George's Square

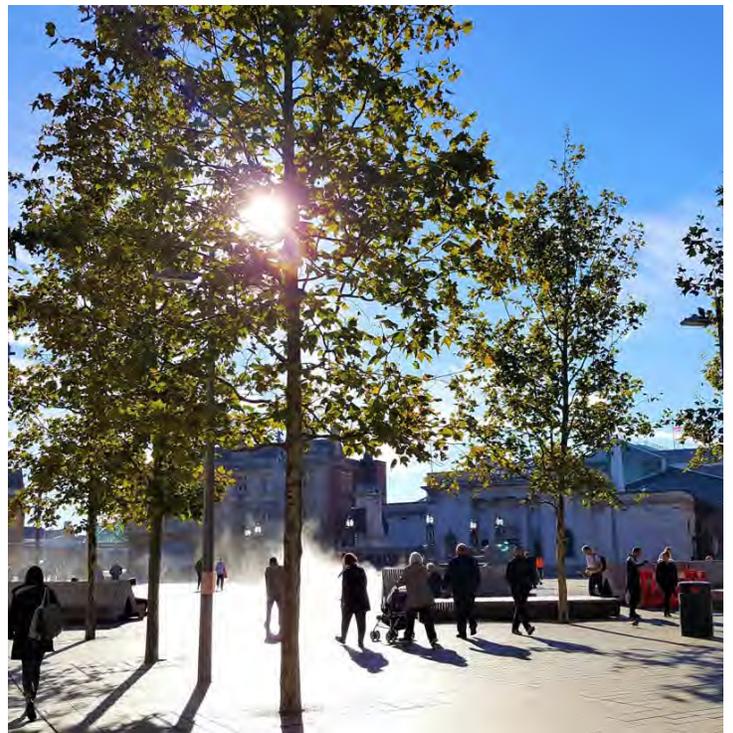
The primary focus for the eastern side of the station is to enhance St George's Square, establishing it as a more inviting and functional gateway into the town. This will involve improving the square's relationship with surrounding buildings and the wider town centre. A key design initiative is to strengthen the connection between the George Hotel and the square, creating a flexible space that can accommodate hotel events and functions, while allowing activities to spill out into the square. This will not only improve the square's aesthetic appeal but also increase its functionality for a variety of uses.

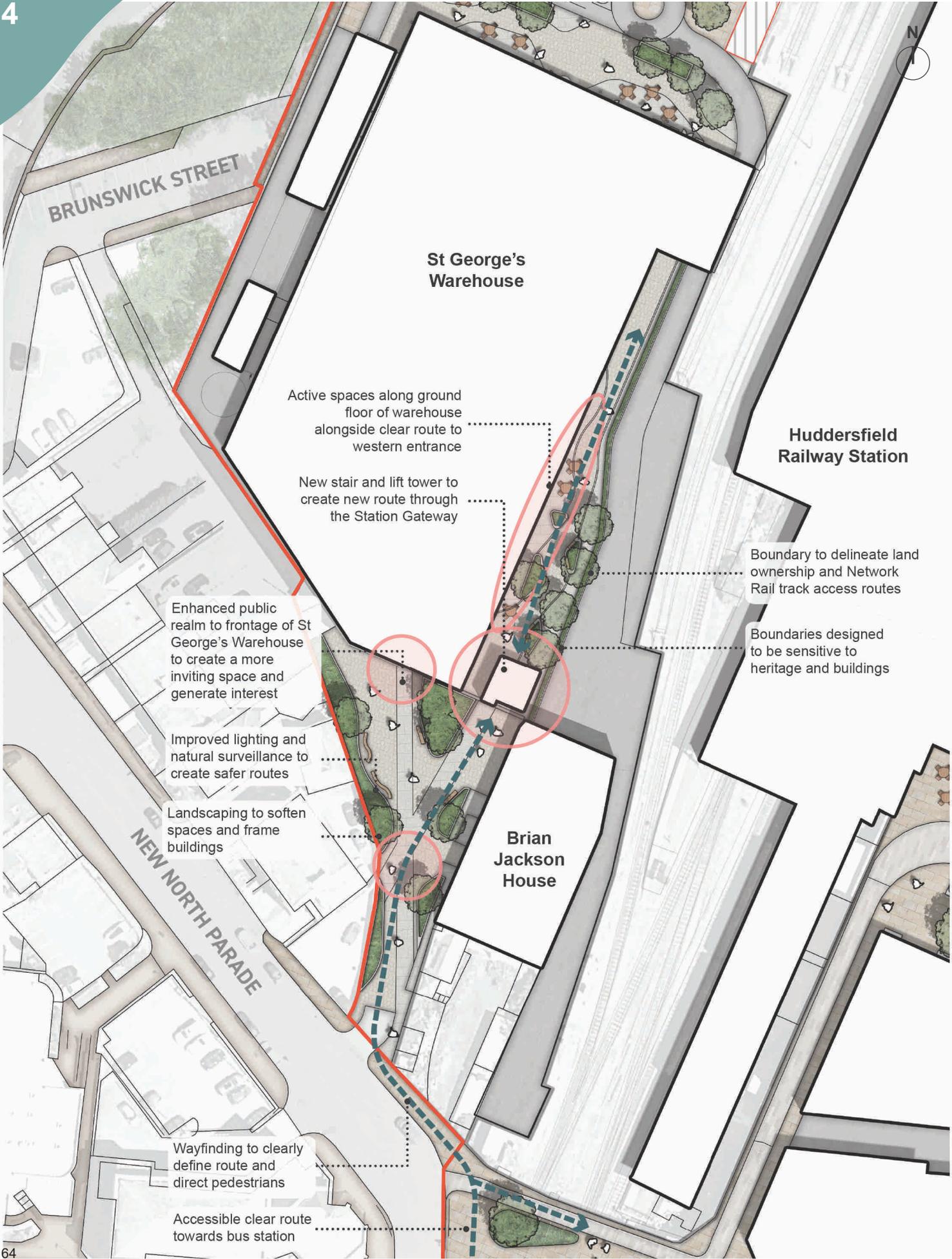
Additionally, the design prioritises pedestrian movement and connectivity, ensuring that the square integrates seamlessly with existing routes throughout the town. By aligning with natural desire lines, the square will provide better connectivity to the town centre and facilitate movement towards Northumberland Street along the station to stadium corridor. The overall design aims to create an improved environment for everyday use,

