Kirklees COUNCIL

Originator: Louise Bearcroft

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**Report of the Head of Planning and Development**

**STRATEGIC PLANNING COMMITTEE**

**Date: 12-May-2021**

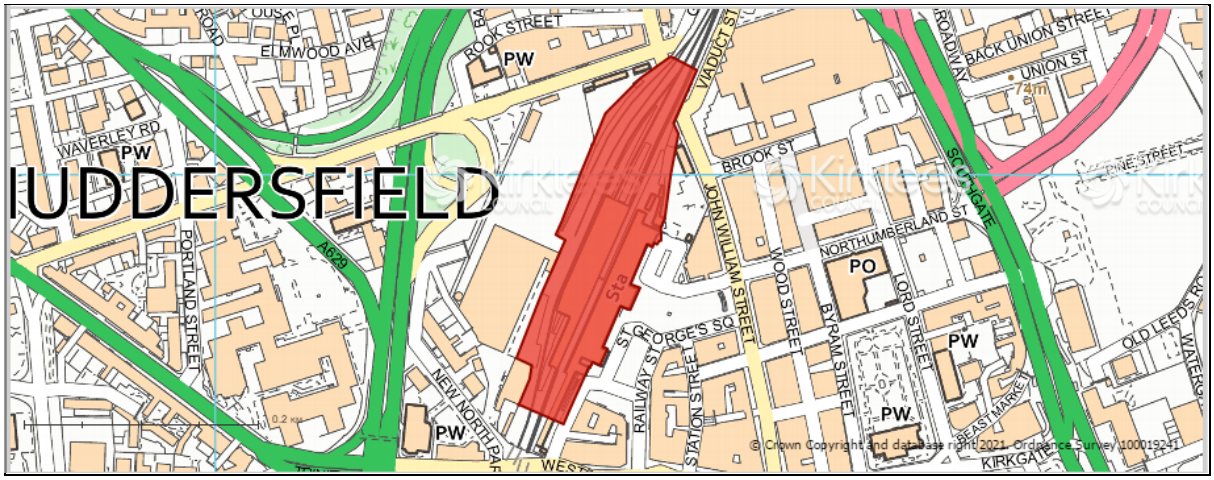
**Subject: Planning Application 2021/91328 Listed Building Consent for demolition of roofs B and C; demolition of two bays of roof A at the Manchester end; new section of canopy on the Penistone platform; installation of two new bays on roof A at the Leeds end: re-instatement of lantern to whole of roof A; platform alterations and extensions; new island platform; extension of existing passenger subway; in-filling of disused parcel subway; demolition of signal box, relay room and cable gantry between platforms 1 and 4; re-location of tea rooms: provision of new eastern footbridge and lifts/stairs and canopies; provision of overhead electric line equipment (within a Conservation Area) Huddersfield Railway Station, St George's Square, Huddersfield, HD1 1JB**

**APPLICANT**
Rob McIntosh, Network Rail (Infrastructure) Ltd.

| DATE VALID | TARGET DATE | EXTENSION EXPIRY DATE |
|---|---|---|
| 31-Mar-2021 | 26-May-2021 | |

Please click the following link for guidance notes on public speaking at planning committees, including how to pre-register your intention to speak.
http://www.kirklees.gov.uk/beta/planning-applications/pdf/public-speaking-committee.pdf

**LOCATION PLAN**




**Map not to scale – for identification purposes only**

**Electoral wards affected: Newsome**

**Ward Councillors consulted: Yes**

**Public or private: Public**

**RECOMMENDATION:**

Members to note the contents of this report for information.

## 1.0 INTRODUCTION:

1.1 This is an application for Listed building Consent for works to the grade I listed Huddersfield Station, submitted by Network Rail in conjunction with their submission to the Secretary of State for Transport for a Transport and Works Act Order for the Trans-Pennine Upgrade (Huddersfield to Westtown) Scheme. The Council is not determining this Listed Building Consent application but may consider it and send any comments to the National Planning Casework Unit within a 42-day period prescribed in the Transport and Works Act 1992 Regulations. Members of the Committee are therefore invited to comment on the proposed Listed Building Consent application.

1.2 Network Rail Infrastructure Limited ("Network Rail") is applying to the Secretary of State for Transport for a Transport and Works Act Order to authorise the construction and operation of the Trans-Pennine Upgrade (Huddersfield to Westtown) Scheme. The Scheme is part of a wider programme of works known as the Transpennine Route Upgrade (TRU) which will improve the Transpennine railway between Manchester, Huddersfield, Leeds and York and improve connections between key towns and cities across the north of England.

1.3 The Scheme will contribute to the overall TRU Programme aims of increasing service capacity and offering journey time benefits through:

- Four tracking and upgrading of the existing railway line including track realignment (currently the majority of the railway in the Scheme area has two tracks);
- Electrification of the line;
- Increase in line speeds;
- Provision of sections of new railway;
- Provision of new grade-separated junction within the Ravensthorpe area;
- Remodelling of stations including platform extension works at Deighton, Mirfield and Huddersfield;
- Provision of replacement station at Ravensthorpe.
- Engineering works including strengthening and replacement of bridge decks (rail and highway); electrification of the line and provision of associated infrastructure will require raising the height, demolition of or replacement of bridge structures.

1.4 The proposed works to the grade I listed Huddersfield Station for which Listed Building Consent is sought are required in consequence of the proposals included in Network Rail's application, as submitted by Network Rail on 31 March 2021 to the Secretary of State for Transport under section 1 of the Transport and Works Act 1992.

1.5 The Council is required by section 12(3a) of the 1990 Act to refer this Listed Building Consent application to the Secretary of State. Because of this automatic call-in the Council is not processing or determining this Listed Building Consent application. The Council may however, as noted above, consider this Listed Building Consent application for works to Huddersfield Station and send any comments or recommendations to the National Planning Casework Unit within the 42-day period prescribed in the 1992 Regulations.

## 2.0 SITE AND SURROUNDINGS:

2.1 Huddersfield Railway Station was constructed between 1846 and 1850 in a neo-classical style, designed by James Pritchett. It is widely claimed to be the finest classical station in Britain. The station is a Grade I Listed Building and lies within the Huddersfield Town Centre Conservation Area. The main station building comprises a large, central two storey block with a five-bay free standing pedimented portico, with a further three bays to either side. To the rear of the station building, also included in the listing, are the station platforms covered by trussed canopies with blue slate and corrugated sheet coverings.

