KIRKLEES METROPOLITAN COUNCIL
INVESTMENT & REGENERATION SERVICE

DEVELOPMENT MANAGEMENT

Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) – SECTION 16

DELEGATED DECISION TO DETERMINE APPLICATIONS FOR LISTED BUILDING CONSENT

Reference No:	**2025/44/91093/W**
Site Address:	Huddersfield Railway Station, St George's Square, Huddersfield, HD1 1JB
Description:	Discharge of details reserved by Conditions 2. (materials) & 5. (CIMP) of permission 2021/91328 for 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)
Recommending Officer:	Liz Chippendale

DECISION – CONSENT GRANTED FOR PARTIAL DISCHARGE OF CONDITION 2 AND PARTIAL DISCHARGE OF CONDITION 5 RELATING TO APPLICATION 2021/91328

I hereby authorise the approval of this application for the reasons set out in the officer's report and recommendation annexed below in respect of the above matter.

Helen Bower

AUTHORISED OFFICER

Date: 09-Jul-2025

Discharge of details reserved by Conditions 2. (materials) & 5. (CIMP) of permission 2021/91328 for 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) at
Huddersfield Railway Station, St George's Square, Huddersfield, HD1 1JB

Publicity

The application was advertised by site notice and press notice, expiring 06.06.2025.

No representations have been received as a result of this publicity.

Consultation Responses

Historic England – Advise to seek views of specialist conservation and archaeological advisers.

KC Conservation and Design – No Objection

Background

The application seeks to discharge conditions imposed on a Listed Building Consent for works at Huddersfield Station (application ref 2021/91328). The Listed Building Consent application was submitted by Network Rail alongside a Transport and Works Act Order application for works to deliver the Transpennine Route Upgrade (TRU) programme. The TRU programme is a rail enhancement programme established to increase capacity and improve reliability/journey times between Manchester Victoria and York, via Huddersfield and Leeds. Huddersfield Railway Station is grade I listed and the Listed Building Consent application was considered by the Secretary of State alongside the Transport and Works Act Order, and was approved subject to conditions on 27 June 2022.
The works at Huddersfield Railway Station are a key component of the Transpennine Route upgrade and 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).

Condition 2 (Materials)

Condition wording:

Before the works hereby approved commence, 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 works shall be submitted to and approved in writing by the local planning authority. The works shall be constructed only using the approved materials unless otherwise agreed in writing by the local planning authority.

Documents submitted

- Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order Huddersfield Station Listed Building Consent Condition 2: Schedule of Materials Dated April 2025
- Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order Justification for Phasing of materials submission for partial discharge of condition Dated April 2025
- Huddersfield Station colour scheme update: Station overview and footbridge in context dated 30 June 2025

Assessment

The proposals would introduce new elements at the station. Though the proposals would change the appearance of the station this would not alter the overall character of the views, nor the understanding of the historic environment around the station which such views evidence. The proposals would not detract from the extent to which these Listed Buildings derive significance from their setting, nor would there be an impact on the overall significance of the Listed Buildings.

Conservation and Desing Officers request that the following details are shared in due course as part of the ongoing Heritage design meetings:

- samples of the vitreous blue enamel cladding

- new riser units precast offsite relating to platforms

be shared in due course as part of the ongoing conservation design meetings.

In conclusion the information submitted is very comprehensive and in accordance with previous plans agreed so the Conditions can be discharged.

Proposal (Phased Approach to Discharging Conditions)

Due to the extensive nature of the proposed works at Huddersfield Station, the applicant is seeking a partial discharge of the listed building consent conditions. The reasoning behind this approach is to allow specific works to commence ahead of others in a staged approach, in line with a phased construction programme. It is intended that the undertaking of the earlier works would crucially inform the submission of future methodologies and specifications to be submitted for discharge in the later stages of the works programme.