incorporating high-quality street furniture, public open spaces for social gatherings, landscaping to soften the urban environment and frame historic buildings, as well as integration of playable elements to appeal to families and children. The design shown is indicative but at the next stage, proposals will be refined to ensure sufficient open space is available to accommodate large-scale events, while maintaining flexibility for daily activities. Hostile vehicle mitigation (HVM) measures will also be considered to protect the station and users of the square. These measures could be integrated into the landscape design, providing a discreet and cohesive approach while maintaining security.

Surface parking to the east will be retained to provide additional capacity, pick up and drop off to the east and rail staff parking. The taxi rank to the east will be retained as it provides sufficient capacity and functions well. Spatial constraints to the west would result in compromises to parking or development if the rank were to be relocated there.







BRUNSWICK STREET

St George's Warehouse

Huddersfield Railway Station

Active spaces along ground floor of warehouse alongside clear route to western entrance

New stair and lift tower to create new route through the Station Gateway

Boundary to delineate land ownership and Network Rail track access routes

Enhanced public realm to frontage of St George's Warehouse to create a more inviting space and generate interest

Improved lighting and natural surveillance to create safer routes

Landscaping to soften spaces and frame buildings

Boundaries designed to be sensitive to heritage and buildings

Brian Jackson House

NEW NORTH PARADE

Wayfinding to clearly define route and direct pedestrians

Accessible clear route towards bus station



St George's Quarter Vision - From the Courtyard

## St George's Quarter

Improvements to 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 entrance. This connection will enhance accessibility between St George's Warehouse and the town centre, ensuring clear and direct movement through the area.

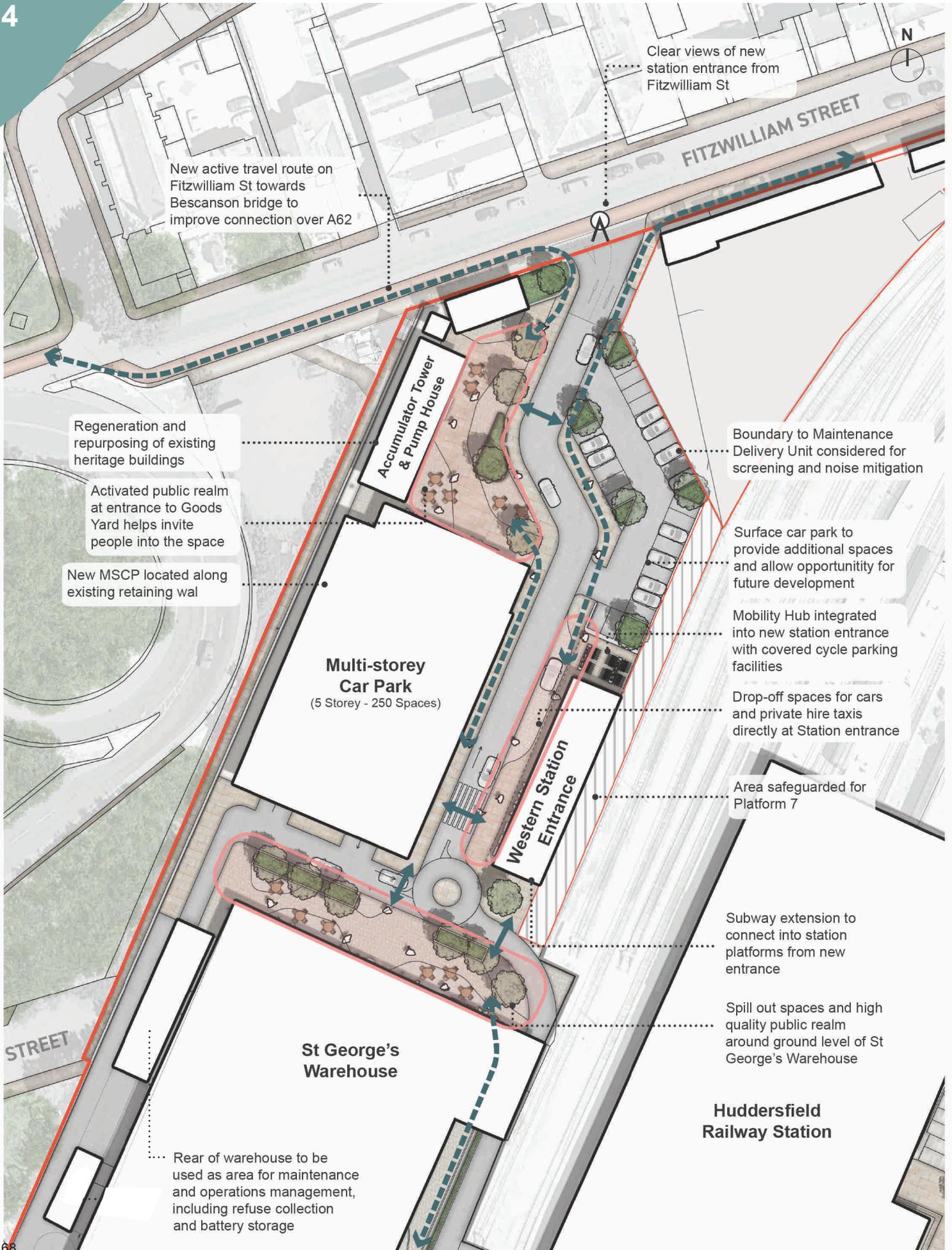
The proposed stair and lift tower will link Level 00 (Courtyard) to Level -02 (Goods Yard), creating a vital connection within the town centre. Planning permission for a stair and lift tower has previously been granted (now lapsed), however its design development should

be carefully considered as part of the holistic masterplan and proposed uses within the listed buildings, ensuring seamless integration within the historic setting.