## 3.0 PROPOSAL:

3.1 The application seeks Listed Building consent for works to re-model Huddersfield Station. The proposal is to provide a new track layout together with new signalling arrangements to allow for deconfliction of passing and stopping services, and to allow the commencement of four-way tracking proposed within the upgrade Scheme.

3.2 The proposed works include:

- *Platforms* – the rearrangement of the platforms to extend their length, widen the current platform 1 and provide a new island platform to the west;
- *Trainshed Roofs* – the replacement of the existing Roofs B and C with a new roof canopy covering the island platforms, as well as the removal of two bays from the southern end of Roof A and addition of three new bays at the northern end. The retained extent of Roof A will be strengthened, and a lantern reinstated atop the roof. New canopies will also be constructed at the northern end of the platforms, while the Penistone Line platform canopy will be extended northwards;
- *Footbridge* – the construction of a new footbridge towards the northern end of the platforms;
- *Subways* – the extension of the existing passenger subway, including realignment of the stairs on the island platform and infilling of part of the redundant parcel subway;
- *Tea Rooms* – the dismantling, storage and reconstruction of the Tea Rooms, with their position altered slightly for the new narrowed island platform; and
- *Overhead Line Equipment (OLE)* – the introduction of OLE throughout the station (aside from on the Penistone Line platform).

## 4.0 RELEVANT PLANNING HISTORY (including enforcement history):

4.1 There have been various applications for Listed Building Consent at Huddersfield Station.

## 5.0 HISTORY OF NEGOTIATIONS (including revisions to the scheme):

5.1 Not applicable as the application for Listed Building Consent is not determined by the Local Planning Authority.

## 6.0 PLANNING POLICY:

6.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications are determined in accordance with the Development Plan unless material considerations indicate otherwise. The statutory Development Plan for Kirklees is the Local Plan (adopted 27th February 2019).

Kirklees Local Plan (2019):

6.2 LP 1 – Achieving Sustainable Development
LP 2 – Place Shaping
LP 24 – Design
LP 35 – Historic Environment

National Planning Guidance:

6.3 Chapter 2 – Achieving Sustainable Development
Chapter 12 – Achieving Well-Designed Places
Chapter 16 – Conserving the Enhancing the Historic Environment

## 7.0 PUBLIC/LOCAL RESPONSE:

7.1 Under the 1992 Regulations it is the responsibility of the Council to post site notices in suitable locations giving details of the Listed Building Consent application and specifying that all representations must be made to the National Planning Casework Unit. The site notices must be in place for no less than 7 days during the 42-day period for representations and were posted on 1st April 2021. In this instance, because of the inclusion of Bank Holidays within the prescribed period, the 42-day limit is extended to 45 days.

## 8.0 CONSULTATION RESPONSES:

8.1 **Statutory:**

The Local Planning Authority is not processing or determining this Listed Building Consent for reason that the application has an automatic call-in to the Secretary of State. Consequently, the Local Planning Authority is not required to carry out statutory consultations.

8.2 **Non-statutory:**

K.C Conservation and Design - No objections

## 9.0 MAIN ISSUES

- Heritage Context
- Managing the impact on the significance of the station complex
- Principal Station Building
- Trainshed Roofs
- Tearooms
- Platforms and Subways
- New footbridge
- Impact on the setting of Huddersfield Station
- Impact on adjacent listed buildings
- Impact on Huddersfield Town Centre Conservation Area
- Balance of Heritage Impacts against the Public Benefits

## 10.0 APPRAISAL

Heritage context

10.1 The proposed works subject of the Listed Building Consent application impact on the grade-I listed Huddersfield Station buildings and the associated structures within its curtilage, as well as the setting of adjacent listed buildings which form part of the group within the conservation area. The proposals form a key part of the Transpennine Route Upgrade, Section W3 (TRU W3) and have been developed in consultation with Historic England and Design and Kirklees Council's Conservation Officers over some years and are intended to facilitate the electrification and upgrade of the line as well as enhancing access and station facilities. The design development process for the proposals included appraisal of alternative options to identify an approach which delivers the operational requirements, while meeting the national and local policy requirements to minimise the direct (physical) and indirect (visual) impact on the station complex as a designated heritage asset of the highest significance.

10.2 Huddersfield station is the western end of the section of the Transpennine Route between Huddersfield and Westtown (Dewsbury) constructed and opened between 1836 and 1849. The route today comprises sections of rail line developed by different railway companies (a characteristic of the wider Transpennine route), built during the height of the C19th expansion of railway development.

10.3 The route between Huddersfield and Westtown (Dewsbury) had a particular impact on the towns on its route, stimulating the expansion of Huddersfield as a commercial and industrial centre. The nationally recognised heritage importance of the Huddersfield station complex is indicative of this influence, resulting in a magnificent architectural expression of the growth and confidence of the C19th town centre and the architectural inspiration for much of the town's architecture. Huddersfield Station has been subject to a series of changes throughout its history and into the early-C21st. These have resulted in the alteration of fabric components of the station, although most significant elements of the station are largely unchanged from its final expansion in the 1880s. The station remains an impressive and iconic landmark, retaining its primary operational purpose as a major cross Pennine transport hub.

10.4 The Huddersfield station complex is consequently both historically and operationally fundamental to the Transpennine railway route as a whole and has been subject to adaption and physical evolution since it was first developed in the early-C19th. The listed building group are also prominent and positive contributors to the Huddersfield Town Centre Conservation Area. The current proposals to enhance the operation of the line are thus required to be considered in the context of the legislative and policy requirements impacting on such nationally important designated heritage assets.

10.5 The legislative requirements are set by Section.66 (1) of the 1990 Act which requires the local planning authority and the Secretary of State (in this case) to have, *"special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses"*. The impact on the conservation area must also be considered in the context of Section 72 of the 1990 Act which also confers a duty to afford, *"special attention. to the desirability or preserving or enhancing the character or appearance of that area"*.

10.6 As designated heritage assets, when considering the impact of the proposed development on the significance of the station complex and the conservation area the NPPF (paragraph 193) requires that "great weight" is given to the principle of conservation. The presumption is that the proposed works would avoid or minimise any diminution of the special interest of the area as a whole. The conservation requirements of the NPPF are embedded in the Kirklees Local Plan Policy LP35, Historic Environment. The impact on the station complex is consequently considered with particular reference to these legislative and policy requirements.