This application seeks a partial discharge of condition 5 (conservation implementation management plan) for works to Huddersfield station which fall within Network Rail's 'Phase 3'. These works are required during and immediately after the first blockade at Huddersfield Station and are as follows:

- Demolition of signal box/relay room
- Demolition of cable gantry
- Demolition of roofs B and C
- Piling and foundations of new canopies
- Commencement of construction of footbridge
- Commencement of works to platforms
- Commencement of works to subways

A partial discharge of the CIMP condition for 'Phase 2' of the works Relating to the erection of scaffolding under Roof A; refurbishment and strengthening of Roof A; removal of Manchester End bays of Roof A and works to Penistone Line Canopy) was approved in February 2024.

Condition 5 (Conservation Implementation Management Plan)

Condition Wording:

No works including any works of demolition shall commence until a Conservation Implementation Management Plan (CIMP) for Huddersfield Station has been submitted to and approved in writing by the local planning authority. The approved CIMP will include as a minimum requirement contents based on the model template CIMP structure attached to this list of conditions. The CIMP will specifically include methodologies for:
i)fabric removal, masonry repairs, vegetation removal, repointing, metalwork repairs and application for protective paint systems as appropriate;
ii)repairs and strengthening to the existing fabric of the trainshed roof at Huddersfield Station
iii)the deconstruction, storage and reconstruction of the Tea Rooms at Huddersfield Station;

iv)the identification of historic elements of the fabric which once removed may be reused or preserved, and a strategy for their storage or reuse
v) any improvements to the setting to sustain, enhance and better reveal the heritage asset affected.
vi)details of the maintenance access regime with particular reference to the roofs;
vii)dissemination of "toolbox talks" to personnel involved in demolition and construction works
vii)provision of heritage interpretation boards during construction works
ix)the exact affixing details of overhead line electrification; and
x)an overarching design guide covering both Huddersfield Station and Huddersfield Viaduct.
The works must be carried out in accordance with the approved CIMP unless otherwise agreed in writing with the local planning authority.

Documents Submitted

- Huddersfield Station – Conservation Implementation Management Plan: Phase 3 Dated April 2025
- Justification for phasing of Conservation Implementation Management Plan (CIMP) for Partial Discharge of Condition Dated April 2025
- App D.2 - Roof A Trusses Pre-emptive Intervention Proposals
- App D.3 – Roof A Columns Pre-emptive Intervention Proposals
- Huddersfield Station and Viaduct Design Guide Dated April 2025 Version P03
- Huddersfield Station methodology for deconstructing, storing and reconstructing the Tea Rooms ref: 151667-TSA-30-MVL3-REP-A-AR-012001
- App D.1 – Consented LBC Drawings of known strengthening detail

Network Rail are seeking to discharge the following sub-sections of the CIMP condition:

i)fabric removal, masonry repairs, vegetation removal, repointing, metalwork repairs and application for protective paint systems as appropriate;
iv)the identification of historic elements of the fabric which once removed may be reused or preserved, and a strategy for their storage or reuse
v) any improvements to the setting to sustain, enhance and better reveal the heritage asset affected.

Assessment

Conservation and Design officers have commented as follows:

The methodologies within this Phase 3 CIMP relate to the demolition of Roofs B and C, the signal box/relay room and cable gantry, the piling and foundations for new roof canopies, and commencement of construction of the footbridge and works to the platforms and subways.

A new footbridge is to be constructed for passengers, which will span from future Platform 2 to future Platforms 5 / 6. The footbridge will comprise two spans, with stairs and lifts, and will be constructed in two stages. The Methodology is sufficient.

The former relay room, including former signal box, located on the existing Platform 4 was constructed in the late 1950s and has been out of use and abandoned for some years. It has been established that there is no fabric or internal features / equipment of historic significance present in the relay room. The submitted Methodology is sufficient, the void will be made good to match existing platforms.

The cable bridge between the existing Platforms 1 and 4 will be dismantled and removed. The Methodology is sufficient.

Remaining York stone slabs are to be stored and relaid in future on Platform 3 & 4.

Three matching analogue clocks of low significance are to be safely stored to be re-used at Huddersfield or elsewhere.