To further enhance the pedestrian experience, the route will be designed to be safe and welcoming, especially during evening and night-time hours when natural surveillance is reduced. Planned improvements include high-quality materials, effective lighting, planting, and clear wayfinding with uninterrupted lines of sight to define the route and create an accessible, inviting environment for all users.









Goods Yard &amp; Western Station Entrance Vision

## Goods Yard & Western Station Entrance

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. Please note this will be ticketed/paid access only. The positioning of this entrance has been determined by the potential future requirement for an additional bay platform 7 which would be accessed directly from the entrance building. As part of this development, a proposed mobility hub will support the town's active travel aspirations, offering greater and more accessible options for sustainable modes of transport.

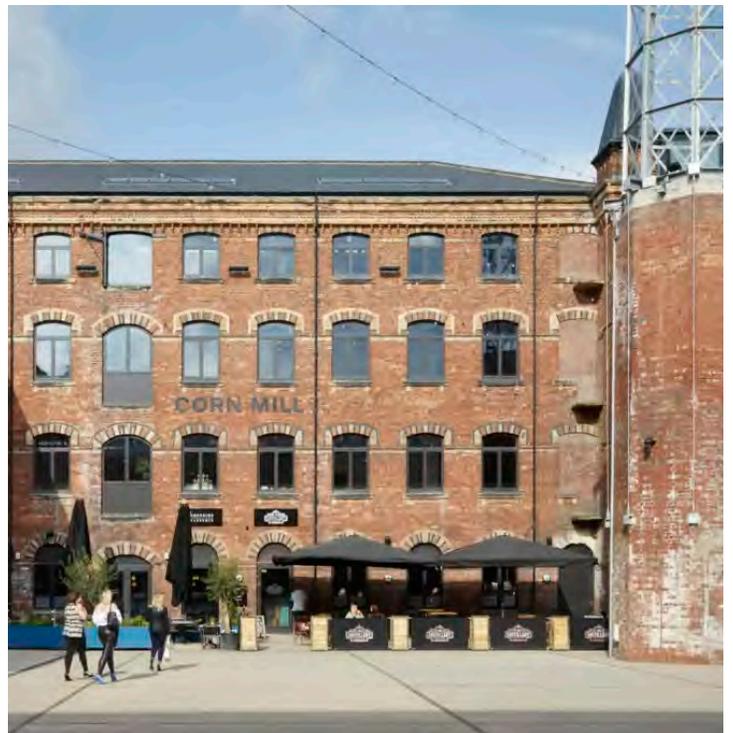
The Goods Yard will also accommodate a multi-storey car park, providing up to 250 spaces across five levels. The precise number of storeys which may be acceptable from a conservation and heritage perspective will need to be determined through dialogue with Historic England and the local planning authority in subsequent discussions. A taller car park, but no higher than 7 storeys (equivalent to the height of the warehouse roof parapet) may be acceptable if mitigations are put in place. At the next stage the opportunity to provide a connection from Brunswick Street footpath through the carpark, down to the new station entrance will be explored.

Additionally, a surface-level car park with 27 spaces has been proposed, which can include additional electric vehicle (EV) charging and car club facilities. This area provides potential for future re-development, including the opportunity for a green public space to enhance the public realm offering.

The regeneration of St George's Warehouse, along with the listed Pump House and Accumulator Tower, will be further enhanced through improvements to the surrounding public realm. The inclusion of flexible spaces will allow for activity to extend into the public areas, fostering engagement and increasing footfall. This approach aims to create a more vibrant and attractive destination, improving the overall experience for both local residents, visitors and rail users.

Outside the red line, enhancements are proposed to improve active travel along Fitzwilliam Street by rationalising parking and widening footways. Introducing two-way operation of Fitzwilliam Street was explored to improve vehicle access from the site, however this has been deemed infeasible due to the altered junction needing to overcome significant level changes and restricted sight lines not meeting current standards.