10.7 The particular heritage value and sensitivity of the Huddersfield Station complex is defined in the TRU-W3 ES statement which notes that the collection of heritage assets are all of 'High Value" thereby defining it to be of, *"High Importance and rarity, national scale and limited potential for substitution" (see Volume 2i, Ch.6, para. 6.3.11, Table 6-2 'Value of Heritage Assets').*

10.8 Consequently, it is important to understand the impact of the proposed TRU W3 works on the special architectural or historic interest of the Huddersfield Station complex as a whole, as well as consideration of the impact of the development on individual structures. The ES evaluates the level of 'Permanent heritage impact in terms of Table 6-3 Magnitude of Impact (ES Volume 2i, Ch.6 para 6.3.17), with a 9-point range from: *'major, moderate, minor, and negligible adverse*' to *'major, moderate, minor and negligible beneficial'*, with 'No change' at the centre point. The following evaluation is set out in these terms.

<u>Managing the impact on the significance of the station complex</u>.

10.9 The proposed interventions in the station complex would result in considerable change to the historic fabric of parts of the grade-I listed station complex, including the loss of some historic elements and alteration to the setting of adjacent listed buildings (such as the grade-II listed railway warehouses). However, the proposals respond to the station's significance in a manner which attempts to minimise the loss or compromise of historic fabric while facilitating the new enhanced operational requirements without the detracting from appreciation of the station's overall heritage significance.

10.10 The successful mitigation of the adverse physical and visual impacts will consequently be dependent on the detail to be provided in the further details, secured by conditions on the LBC and TWAO in the form of a Conservation Implementation Management Plan (CIMP) for the station complex (see Condition 6 below) The CIMP is proposed by Network Rail as being the means to specify the various materials, techniques and task implementation methodologies necessary to detail the intervention works and demonstrate that the completed tasks will retain the authenticity, special interest and character of this nationally important heritage asset. Network Rail's proposed use of the CIMPs is considered to be an essential and welcome design-quality moderation tool.

10.11 The TRU-W3 scheme as a whole will require a series of CIMPs, to both demonstrate a conservation-focused framework for the initiative as a whole and provide the detailed specifications to implement works on the various designated heritage assets along the route. Given the grade-I listed status of Huddersfield station and the extent of interventions, the resultant CIMP covering these particular works will need to be both comprehensive and highly detailed. It is understood that the approval of the collection of Conservation Implementation Management Plans (CIMPs) by Kirklees Council, as Local Planning Authority, would be a Conditional requirement of the grant of Listed Building Consent by the Secretary of State.

10.12 The individual impacts of the key interventions at Huddersfield Station are considered individually below.

Principal station building

10.13 There would be no changes to the interior of the principal station building or its eastern façade and main entrance (facing into St. George's Square) as a result of the proposed works. Consequently, the appreciation of the main station building would be largely unaltered from the key approaches and views from within the town centre.

10.14 The strengthening of the retained trainshed roof adjoining the principal station building (Roof A) would require some minor beneficial works against the platform elevation of the station building. However, any physical impact on historic fabric around the connections between the roof and the building would be localised and also involve the removal of a considerable amount of cabling which currently detracts from the platform, thereby enhancing and reinstating its historic appearance.

10.15 There would be no loss or alteration of important features of the most significant architectural elements of the station complex, and a minor beneficial enhancement resulting from the rationalisation of services and the removal of cabling. The magnitude of impact on this site component will consequently result in a minor beneficial impact on the station complex as a whole.

Trainshed roofs

10.16 The roof structure crossing the platforms comprise two spans designed as part of the 1886 station expansion. The largest trainshed roof is known as ‘Roof A’ (24m wide) and spans between the Principal station building on platform 1 and a lattice girder above platform 4. Roof A was originally covered by a roof lantern but is now exposed in the centre. The enclosed section of the roof is covered by slates, and a mix of non-original profiled steel and translucent fibre sheets. The original lightweight roof trusses are comprised of wrought iron angles, tees, flats and round bars, connected with rivets and bolts.

10.17 The smaller trainshed roof which will be demolished and remodelled is known as ‘Roof B’ (12m wide). Roof B spans between lattice girders above platforms 4 and 8 and also supports a cantilever canopy (‘Roof C’) that extends over platform 8, connected by riveted lattice wrought iron brackets. Roof B is covered by a raised roof lantern that runs along its length.

10.18 The proposals would result in the complete loss of Roof B and Roof C which were designed as integral parts of the 1886 station expansion. Their removal would compromise the late-C19th design and the appreciation and understanding of the significance of the station complex. The loss of Roof B and Roof C would have a moderate adverse impact on the station complex as it would remove late-C19th components which are of considerable interest but would not substantially alter the overall character or significance of the station complex.

10.19 In addition, to allow for new track alignments and switches and crossings at the southern end of the Station, it would be necessary to remove two bays (13m) from Roof A at its southern end. This would adversely impact on the significance of the Station as it would mean the removal of historic fabric from Roof A.

10.20 The proposals also include the construction of a new 3 bay section (27m) added to the northern end of Roof A which would also serve to rebalance its symmetry. Operationally this would partly mitigate the loss of the two southern bays and retain the length of the structure, which is a key characteristic of Roof A. This extension of the roof would be tapered in line with the last retained bay and would follow the path of two former roof bays that were removed in the 1980s. The detailed architectural form of the Roof Additions would be subtly different to the surviving historic roof, to ensure that the legibility of the different phases of construction is preserved.

10.21 The proposed additions to Roof A would, therefore, re-introduce roof coverage at the northern (Leeds) end, which had been previously removed in the 1970s, with a complementary design form intended to provide additional protection to the vulnerable historic elements at the northern gable end of the station building. Consequently, the loss of a section of Roof A at its southern end would result in a moderate adverse impact, but the loss of fabric would be mitigated by the minor beneficial impacts.

10.22 The proposed fixing of the Overhead Line Equipment (OLE) to the top boom of Roof A would be an additional element that compromises the engineering and visual appreciation of the original roof trusses, as well as having some impact on historic fabric. The proposed design minimises the number of OLE frames and places them on the western side of the roof away from the principal station building to reduce their visual impact. However, the intervention would not significantly diminish the positive contribution Roof A roof makes to the overall significance of the station complex and its historic connections to the principal building would remain unaltered.

10.23 The adverse impacts on the trainshed roofs are balanced to some degree by the reinstatement of the lantern over Roof A, which would restore an element of high significance and consequently result in a major beneficial impact. It is uncertain when the original lantern was dismantled from the structure but its reinstatement, to the same form and shape of the 1886 design, would bring back the design intention and integrity of the original roof structure which would enhance its aesthetic value.