<u>Footbridge</u>

The footbridge and lifts designs are in accordance with original plans presented in 2021/91328. The footbridge represents a unique design and together with lift shafts in a bold but subtle blue colour of vitreous enamel which is also in accordance with the original plans will bring a contemporary and honest approach to this end of the station building away from the main entrance.

Colours for the colour scheme, we will be relating back to the colour schemes determined for Roof A, B, the Penistone Line and Platform Canopies. We will be using the same grey as the Roof A and new replacement Roof B structure to articulate the bridge structure, the bridge span will be a similar grey which will emphasise the horizontal element while the lift shafts will be a subtle shade of blue which will include feature banding that will break up the façade. The blue will relate back to the blue elements of the Penistone Line and Platform Canopies.

Graphic Strip is proposed that the underside of the bridge features a large-scale site-specific
artwork to accompany the similar strip under the new shed roof. As with that strip it would be printed onto metal panels and add colour, detail and a bespoke contemporary edge to views through the station. This is will be presented at a later CIMP stage.

The lift shafts and the undercrofts will be clad in a vitreous enamel cladding that will be coloured blue to tie it back into the colour scheme on existing Roof A and new replacement Roof B. They will have flat roofs and concealed downpipes keeping the surfaces free of clutter. Each lift shaft will have a waiting canopy.

The proposals would introduce new elements at the station. Though the proposals would change the appearance of the station this would not alter the overall character of the views, nor the understanding of the historic environment around the station which such views evidence. The proposals would not detract from the extent to which these Listed Buildings derive significance from their setting, nor would there be an impact on the overall significance of the Listed Buildings.

It is requested that

- *samples of the vitreous blue enamel cladding*
- *new riser units precast offsite relating to platforms*

be shared in due course as part of the ongoing conservation design meetings.

In conclusion the information submitted is very comprehensive and in accordance with previous plans agreed so the Conditions can be discharged.

Recommendation: Part discharge details pursuant to conditions 3 and 5

Report Dated: 09/07/2025

Decision Notice Text

Condition 3 (Materials)

Documents Submitted

- Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order Huddersfield Station Listed Building Consent Condition 2: Schedule of Materials Dated April 2025
- Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order Justification for Phasing of materials submission for partial discharge of condition Dated April 2025
- Huddersfield Station colour scheme update: Station overview and footbridge in context dated 30 June 2025

Assessment

You have submitted the above document. The details therein are considered to be acceptable for the purposes of partially satisfying condition 3. The condition will be fully discharged on completion of the works using the approved materials.

It is requested that

- samples of the vitreous blue enamel cladding
- new riser units precast offsite relating to platforms

be shared in due course as part of the ongoing conservation design meetings.

Condition 5 (CIMP)

Documents submitted

- Huddersfield Station – Conservation Implementation Management Plan: Phase 3 Dated April 2025
- Justification for phasing of Conservation Implementation Management Plan (CIMP) for Partial Discharge of Condition Dated April 2025
- App D.2 - Roof A Trusses Pre-emptive Intervention Proposals
- App D.3 – Roof A Columns Pre-emptive Intervention Proposals
- Huddersfield Station and Viaduct Design Guide Dated April 2025 Version P03
- Huddersfield Station methodology for deconstructing, storing and reconstructing the Tea Rooms ref: 151667-TSA-30-MVL3-REP-A-AR-012001
- App D.1 – Consented LBC Drawings of known strengthening detail

You have submitted the above document. The details therein are considered to be acceptable for the purposes of satisfying the following sub phases of condition 5:
i)fabric removal, masonry repairs, vegetation removal, repointing, metalwork repairs and application for protective paint systems as appropriate;
iv)the identification of historic elements of the fabric which once removed may be reused or preserved, and a strategy for their storage or reuse
v) any improvements to the setting to sustain, enhance and better reveal the heritage asset affected.

The condition cannot be fully discharged at this time as it requires that the works must be carried out in accordance with the approved CIMP.

In the interests of clarity, with specific reference to paragraph 2.2.3 of the CIMP, any subsequent requirement to amend the approved details would have to be considered through the Discharge of Condition application process.