## Architecture

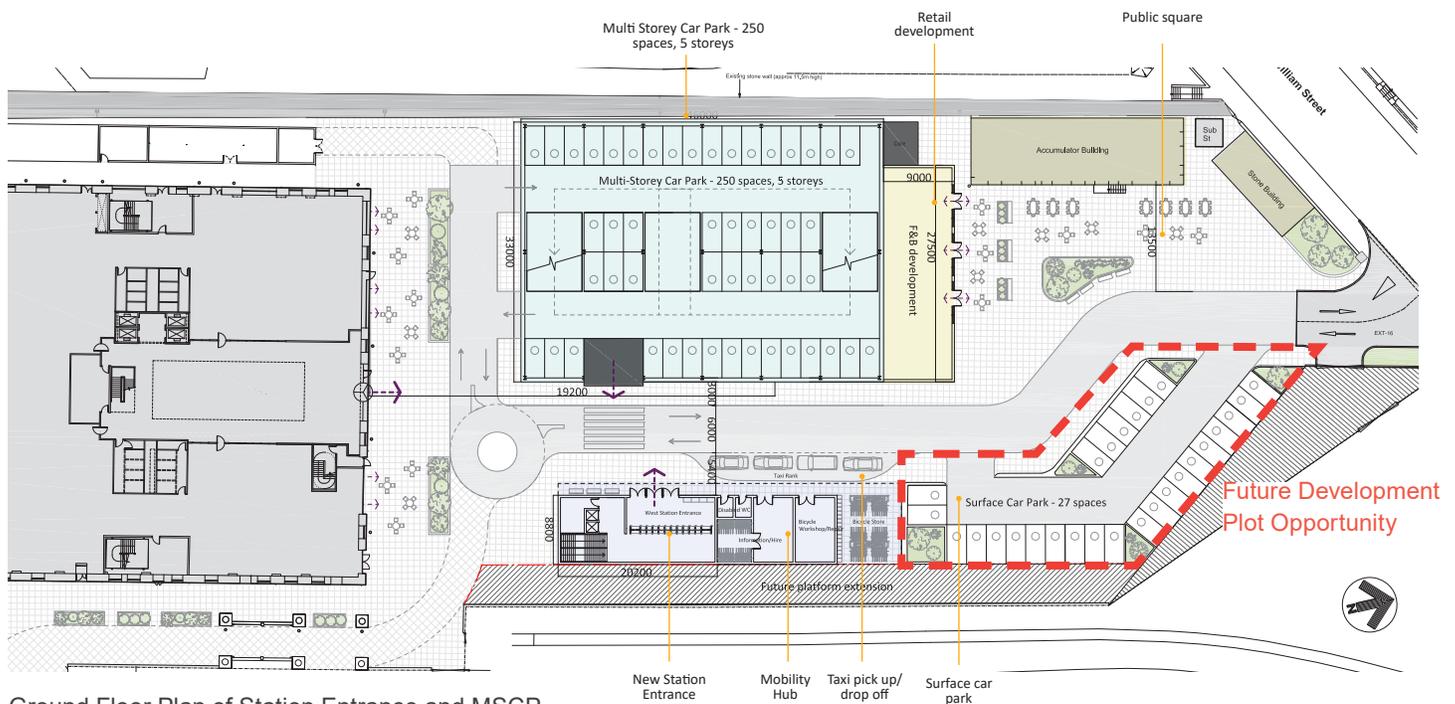
To the west of the station, the notable heritage assets of St George's Warehouse and the Pump House and Accumulator Tower, will be transformed to provide new amenities and activity on the Station Gateway site. In addition, plot layouts and architecture form have been explored for two new buildings, including a western station entrance with cycle parking and mobility hub to provide more direct access to the west of the town and a multi-storey car park to address future parking demand. Designs have been developed with consideration to passenger experience, visual impact, heritage considerations, placemaking opportunities and deliverability.

### West station entrance

The new west station entrance is proposed to connect into the existing subway and TRU proposals. It will incorporate passenger facilities, automatic ticket gates, and stairs and lift to the extended subway. A mobility hub will include under-cover cycle parking. The architecture will reinforce the heritage design principles established for TRU, connecting the station with its historic environment. The building will blend with the new canopy design of Huddersfield Station, including the staggered springing angle of the roof, glazing and views through.

### Multi-storey car park (MSCP)

The MSCP is proposed alongside the retaining wall to the west of the site to maximise dormant space. The MSCP will be designed with a more open character to the facades to limit distraction from the listed buildings, with potential for some greening to reduce dominance of the mass. Options have been explored for height, capacity, and potential for integration with a food and beverage offer alongside the listed buildings at the site entrance.



Ground Floor Plan of Station Entrance and MSCP

## Future Development Opportunities

The surface-level car park adjacent to the western entrance provides scope for development as part of a future phase of works.

We had initially tested this plot for use as a hotel, however market analysis showed that the commercial viability of delivering a hotel in this location will be challenging and will likely require public investment. This is due to a combination of factors including planned capacity increases at other hotel sites, occupancy rates and average room prices in Huddersfield.

In the more immediate term, car parking presents the most viable use on this plot, with an opportunity to consider an apart-hotel or serviced apartments which may be more viable. There are options to develop this use within a new building on the surface-level car park or within existing buildings on the wider site including St George's Warehouse, Brian Jackson House or the Estate Buildings.



Design Precedent for Station Entrance Building



Design Precedent for Multi-Storey Carpark



Sketch option for future development plots within Goods Yard

## Active Travel Strategy

Active travel and sustainable methods of transport are key factors within the masterplan strategy. This aligns to our design principles, by integrating multiple modes of transport and promoting health and wellbeing within communities through active travel.

A movement framework for the Station Gateway site identifies key strategies for pedestrian and cycle connectivity and has been integrated with the Huddersfield Movement and Accessibility Framework. Improved legibility of routes, and an accessible, safe and direct network of paths and cycle lanes will improve the permeability of the area, and unlock new areas for investment and opportunity.

Key proposals include a new route to the west of the station, creating a pedestrian and cycle connection from Fitzwilliam Street to the new western station entrance and development at St George's Warehouse. This continues onwards south via a proposed the new Stair and Lift Tower towards New North Parade and the bus station, creating a new direct connection from north to south of the Station Gateway.

Proposed cycle infrastructure along Fitzwilliam Street and over Besancon Bridge will help connect the Station Gateway to the west of Huddersfield and towards Greenhead College and Greenhead Park. Also linking into the existing National Cycle Network route 69.

As the transport sector strives to decarbonise, it is essential to rethink how we integrate public transport services with walking, cycling, and micromobility to make it easier for people to travel seamlessly.

Future Mobility Hubs, Arup 2021

Key routes and wayfinding aim to connect the station to the wider town centre, providing attractive pedestrian routes towards the main retail and leisure districts, to education centres such as the university and colleges, and into the station to stadium corridor, along Northumberland Street towards the John Smith's Stadium, integrating with Station to Stadium and Transforming Cities Fund schemes. The existing cycle parking provision to the east of the station and the secure Cycle Hub on platform 1 will be retained.