10.24 A less prominent, although important, minor beneficial impact would be realised by the targeted strengthening works and improvements to Roof A which would ensure its ongoing structural integrity. This would be achieved by means of a bespoke and discreet engineering solution developed to sustain the roof's long-term survival. Additional minor beneficial changes would be delivered through the colour scheme design and lighting proposals which aim to enhance and highlight the historic features and character of the retained trainshed roof. The decorative and lighting scheme is intended to facilitate appreciation of the structural form of the retained Roof A, adding to the contribution it makes to the station's overall significance.

10.25 Roof B and C will be replaced by a new roof structure, to a modern design. The new roof would provide coverage for the new train stopping locations and is described by Network Rail as two large 'blades'. The proposed 'blades' are linked with a continuous glazed clerestory, which allows the structure to span over the tracks whilst providing clear views and natural light onto the platforms. A clear hierarchy is set out from the scale of Roof A which would reduce as you move further away towards Platforms 5 & 6 with the new roof stepping down away from the main station building. This would ensure that the new roof would remain distinct and visually subservient to Roof A.

10.26 The design form of the roof has evolved through liaison with Kirklees Council officers and Historic England and seeks to maintain the architectural hierarchy and expression of the series of roofs within the station complex. The resultant design would ensure that the retained Roof A remains the dominant and character-defining roof structure with the contrasting form of the new blade-like canopies intended to complement the roof form while avoiding diminishing the appreciation of the most significant parts of the station complex.

10.27 The overall impact on the Trainshed roofs be some significant change. However, the loss of important features will be balanced by the reinstatement of a significant architectural feature (the lantern) to Roof A, going some way to recapturing its original design integrity, while also retaining the most significant architectural elements of the trainshed roofs. The design form of the proposed new blade-like roof is considered to complement to the station complex and would be necessary to facilitate the enhanced operational use of the station complex.

10.28 The moderate adverse heritage impacts on the Trainshed roofs would consequently be partly mitigated by the major beneficial restoration works and the design quality of the replacement 'blade' roofs, in addition to the wider public benefits of the enhance operational used of the complex.

Tea Rooms

10.29 The timber boarded Tea Rooms building is located on the island platform, between platforms 4 and 8, immediately south of platforms 5 and 6. It is a distinctive feature of the Huddersfield station complex and of considerable architectural and historic significance. The Tea Room building dates from the construction of the island platforms in 1886 and consists of a timber-boarded, single-storey structure, divided onto 12 bays, articulated by Tuscan pilasters topped with paired finial brackets and a plain cornice. Each bay contains either a door or window, with entrances to the waiting rooms, toilets and the station buffet.

10.30 The proposal is to dismantle and relocate the tea rooms within the station complex. The Tea Rooms building is important example of an increasingly rare structure of its type in modern railway stations. Consequently, it is deemed essential to retain this fine example of its type. However, the new platform arrangements, canopies and adjustment of subway access would compromise the structure and therefore the proposal is to relocate it within the station complex, as means to preserve its heritage value. The proposal is consequently to dismantle, temporarily store and then reassemble the tea rooms on new location, re-orientated on the island platform.

10.31 It is, therefore, proposed to move the Tea Rooms from their current position on the island platform to a new position which provides the required 3.3m clearances from the platform edge, and approximately 400mm clearance from the columns. This would be achieved by dismantling the Tea Rooms, temporarily storing the parts of the structure, and then reconstructing it in a new location, over new foundations. The changes to the Tea Rooms building following its reconstruction would include its reconfiguration, rotating the whole building by 180 degrees, in order to place the servery at the closest point to the subway entrance and exit, thereby improving access and its prominence and the appreciation of the building and its significance.

10.32 However, the relocation would mean that the currently redundant beer cellar (at its northern end) would be infilled along with the parcel subway connection which runs under the tracks. The beer cellar dates from the construction of the Tea Rooms but is no longer accessible. The existing parcel subway is proposed to be partly infilled with lightweight concrete to provide structural integrity to support the tracks and integrate with the Tea Rooms foundations. The retained section of the subway would continue to be used as a service utility route with additional ducts provided within the remaining subway and through the infill to service the island platforms and other rail interfaces. The infilling of the subterranean parcel subway is designed to be 'reversible' with its floor and walls internally lined with a membrane prior to infilling, in order to ensure that any future works including removal of the infill can be achieved with minimal damage to the historic fabric.

10.33 In addition, three columns supporting the proposed new roof structure would directly penetrate into the Tea Rooms, to accommodate the new foundations for the roof and the relocated structure. To minimise the visual and physical impact of this adverse intervention, the rotation of the Tea Rooms would line up with the new columns, with the three columns internally boxed out in a timber frame and plasterboard and aligned with the reassembled timber panelled walls. The cumulative physical and visual impact on the significance of the Tea Rooms and the associated services spaces would amount to a moderate adverse impact, although the proposed works aim to minimise the loss of historic fabric and maintain the historic interest of the reconstructed structure.

10.34 The current proposals do not detail how the Tea Rooms would be dismantled, stored or reconstructed, although it is understood that initial survey results indicate that the structure is robust, capable of careful dismantling and that remedial works would be limited and targeted. It will be necessary to mitigate the impact by the careful attention to the detail of the reconstruction. The success of the Tea Rooms removal and re-instatement would, therefore, be highly dependent on the detail to be provided in the Conservation Implementation Management Plan (CIMP).

10.35 The Huddersfield Station CIMP will provide the detailed specification and task implementation methodologies to inform the intervention works and demonstrate that the relocation and reconstruction of the Tea Rooms will retain its authenticity and special interest. As noted above, the overall TRU-W3 scheme requires a series of CIMPs, tailored to the various sections of the route, to provide the detailed specifications necessary to implement works on the designated heritage assets. Given the grade-I listed status of Huddersfield Station and the extent of interventions required to relocate the Tea Rooms, the resultant CIMP would need to be comprehensive and highly detailed to ensure that the adverse and harmful impacts on the Tea Rooms would be minimised and carefully mitigated.

10.36 A minor beneficial impact would be that the reassembled Tea Rooms building would be subject to a new colour scheme, intended to both draw out its distinctive architectural features and reflect its historic character. The relocation would also enable the removal of the accumulated non-original visual clutter which detract from the appreciation of the structure, enabling the historic aesthetic of the timber-boarded structure to be better appreciated. These details would need to be specified in the CIMP. The relocated structure would also be subject to upgraded fire proofing to ensure its long-term protection, with its internal reconfiguration also designed to support its ongoing viability and use as a refreshment facility.