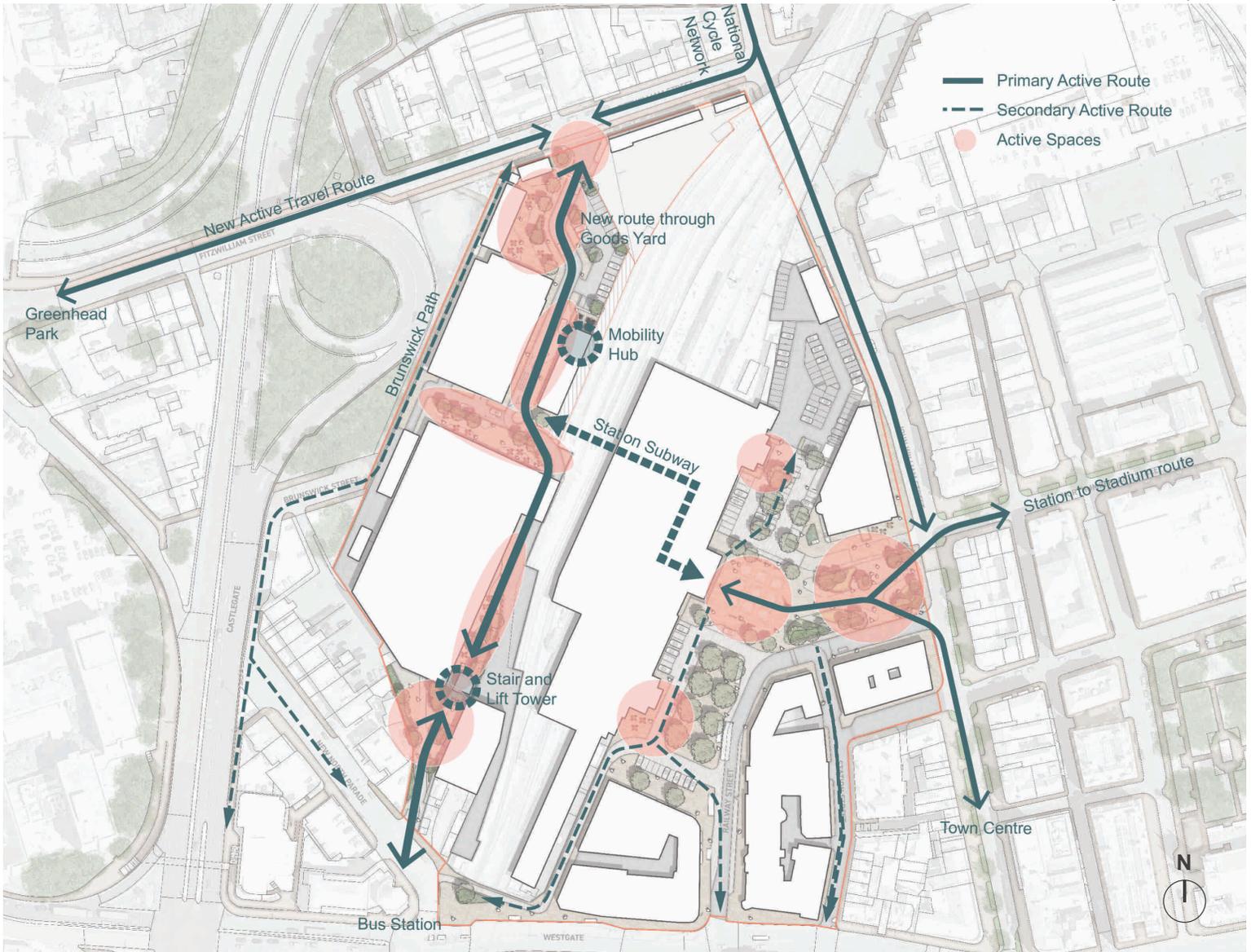
Within the movement framework, opportunities for placemaking create areas of interest and enhanced public spaces using green infrastructure and street furniture. This promotes a vibrant and active town centre, encouraging pedestrians by creating people-focused streets, which is beneficial to businesses and communities.

### Mobility Hub

With fewer heritage and spatial constraints, a Mobility Hub is proposed to the west of the station, and this will be integrated as part of the new entrance building. This will complement existing modes distributed across the masterplan site.

The Mobility Hub will cluster the station entrance and car parking together with various facilities such as secure cycle parking (minimum 80 spaces) changing rooms, cycle hire and a repair workshop, information centre, car club, and recharging stations, the hub can provide a seamless and efficient travel experience. This integration will not only promote sustainable travel options for onward travel but also attract footfall to activate the west of the station and support adjacent commercial activity. The hub will serve as a central point where residents and visitors can easily switch between different modes of transport, making their journeys more convenient and environmentally friendly.

The hub will also provide amenity for future residents and workers within the Gateway site and will support a more sustainable transport strategy for the overall scheme. The specification, delivery and operation of this hub should be considered in alignment with WYCA's regional Mobility Hub plans where possible to form part of a consistent wider network.



Active Travel Connections within the Station Gateway



Mobility Hub (Arup: Future Mobility Hubs)

## Vehicles and Parking

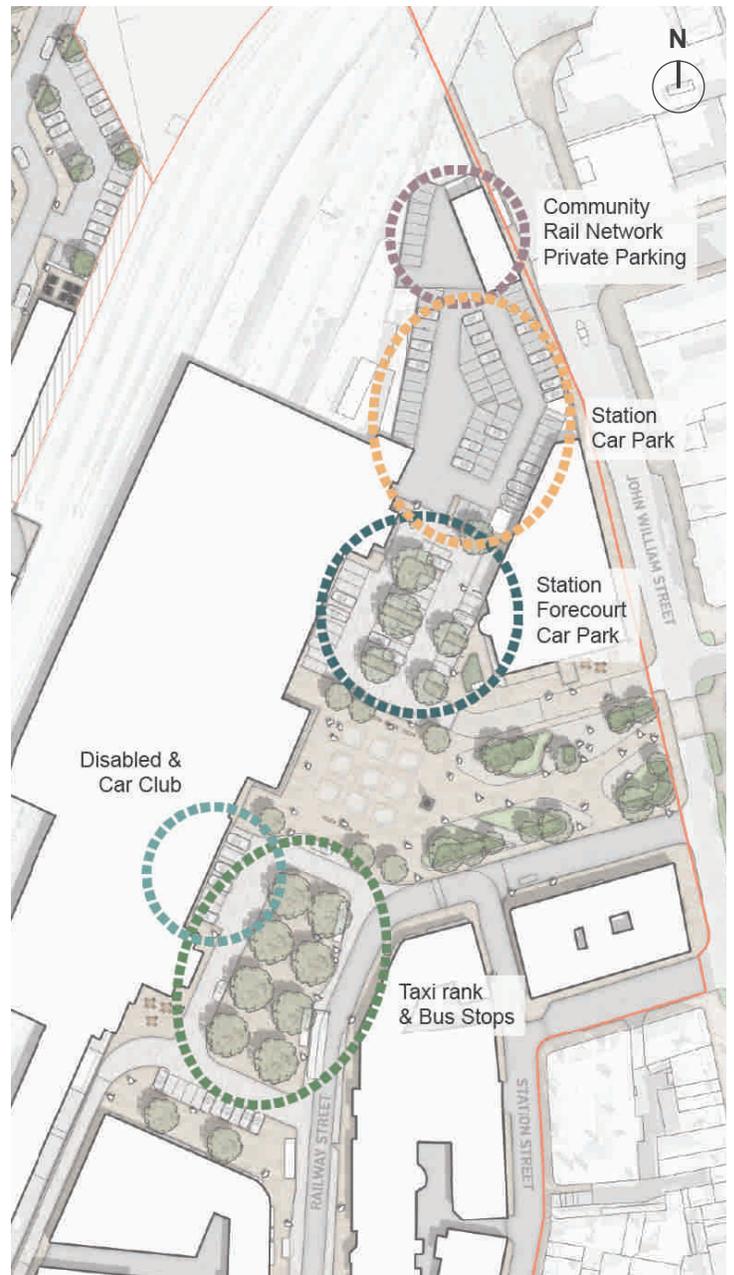
In this report, references to ‘existing’ parking mean provision immediately before the Station Forecourt, Station, and St George’s Warehouse car parks closed in 2023/24 to become temporary construction compounds for TRU (and, in the case of Station Forecourt, works at the George Hotel). These car parks are due to be reinstated in 2027.

The existing parking for Huddersfield Station is located on the eastern side of the main station building. We do not propose any major changes to the existing layout and function of these car parks, which share a single access off the Northumberland Street/ John William Street junction.

The Station Forecourt Car Park to the south is owned and operated by Kirklees Council. It includes 30 pay & display spaces for short stay, which will reduce to about 23 to accommodate improved servicing to the George Hotel. There are also spaces for pick up and drop off: 11 in the car park and 3 off the access road. The Station Car Park to the north is owned by Network Rail and operated by APCOA Parking (UK) Ltd on behalf of TransPennine Express (TPE). The 68 spaces are for long stay, with around half reserved for train crew and station staff. Further north is a private car park owned by Network Rail and serving the offices of Community Rail Network in the Old Water Tower.

Detailed assessment of the existing parking availability at Huddersfield Station has identified a significant shortage of parking that is insufficient in serving the existing needs of the station. With the ongoing TRU and increased forecast numbers of rail users, this demand for parking will only increase. Based on studies of passenger numbers and following policy guidance, in order to meet the future demand, it is estimated an extra 400 - 500 spaces are required.

Spatial and heritage constraints to the east of the station limit options to expand parking infrastructure here.



Vehicle parking to east of Station

Therefore opportunities for new parking proposals must be explored to the west of the Station, as part of a new development connecting to a proposed Western Station Entrance located within the St George’s Warehouse Goods Yard.

To the south of St George’s Square the existing taxi rank provides an adequate amount of space for licensed taxis, with 18 spaces available. Alongside this is the provision of 5 accessible parking spaces and 2 car club hire car spaces, which are conveniently located near the entrance of the station. Car club spaces can be reviewed at the next stage in lines with Council ambitions.

The former Goods Yard to the west of the station provides around 180 unmarked and unsurfaced spaces for pay & display parking. The car park is on land owned by Hd1 Developments Ltd and is operated by HX Car Park Management Ltd.

In order to accommodate the anticipated parking demand, a multi-storey car park with five storeys is proposed. This will provide in the region of 250 spaces, a net increase of around 70 spaces to serve both the proposed development to the west as well as station users. An initial, indicative allocation is 100 spaces to serve occupants and visitors to the warehouse, and 150 spaces for public use.

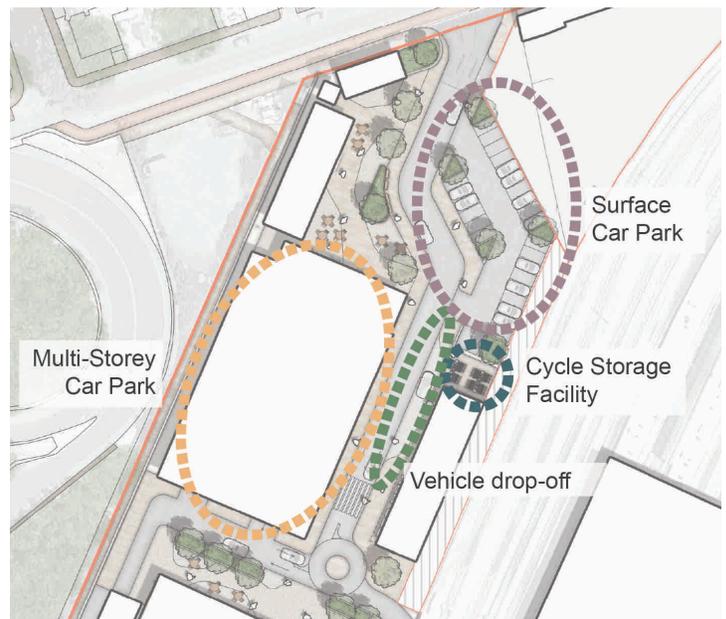
The car park is located against the existing retaining wall to limit its impact on heritage buildings and frame key views through the site. Its close proximity to the proposed western entrance to the station provides efficient interchange with the rail network.