Platform and subways

10.37 The proposals would result in physical alterations to the platform layout of the station, which has been largely unaltered since the expansion of the 1880s. The island platform would be narrowed with the bays at the northern end infilled, thereby altering its historic layout. Its identity as an island platform will be retained.

10.38 The Penistone line platform (platform 2) would be extended northwards into the footprint of the existing platform 1, which would be extended outwards. Platform 1 has already previously been widened and no historic fabric would be affected by this change. Platform surfaces would be renewed, however the historic stone flags around the Tea Rooms would be reinstated once the Tea Rooms building is reconstructed.

10.39 The platform arrangement contributes to the significance of the station by evidencing its historic development. The current proposals would retain the legibility of the station's historic expansion, with the island platform being appreciated as part of the 1880s expansion, particularly with the retention of the tea rooms. There expansion of the platforms would have negligible beneficial impact on the overall significance of the station as a result.

10.41 The proposals would involve physical alterations to the historic passenger subway, which also dates from the expansion of the station in the 1880s. The subway would be extended, and the stairs rising to the island would re-aligned. This would result in the minor alteration or loss of some historic fabric of lesser significance, although the subway's stone flag surfaces would be retained as would the character and fabric of the realigned stairs up to the 1880s island platform. The proposed lighting design within the subway would enhance both operational use and the appreciation of its form and historic fabric. Though the proposals will involve alteration to historic fabric and change in the overall form of the subway, the proposals would not erode its significance as part of the 1880s expansion.

10.42 The proposed partial infilling of the parcel subway (see also Tea rooms above) would not result in any appreciable change to the station's significance and would be 'reversible' as discussed above. The historic form of the parcel subway would still be able to be appreciated from the basement of the principal station building but makes a very minimal contribution to the station's overall significance. The overall impact on the platform and subways would consequently be minor adverse.

<u>New footbridge</u>

10.43 It is proposed to construct a new footbridge towards the northern end of the platforms; this would provide access for passengers across all platforms. The proposed form was developed in consultation with Historic England and Officers from Kirklees Council and features full-height glass panels on both sides, intended to minimise its visual impact (while avoiding conflict with the Overhead Line Equipment). The bridge would be a distinctive and contemporary addition to the station complex, adopting a sawtooth form intended to reference and complement the facetted forms of the new roof structures.

10.44 The new footbridge would provide an unrestricted walkway for passengers to access the platforms and would allow unobstructed views through the windows. The steel column supports would be aligned with the staircase and lift shafts to maintain the clear platforms. The footbridge would be accessed via staircases, supported by lifts to provide step-free access.

10.45 The design objective has been to limit the impact of the new bridge on the historic fabric. The glazed sawtooth bridge span would be as transparent as possible, with the design intended to resolve potential glare issues onto the tracks. It is considered that the new footbridge would be a striking and complementary addition to the station complex, as well as significant operational enhancement. The impact of the new bridge would therefore be minor beneficial.

Impact on the setting of Huddersfield Station.

10.46 The 1990 Act and national and local policy require that the impact on the setting of Huddersfield Station should be considered when determining development proposals. The significance of the setting of the grade-I listed complex is primarily understood and appreciated in terms of the relationship with St George's Square, as well as its relationship with the surrounding townscape and the experience and movement of those using the station. The proposals would impact on a number of these elements, both by introducing new elements into the setting of the station and also by enhancing appreciation of the station's significance. However, the impact on the townscape composition focused on St. George's Square would be largely unaltered.

10.47 The proposed works to the station complex would alter a number of lesser significant views which contribute to its appreciation, notably the addition of the new footbridge at the northern end of the station and the new trainshed roofs. However, these structures would be primarily viewed from within the station complex and be read as contemporary complementary additions to the complex.

10.48 The Overhead Line Equipment (OLE) through the station would introduce further modern infrastructure into views within the station and along the line, although the design and spatial arrangements of the OLE attempt to temper the visual impact, particularly within the space of the retained Roof A truss.

10.49 However, the proposals aim to integrate the OLE into the fabric of the new structures where possible in order directly respond to the significance the station's character and setting. The proposed canopy roof over the island platforms has been designed to integrate the OLE, as well as enhance the visual connectivity of the station towards the former goods yard. These works would emphasise the relationship with the grade-II listed goods warehouses and accumulator tower (further to the west) to the main station complex, while minimising adverse visual impacts on the setting of these designated heritage assets.

10.50 Consequently, although the extensive works will impact on the appreciation of the station's historic fabric the main elements of its setting (from which it derives particular significance) will not be appreciably altered by the proposals. The increased activity will also enhance its character as a transport hub. The proposals do not involve changes to the principal station building, other than the management of the movement of passengers within the station.

10.51 The design of the interventions' respond to the station's setting, enhancing elements such as visual connectivity to associated buildings and introducing new opportunities to appreciate the station's significance. Overall, the changes will have a negligible beneficial impact on the extent to which the station derives significance from its setting.

Impact on adjacent listed buildings.

10.52 The proposals for the Huddersfield Station complex would also impact upon the setting of three ancillary grade II Listed Buildings located to the west of the station, located in the goods yard to the station. These are:

- The Stone Warehouse (Grade II Listed, NHLE 1287149), known as "Brian Jackson House";
- The Large Brick Goods Warehouse (Grade II Listed, NHLE 1228533);
- The Accumulator Tower (grade II Listed, NHLE 1289593).

10.53 The proposed development has no direct, physical impact on these structures although the scale and design of the new station canopies on the island platforms, would visually encroach upon their setting. The design of the proposals serve to improve the legibility of the historic relationship between the main station complex and these assets. The setting of all three listed buildings is defined by their historic relationship with the station, evidencing their shared historical value and group value. Though the proposals would introduce new elements into this setting, which would reinforce appreciation of their historic functional relationships and thereby the understanding of this element of the assets' significance.

10.54 The physical and visual impact on the grade II listed Huddersfield Viaduct (MVL3/92) (NHLE 1223531) is considered in a separate Listed Building Consent application. However, it will be clear that, despite being connected and functionally related, the proposed works at Huddersfield station would have no direct and little indirect impact on the significance of the viaduct. The station proposals would result in some minor changes to the setting of the viaduct, with the new structures being viewed along some sections from the platforms. However, their location and the robust architectural character and form of viaduct will ensure that the station works will not appreciably detract from the setting of the viaduct, nor will they reduce the extent to which the viaduct derives significance from its association with the station.

10.55 It is, therefore, considered that the Huddersfield Station proposals would not detract from the setting of the above identified adjacent listed buildings, nor would they diminish their overall heritage significance. The resultant heritage impact would be negligible beneficial.