It is anticipated that in the future, 30% of station users will use the western entrance, and five additional station drop off spaces have been provided to accommodate private vehicles. This location also provides convenient access for rail users, to efficiently park and access the station using the new western entrance. The MSCP will also serve St George’s Warehouse, and a number of spaces will be allocated for the proposed uses of the building, such as residents parking. It will include Blue Badge (indicative 5% of car parking capacity), Parent & Child, and secure motorbike parking with ground anchor points for attaching padlocks.

The proposed parking strategy within the Goods Yard will help to meet the future demand and requirements for parking at Huddersfield Railway Station. The proposals will mitigate the traffic congestion currently experienced within the existing car park and on John William Street, whilst also encouraging new rail users by providing a more efficient and direct access to the station, particularly from the western side of Huddersfield.

Location	Mode	Proposed Provision (appx no.)
East	Station Car Park	68
	Station Forecourt	23
	Drop off	14
	Community Rail Network	8
	Accessible spaces	5
	Car Club	2 *
	Taxi (rank + queue)	18
	Cycle parking	10
	Cycle Hub (platform 1)	54
West	Multi-storey car park Inc: Blue Badge parking (5%) Parent & Child parking Secure motorbike parking	250 (100 spaces St Georges Warehouse, 150 public spaces)
	Surface car park Inc: Car hire club	27 spaces
	Cycle storage facility (Mobility Hub)	minimum 80
	Drop off	5

\* To be further reviewed at the next stage in line with council ambitions.



Vehicle parking to west of Station

## Costing

Indicative cost estimates have been prepared across the three masterplan areas: St George's Square; St George's Quarter; and Goods Yard & Western Station Entrance. A high-level summary is provided detailing the core components of the projects, along with the estimated cost for any stated alternatives. Rates are current at 4Q2024. Excludes: Inflation; Kirklees Council's costs; Finance; VAT; Land costs; Ecological / archaeological discoveries; Major contamination.

The cost estimates describe the scale of investment likely to be required in order of magnitude terms. Funding sources may vary and some elements may be privately sponsored (e.g. food and beverage developments). Redevelopment of St George's Warehouse, and associated refuse and battery storage do not form part of the cost review.

At concept level, design maturity and estimate certainty is lower than a fully designed scheme. Unit rates have been derived from similar projects, or built up to reflect the nature of the proposals. Specifications are implied from the masterplan images, quantities and provisional allowances have been assumed to represent the potential interventions. The nature and cost of the works is expected to vary around the stated order of magnitude.

The total indicative cost estimate across the three masterplan areas is c.£61.4M. The estimates allow for construction costs, contingencies for price variance and risk, plus a budget for professional fees. Price variance builds in an allowance for the normal range for tender prices, This has been assessed on an elemental basis, typically adding 10%. An additional risk contingency has been allowed at 25% on building works, and 60% for railway works where there is a greater chance of scope change due to surveys and Network Rail requirements. Similarly, an average professional fee budget of 15% on building works, and 20% for complexities associated with the railway scope.

The following paragraphs outline the anticipated investment and cost drivers within each masterplan area. A further cost breakdown is provided in Appendix M

### St George's Square

Total cost estimate: £2,880,000 .

- St George's Square Public Realm  
£2,880,000 (4Q2024) to construct high quality public realm in St George's Square. The cost includes natural stone surfaces, pedestrian crossing, roadway adjacent to the hotel, drainage, feature luminaires and uplighters. Signage and wayfinding totems, passive provision duct network, landscaping with street furniture, raised planters and HVM.

### St George's Quarter

Total cost estimate: £5,380,000 .

- Lift & Stair Tower  
£3,340,000 (4Q2024) to construct a vertical circulation tower. The cost includes steel structure, foundations, cladding, canopy, and bridge span to upper level. Assumed 16 person lift and illuminated handrail based on typical railway station footbridge designs. Allowance for service connections and alterations / repairs to the retaining wall.

- St George's Quarter Public Realm  
£2,040,000 (4Q2024) to form high quality public realm either side of the lift in St George's Quarter. The cost includes natural stone surfaces, drainage, feature luminaires and uplighters. Signs and wayfinding totems, duct networks, landscaping with street furniture, and raised planters.

### Goods Yard & Western Station Entrance

Total cost estimate: £53,130,000.

- Western Yard Site Enabling  
£1,440,000 (4Q2024) for assumed works to provide a capping layer across the site and a core utility services spine from Fitzwilliam Street for the other developments

to connect into. Site surveys, levels and utility loadings will be cost drivers to determine this element as the scheme progresses.

- Multi-Storey Car Park

£11,120,000 (4Q2024) to construct the ground level and upper decks of a MSCP providing a total of 250 spaces. The costs have been derived from BCIS unit rates and supplier quotations for a similar sized permanent steel structure. Additional sums have been allowed for enhanced cladding to the elevations. 10% of the spaces to have EV charging. Key cost drivers will be the foundation requirements and detailed design of the MSCP layout by a specialist to maximise efficiency.

Alternative designs to reduce the visual mass would likely result in a less efficient layout, potentially reducing spaces or adding whole or partial decks. Assuming 250 spaces are to be provided, a less efficient design may lead to an alternative cost of £12,840,000 (i.e. an additional £1.7M).

- Food & Beverage Units

6a. £2,190,000 (4Q2024) for a new build unit adjacent to the MSCP.

6b. £4,890,000 (4Q2024) for the renovation and conversion of existing buildings.

Estimates have been based on mean BCIS £/m<sup>2</sup> rates for either new build or conversion. Additional costs for building fabric repairs have been allowed to the Accumulator and Stone Buildings. These include roofing, windows, brick repairs, damp-proofing, and insulation. Structural surveys and conserving listed property will be future cost drivers.