Impact on Huddersfield Town Centre Conservation Area.

10.56 The proposals would involve significant changes to buildings and structures which are positive contributors to Huddersfield Town Centre Conservation Area, but the works are largely contained within the station complex and would not have any demonstrably adverse impact on its surrounding historic environment. On the contrary the works would enhance the functional character of the station as a significant component of the Conservation Area. The impact on the character and appearance of the designated conservation area would consequently be minor beneficial.

Balance of heritage impact against the public benefits.

10.57 The cumulative direct and indirect heritage impact of the proposed TRU-W3 works at Huddersfield Station will present some significant adverse effects resulting from loss of historic components, permanent change to the fabric of key station features and the integration of new engineering structures, trainshed roofs and a footbridge. The proposals represent significant change to the surviving historic fabric of the nationally important designated heritage asset.

10.58 However, the most significant components of the station complex will not be adversely impacted upon and the proposals are intended to enhance its design purpose as a transport hub. The proposals will help secure the optimum viable use of the grade-I listed railway station complex and the cumulative impact of the interventions would be amount to less than substantial harm to the significance of the designated heritage asset. Therefore, in accordance with the requirements of the NPPF, paragraphs 196 and Local Plan Policy LP35 it is important to evaluate whether the current proposal is able to demonstrate substantial public benefits which would outweigh the perceived adverse impacts on the heritage asset.

10.59 The design process was undertaken in a collaborative manner from the outset with Historic England and Kirklees Council officers contributing to the evolution of the proposals, informed by detailed analysis of the significance of the individual heritage assets along the TRU-W3 route. The design objective has been to minimise the adverse heritage impacts and introduce some beneficial changes to balance the degree of change, such as the strengthening of Roof A and the reinstatement of its former lantern which would be an important contributor to the roofscape.

10.60 However, the adverse heritage impacts remain significant and consequently must be demonstrably outweighed by substantial public benefits to justify the interventions. These would largely result from the completion of the wider Transpennine Route Upgrade and are outlined below.

10.61 The proposed works to the Huddersfield station complex form part of the wider Huddersfield to Westtown (Dewsbury) section of the Transpennine Route Upgrade and would support the economic, environmental and social benefits associated with the wider delivery of the TRU programme. Huddersfield station's pivotal position in the operational network, means that the proposed works are integral to achieving the overall benefits of the wider Transpennine Route Upgrade scheme.

10.62 The TRU-W3 is vital in supporting the North of England's long-term, low-carbon economic growth, better-connecting people to jobs, services, education and leisure. The adopted Kirklees Local Plan (paragraph 10.2) recognises the critical connection between effective transport systems and local business productivity and district prosperity.

10.63 The economic and social benefits to be achieved from the improved Transpennine Route proposals include a reduction in journey times along this part of the Scheme with the aim of achieving 43-44 minutes between Manchester Victoria and Leeds Central. This will be partially facilitated by enabling line speeds of between 70 – 100 mph along the line and outside of the Huddersfield Station as well as through other projects on the Route. The increase in capacity through more train services and longer trains will reduce congestion, increase passenger comfort and improve journey quality.

10.64 Future passenger modelling has indicated that the numbers of people using the Transpennine Route will increase from 5.33 million to 8.22 million in 2042/43. This would be partially achieved through the creation or enhancement of four tracking across Huddersfield Viaduct (MVL3/92), allowing for express trains to by-pass slower trains and freight services. The increased movement of people and goods along this key part of the railway network supports a more economic and socially viable transport solution and forms part of the West Yorkshire Transport Strategy for harnessing economic prosperity through a better-connected transport network.

10.65 There are evident environmental and sustainability benefits that arise from the improvements to public transport services and the introduction of more environmentally viable energy solutions. The electrification of the line through this part of the Transpennine Upgrade scheme is an investment in 'greener' energy technology meeting Network Rail's Decarbonisation Strategy and bolstering national targets for reducing harmful emissions that cause climate change, in line with Council policy and Government targets.

10.66 The proposals for Huddersfield Station, while resulting in permanent change to the grade-I listed station, also deliver a number of heritage benefits. The reinstatement of a lantern along Roof A reinstates the historic form of this feature along the roof, enhancing appreciation of its original form, as well as providing practical benefit of improving the environment within the Station for passengers by reinstating platform coverage along the length of the train shed.

10.67 Similarly, the extension of Roof A with additional bays (at the northern end) in a style complementary to the historic roof reinstates bays which have been removed from the original length of the roof, as well as retaining the appreciation of the historic structure. Strengthening of the retained historic fabric of Roof A also provides heritage benefit, by ensuring the longevity of the roof. Similarly, the retention, reorientation and fire-proofing of the Tea Rooms building would enhance the longevity of this structure and the appreciation of its historic function and significance. The scheme would also enable the rationalisation and removal of modern accretions (such as the signal box, cable gantry and relay rooms) which detract from the design quality of the station complex. The removal of these late-C20th structures would also partially open up views across the station platforms, better revealing the historic connections with the grade-II listed warehouses and former goods yard.

10.68 Notable benefits regarding the operation of the station would also be achieved, including enhanced health and safety and increased passenger comfort. The delivery of the proposed track alignment and signalling would ensure flexibility of train movement and an improved service. The proposed track alignment and arrangement of the platforms would realise operational requirements for train driver signal sighting and passenger safety, including appropriate platform curvature which improves on the existing and standard platform widths.

10.69 The proposals would deliver an improved station environment for users of the railway, with increased passenger comfort as a result. This would include the proposed platform coverage, enhanced lighting and step-free access across all platforms to achieve the highest standards of safety and accessibility.

10.70 Therefore, the proposals constitute a sustainable approach to the future of Huddersfield station as a major rail hub along the wider Transpennine Route. The delivery of electrification which realises passive and active measures to deliver reduced energy demands and carbon reduction would be a major public benefit. The substantial public benefits would provide the necessary justification to enable recommendation of support for the proposed works subject to Listed Building Consent at Huddersfield Station.

Climate Change

10.71 On 12th November 2019, the Council adopted a target for achieving 'net zero' carbon emissions by 2038, with an accompanying carbon budget set by the Tyndall Centre for Climate Change Research. National Planning Policy includes a requirement to promote carbon reduction and enhance resilience to climate change through the planning system and these principles have been incorporated into the formulation of Local Plan policies. The Local Plan predates the declaration of a climate emergency and the net zero carbon target, however it includes a series of policies which are used to assess the suitability of planning applications in the context of climate change. When determining planning applications the Council will use the relevant Local Plan policies and guidance documents to embed the climate change agenda.

10.72 The works are required in consequence of the proposals included in Network Rail's application, as submitted by Network Rail on 31 March 2021 to the Secretary of State for Transport under section 1 of the Transport and Works Act 1992. The delivery of electrification, which realises passive and active measures to deliver reduced energy demands and carbon reduction, will assist in helping the climate change emergency.

## 11.0 CONCLUSION

11.1 The proposed Huddersfield station proposals would deliver substantial public benefits which would outweigh the adverse heritage impacts. The proposed safeguard resulting from careful monitoring and control of the heritage interventions through the use of a comprehensive and detailed Conservation Implementation Management Plan (CIMP), as proposed by Network Rail, would also temper any adverse heritage impacts.

11.2 The evident public benefits that would arise from the Transpennine Route Upgrade provide the necessary justification in terms of NPPF paragraph 196 and Local plan policy LP35 to support for the proposed Listed Building Consent for works at Huddersfield Station.

11.3 The proposed works are consequently considered to meet the requirements of NPPF paragraphs 189, 193 and 196, as well as Local Plan policy LP35 Historic Environment.

## 12.0 CONDITIONS

The Local Planning Authority endorse the conditions proposed by Network Rail as set out below:

1. **(Time Limit)** The development must be begun not later than the expiration of five years beginning with the date of this permission.
**Reason:** To set a reasonable time limit for the commencement of the development

2. **(Approved Drawings)** The development hereby permitted shall be carried out in accordance with the following drawings:

Huddersfield Station – General
151667-TSA-30-MVL3-DRG-T-LP-166000 Key Plan
151667-TSA-30-MVL3-DRG-T-LP-166001 Roof Plan
151667-TSA-30-MVL3-DRG-T-LP-166002 Existing Platforms GA
151667-TSA-30-MVL3-DRG-T-LP-166003 Existing Elevations
151667-TSA-30-MVL3-DRG-T-LP-166004 Existing Sections
151667-TSA-30-MVL3-DRG-T-LP-166007 Proposed Elevations
151667-TSA-30-MVL3-DRG-T-LP-166008 Proposed Sections
Huddersfield Station - Retained Roof
151667-TSA-30-MVL3-DRG-T-LP-166045 Existing Roof A Structural Plan (Roof Level)
151667-TSA-30-MVL3-DRG-T-LP-166046 Existing Roof A Structural Plan (Platform Level)
151667-TSA-30-MVL3-DRG-T-LP-166047 Existing Roof A Structural Sections Sheet (1)
151667-TSA-30-MVL3-DRG-T-LP-166048 Existing Roof A Structural Sections Sheet (2)
151667-TSA-30-MVL3-DRG-T-LP-166049 Existing Roof A Proposed Strengthening Details
151667-TSA-30-MVL3-DRG-T-LP-166050 Existing Roof A Proposed Roof Coverings Plans (1)
151667-TSA-30-MVL3-DRG-T-LP-166051 Existing Roof A Proposed Roof Coverings Plans (2)
151667-TSA-30-MVL3-DRG-T-LP-166052 Existing Roof A Proposed Roof Coverings Plans (3)
151667-TSA-30-MVL3-DRG-T-LP-166053 Existing Roof A Proposed Roof Coverings Details (1)
151667-TSA-30-MVL3-DRG-T-LP-166056 Existing Roof A OLE Support Details
151667-TSA-30-MVL3-DRG-T-LP-166057 Existing Roof A Bracing Details
Huddersfield Station - New Roof
151667-TSA-30-MVL3-DRG-T-LP-166072 Existing Roof B and C Structural Plan (Roof Level)
151667-TSA-30-MVL3-DRG-T-LP-166073 Existing Roof B and C Structural Plan (Platform Level)
151667-TSA-30-MVL3-DRG-T-LP-166074 Existing Roof B and C Structural Sections
151667-TSA-30-MVL3-DRG-T-LP-166075 Existing Roof B and C Structural Sections (2)
151667-TSA-30-MVL3-DRG-T-LP-166076 Proposed Roof B (Shed Roof) GA
151667-TSA-30-MVL3-DRG-T-LP-166077 Proposed Roof B (Shed Roof) Structural Plan (Roof Level)

151667-TSA-30-MVL3-DRG-T-LP-166078 Proposed Roof B (Shed Roof) Structural Plan (Platform Level)
151667-TSA-30-MVL3-DRG-T-LP-166079 Proposed Roof B (Shed Roof) Structural Sections
151667-TSA-30-MVL3-DRG-T-LP-166080 Proposed Roof B (Shed Roof) Structural Sections (2)
151667-TSA-30-MVL3-DRG-T-LP-166081 Proposed Roof B (Shed Roof) Structural Sections (3)
151667-TSA-30-MVL3-DRG-T-LP-166082 Proposed Roof B (Shed Roof) Proposed Roof Covering Plans (1)
151667-TSA-30-MVL3-DRG-T-LP-166083 Proposed Roof B (Shed Roof) Proposed Roof Covering Plans (2)
151667-TSA-30-MVL3-DRG-T-LP-166084 Proposed Roof B (Shed Roof) Proposed Roof Covering Details (1)
151667-TSA-30-MVL3-DRG-T-LP-166085 Proposed Roof B (Shed Roof) Proposed Roof Covering Details (2)
Huddersfield Station – Platforms
151667-TSA-30-MVL3-DRG-T-LP-166184 Existing Plan
151667-TSA-30-MVL3-DRG-T-LP-166185 Proposed Plan and Section
151667-TSA-30-MVL3-DRG-T-LP-166186 Proposed Plan and Section
151667-TSA-30-MVL3-DRG-T-LP-166187 Proposed Plan and Section
Huddersfield Station - Passenger Subway (MVL3/91)
151667-TSA-30-MVL3-DRG-T-LP-166145 Existing Plan and Sections
151667-TSA-30-MVL3-DRG-T-LP-166146 Proposed Plan and Section
151667-TSA-30-MVL3-DRG-T-LP-166151 Finishes Plan
151667-TSA-30-MVL3-DRG-T-LP-166152 Finishes Elevations
Huddersfield Station - Parcel Subway (MVL3/91A)
151667-TSA-30-MVL3-DRG-T-LP-166166 Existing Plan and Sections
151667-TSA-30-MVL3-DRG-T-LP-166167 Proposed Plan and Section
Huddersfield Station - Tea Rooms
151667-TSA-30-MVL3-DRG-T-LP-166021 Existing and Proposed Locations
151667-TSA-30-MVL3-DRG-T-LP-166022 Existing floor plan and elevations
151667-TSA-30-MVL3-DRG-T-LP-166023 Existing and proposed roof plan
151667-TSA-30-MVL3-DRG-T-LP-166024 Existing section and details
151667-TSA-30-MVL3-DRG-T-LP-166025 Proposed floor plan and elevations
151667-TSA-30-MVL3-DRG-T-LP-166026 Proposed section and details
151667-TSA-30-MVL3-DRG-T-LP-166027 Proposed fire interventions
151667-TSA-30-MVL3-DRG-T-LP-166028 Proposed colour scheme
151667-TSA-30-MVL3-DRG-T-LP-166029 Existing and Proposed Foundations
Huddersfield Station - Platform Canopies
151667-TSA-30-MVL3-DRG-T-LP-166099 Proposed Platform GA
151667-TSA-30-MVL3-DRG-T-LP-166100 Proposed Platform Canopies Structural Plan (Roof Level)
151667-TSA-30-MVL3-DRG-T-LP-166101 Proposed Platform Canopies Structural Plan (Platform Level)
151667-TSA-30-MVL3-DRG-T-LP-166102 Proposed Platform Canopies Structural Sections
151667-TSA-30-MVL3-DRG-T-LP-166103 Proposed Platform Canopies Structural Sections
151667-TSA-30-MVL3-DRG-T-LP-166104 Proposed Platform Canopies Proposed Roof Covering Plans
151667-TSA-30-MVL3-DRG-T-LP-166105 Proposed Platform Canopies Proposed Roof Covering Details