- Western Yard Highway

£2,090,000 (4Q2024) to provide the roadway serving all developments in the Western Yard, plus station drop-off and 27 surface parking spaces. Includes pavements, drains, lights, signs, crossing and kerbs.

- Western Yard Public Realm

£3,200,000 (4Q2024) to construct high quality public realm adjacent to the MSCP and Pump House, and frontages to St George's Warehouse and the new Western Station Entrance. The cost includes natural stone surfaces, areas of enhanced construction for maintenance access, drainage, feature luminaires and uplighters. Signage and wayfinding totems, passive provision duct network, landscaping with street furniture, raised planters and HVM.

- Western Station Entrance and Subway

£28,200,000 (4Q2024) to construct a new station entrance with combined mobility hub. Provide access to Huddersfield Station by extending the subway from platform 6 to the new entrance. Construction of a new track and platform 7 is assumed to be by others and is excluded.

The station building has been estimated with reference to similar mixed use station buildings and allows for a higher proportion of glazed façade to compliment the masterplan. A lift and stair core is assumed to descend into a 2.5m wide subway. The length of 19m has been derived from briefing notes and space proofing plans from the Transpennine Route Upgrade (TRU). Other than excavating and breaking through to an existing subway, no other permanent works to Huddersfield Station, or railway infrastructure have been allowed for.

The costs have been estimated assuming that Network Rail delivers the works on behalf of a third-party sponsor. Any project would advance through several engineering phases where costs could change due to design development. A typical contingency of 60% has been allowed, however, engagement with Network Rail and a full risk register is recommended. There will be uncertainty over construction methods and disruption to train services. Compensation for disruptive possession of the track is a commercial calculation by Network Rail. This cannot be estimated for, a provisional allowance of £2M has been included.

A photograph of a garden scene. In the foreground, there are several tall, purple, spiky flowers, possibly Salvia, and some lighter-colored flowers. The background is slightly blurred, showing a person sitting at a table under a white patio umbrella. The overall atmosphere is bright and sunny.

# 5 Conclusion

The Huddersfield Station Gateway Masterplan establishes a preferred option for the Station Gateway area, building on an agreed vision and a set of masterplan principles. The masterplan balances a set of ambitions developed in collaboration with key project partners together with constraints framed by heritage, planning and topography.

There are some key actions to develop through the next phase of this masterplan, which will be centered around the progression of an outline business case. This will involve consideration about an overall delivery strategy for the masterplan, including how the different aspects will be phased, funded, owned and operated.

Conservation and heritage mitigations will need to be addressed and developed through continued dialogue with Historic England and Kirklees Council's conservation officers.

More detailed aspirations for St George's Warehouse will be vital to understand the feasibility and viability of proposed uses to secure the long term future of the building, as well as to inform how the wider masterplan will need to respond to support those uses.

## Summary

This concept masterplan represents the conclusion of an initial phase of work to recommend a preferred masterplan option for further development.

Promoted by Kirklees Council and developed in collaboration with key project partners Hd1 Developments Ltd, Network Rail, TransPennine Express, and West Yorkshire Combined Authority, this masterplan builds on recent and planned investment in the Station Gateway Area to establish an ambitious plan for regeneration. This collaboration has resulted in a masterplan which balances the objectives of the key partners against the site constraints and this has set a clear momentum and platform for ongoing engagement through subsequent stages of the planning and development process.

The masterplan is centered around the opportunity to unlock the area to the west of the station through the creation of a new western station entrance. This will provide more direct access for those approaching the station from the west of Huddersfield. The former Goods Yard will be transformed to provide uses including parking, a new mobility hub, new units for retail, food and leisure in the former pump house and accumulator tower, high quality public realm and a new public route via a new lift/stair tower. These improvements will also unlock investment within St George's Warehouse, with public realm activating the lower ground floor uses and the new station entrance and through pedestrian route bringing much needed footfall adjacent to serve any new development.

To the east of the station, St George's Square will be enhanced to provide new landscaped areas encouraging people to dwell and public realm improvements to enable better integration with surrounding buildings and walking and cycling routes.



Huddersfield Cultural Heart

## Next Steps

The next stages of the development of the Huddersfield Station Gateway Masterplan will be centered around the development of the Outline Business Case and the key information that will feed into the various components that comprise it.

A significant task will be to understand the funding and delivery strategy for the masterplan. This will involve dialogue with partners and stakeholders to develop a credible approach to successfully take forward phases of the masterplan. Alternative delivery models should be considered which bring together the public and private sectors and help to balance commercial risk and value with control of the scheme across the delivery lifecycle. Key to this will be to understand the different sources of funding that might be available.



An integrated programme should be developed which identifies key milestones and decision points including more detail surrounding the completion of the Transpennine Route Upgrade works at Huddersfield and alignment with political cycles to support any lobbying activity.

It will be necessary to further plans for St George's Warehouse to ensure that proposed changes are viable, deliverable and fully integrated with the overall masterplan. This is vital to secure the long term future of the building.

Conservation and heritage considerations place significant constraints on the masterplan. Every attempt has been made to ensure our proposals respect the heritage and setting of the existing buildings within the masterplan area, whilst remaining ambitious and addressing partner requirements. Continued dialogue with Historic England and Kirklees Council conservation officers will be necessary as the scheme develops.

Kirklees Council should consider aspects of the design which may need to be further developed to address approaches to delivery or addressing heritage, as this could impact the business case by altering costs or viability. Integration with areas outside the masterplan red line boundary including opportunities to enhance Fitzwilliam Street to improve active travel access to the west of the station should be further considered.

Establishing clear governance processes will be crucial to ensure the successful development of this masterplan. Setting up a programme board to include the key partners and those in a position of influence will help facilitate engagement, decision-making and lobbying. Kirklees Council should continue to provide appropriate oversight by providing sponsorship, project management and commercial management to ensure the key objectives, budgetary constraints and milestones continue to be met.



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