151667-TSA-30-MVL3-DRG-T-LP-166106 Proposed Platform Canopies Elevation (1)
151667-TSA-30-MVL3-DRG-T-LP-166107 Proposed Platform Canopies Elevation (2)
151667-TSA-30-MVL3-DRG-T-LP-166108 Proposed Platform GA
151667-TSA-30-MVL3-DRG-T-LP-166109 Proposed Platform Penistone Canopies Structural Plan (Roof Level)
151667-TSA-30-MVL3-DRG-T-LP-166110 Proposed Platform Penistone Canopies Structural Plan (Platform Level)
151667-TSA-30-MVL3-DRG-T-LP-166111 Proposed Platform Penistone Canopies Structural Sections
151667-TSA-30-MVL3-DRG-T-LP-166113 Proposed Platform Penistone Canopies Proposed Roof Covering Plans
151667-TSA-30-MVL3-DRG-T-LP-166114 Proposed Platform Penistone Canopies Proposed Roof Covering Details
151667-TSA-30-MVL3-DRG-T-LP-166115 Proposed Platform Penistone Canopies Elevation (1)
Huddersfield Station – Footbridge (MVL3/91AA)
151667-TSA-30-MVL3-DRG-T-LP-166123 Footbridge - Proposed GA Platform Level
151667-TSA-30-MVL3-DRG-T-LP-166124 Footbridge - Proposed Plan Deck Level, Elevations
151667-TSA-30-MVL3-DRG-T-LP-166125 Footbridge - Proposed Roof Level GA
151667-TSA-30-MVL3-DRG-T-LP-166126 Footbridge - Proposed Elevations
151667-TSA-30-MVL3-DRG-T-LP-166127 Footbridge - Proposed Sections
151667-TSA-30-MVL3-DRG-T-LP-166128 Footbridge - Proposed Details (1)
151667-TSA-30-MVL3-DRG-T-LP-166129 Footbridge - Proposed Details (2)
151667-TSA-W3-000-DRG-T-LP-162970 OLE Structures Typical Details
**Reason:** To ensure compliance with the approved plans and for the avoidance of doubt

3. **(Huddersfield Station Materials)** Before the development hereby approved commences, or within a timescale to be otherwise agreed in writing by the local planning authority, samples and specifications of all materials to be used on all external elevations, roofs and subways of the development shall be submitted to and approved in writing by the local planning authority. The development shall be constructed only using the approved materials unless otherwise agreed in writing by the local authority.
**Reason:** To ensure the conservation of the historic environment and be consistent with Policy LP35 of the Kirklees Local Plan

4. **(Huddersfield Recording)** No works of demolition shall take place until an approved methodology for full structure recording has been approved in writing. Subsequent recording to the appropriate level (as recommended by Historic England) will take place prior to demolition and be deposited with the West Yorkshire Archive Service and West Yorkshire Historic Environment Record. The following structures are the subject of this condition:
Huddersfield Station Roof (level 3)
Huddersfield Station Tea Rooms (level 2)
**Reason**: In recognition of the architectural and historic significance of the Listed Building and in accordance with Chapter 16 of the NPPF.

5. **(Platform Furniture Huddersfield)** Details of new platform fixtures and fittings, including close circuit television, public address system, customer information screens, waiting shelters, lighting, weather screens, and platform surfacing, shall be submitted to and agreed in writing with the local planning authority. The proposed works shall be carried out in accordance with these approved details unless otherwise agreed in writing by the local planning authority.
**Reason:** To control the introduction of modern features onto the historic environment in an appropriate and sympathetic manner.

6. **(Conservation Implementation Management Plan – Huddersfield Station Environs)** No works including any works of demolition shall commence until a Conservation Implementation Plan (CIMP) for Huddersfield Station and Huddersfield Viaduct (MVL 3/92) has been submitted to and approved in writing by the local planning authority. The approved CIMP shall include methodologies for:

a. fabric removal, masonry repairs, vegetation removal, repointing, metalwork repairs and application of protective paint systems as appropriate;
b. repairs and strengthening to the existing fabric of the trainshed roof at Huddersfield Station;
c. the deconstruction, storage and reconstruction of the Tea Rooms at Huddersfield Station;
d. the identification of historically or architecturally significant elements of the fabric which once removed may be reused or preserved, and a strategy for their storage or reuse;
e. any improvements to the setting to sustain, enhance and better reveal the heritage asset affected;
f. details of the maintenance access regime with particular reference to the roofs
g. dissemination of “toolbox talks” to personnel involved in demolition and construction works
h. provision of heritage interpretation boards during construction works
**Reason:** To ensure the conservation of the historic environment and be consistent with Policy LP35 of the Kirklees Local Plan

**Background Papers:**

Application and history files.

https://www.kirklees.gov.uk/beta/planning-applications/search-for-planning-applications/detail.aspx?id=2021%2f91328

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