

Application for listed building consent for alterations, extension or demolition of a listed building.

Planning (Listed Building and Conservation Areas) Act 1990

Huddersfield Railway Station

Listed Building Consent – Heritage Statement Installation of Help Point Renewals

1 INTRODUCTION

This report accompanies a Listed Building Consent application for the renewal of Help Points and supporting infrastructure at **Huddersfield Railway Station**, a Grade I listed building located in St George's Square, Huddersfield. A core objective of the design proposals is to preserve the architectural and historic context of the station, and St. George's Square Conservation Area in accordance with Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990, the National Planning Policy Framework, and local heritage policies administered by Kirklees Council.

2 SUMMARY

The proposals within the scope of the application present an acceptable development in terms of design and impact on the overall heritage and preservation considerations. Furthermore, it is considered that the proposed works do not detract from either the site, historic, or heritage context of **Huddersfield Railway Station**; or otherwise significantly alter its appearance.

Huddersfield Railway Station was Grade I Listed as a Building of Special Architectural or Historic Interest on the 3rd March 1952. The George Hotel, the stone-flagged area and surrounding walls and railings to the south and west are independently Grade II* Listed.

2.1 Designation and Significance

Huddersfield Railway Station is recognised for its exceptional architectural and historic significance. The proposals for which Listed Building Consent is sought, recognise its heritage and have taken account of national legislation and local planning objectives to provide a practical solution that respects the setting of **Huddersfield Railway Station** by its sensitive design.

Key features include, but are not limited to:

- (i) a symmetrical façade of sandstone ashlar
- (ii) monumental composite pilastrades
- (iii) dentilled and modillioned entablatures
- (iv) a pedimented central portico with a clock in the tympanum and grand six-panelled entrance doors
- (v) two open colonnaded wings and five-bay terminal blocks with heraldic panels referencing historic railway companies.

The station forms the centrepiece of St George's Square, a designated conservation area, and its architectural integrity contributes significantly to the town's historic character.

3 SITE CONTEXT

There are four through calling platforms and two bay platforms all oriented roughly northeast to southwest, which are currently subject to substantive upgrades to renovate the trainshed roof, extend platform lengths, and increase operational flexibility. The station is currently undergoing a program of £70 million improvements as part of the *Network Rail's TransPennine Route Upgrade*, which include accessibility improvements and electrification works.

3.1 Existing Context and Use

Huddersfield Railway Station serves the town of Huddersfield in West Yorkshire on the Trans-Pennine Route between Huddersfield and Westtown (Dewsbury). The station is managed by the *TransPennine Express*, which provides trains between Manchester and Liverpool in the North-West and Newcastle and Middlesbrough in the North-East, and also to York, Scarborough and Hull via Leeds. It is also served by local Northern Trains on the Penistone line to Sheffield, and the Caldervale line towards Halifax and Bradford Interchange.

The setting of Huddersfield Railway Station within a conservation area is part of a significant group of historic buildings, which are the legacy of Huddersfield's expansion and railway infrastructure during the 19th century. The station's position as the focal point of St George's Square remains fundamentally unchanged since its construction.

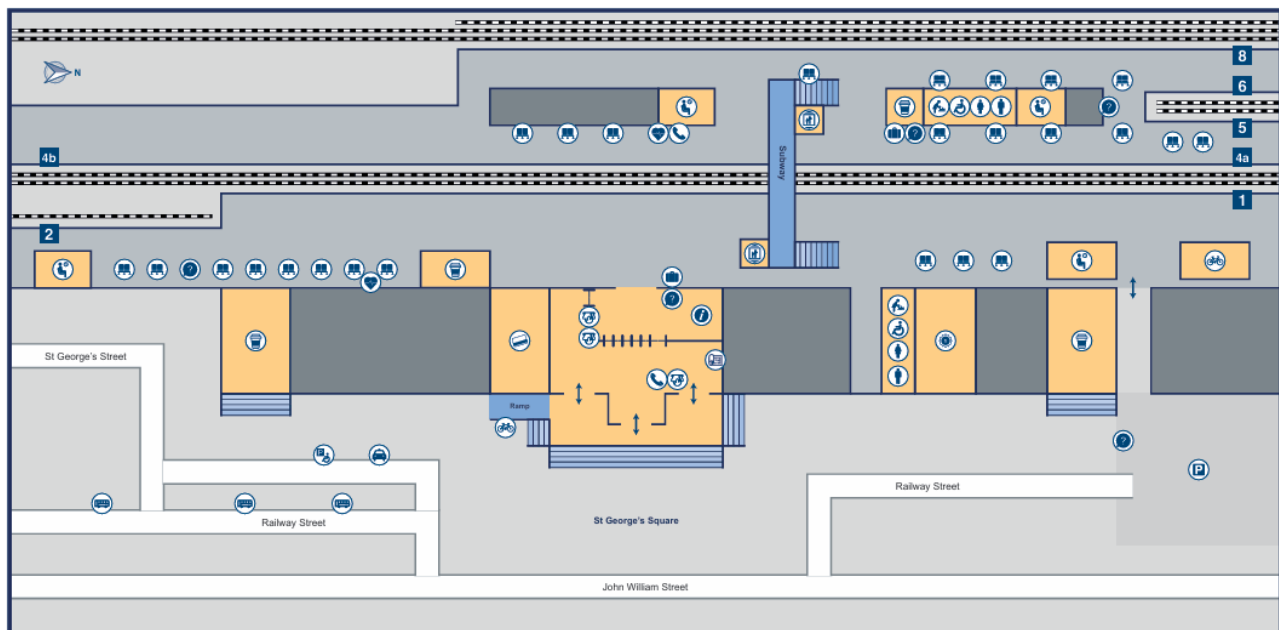
Those using the station may experience its grandeur and aesthetic contribution to the character and architectural features to the surrounding area. Designed by James Pigott Pritchett of York and constructed between 1846–1850, it is a prominent example of mid-19th century neo-classical civic architecture. **Huddersfield Railway Station** dominates St George's Square and its fountains with princely confidence. The Corinthian order portico evokes a sense of grand arrival to the march from Aida! Sir John Betjeman described **Huddersfield Railway Station** as '*the most splendid in England*'.



3.3 Other Recent Developments

A series of improvements have been made to **Huddersfield Railway Station** under the stewardship of the **TransPennine Express** to provide better access for passengers including two new accessibility lifts, and a new staircase to the subway on Platform 1.

In addition, **Network Rail's TransPennine Route Upgrade** will introduce electrification. As part of this project the previously decommissioned signal box on Platform 4 will be removed. The two existing bay Platforms 5 and 6 will be extended to create two new through platforms covered by a new roof and there will be a new footbridge at the Leeds end.



The historic **Ladies First and Second Class Waiting Rooms** dating from 1888 have been temporarily removed and will be reinstated when the upgrades are completed.

4 HISTORIC CONTEXT

On the 26th April 1845, the **Huddersfield and Manchester Railway and Canal Company (H&MRCC)**, was authorised by Act of Parliament to begin work on a railway line, part of which would run along the lower Colne Valley to join an existing line at Heaton Lodge. The first sod was cut at Deighton on the 10th October 1845. **Huddersfield Railway Station** was commissioned by the H&MR and the **Manchester and Leeds Railway (M&LR)**, which became part of the **Lancashire & Yorkshire Railway Company (L&YRC)** in July 1847. It was to be built northeast of the Market Place on part of a large field called George Close, subsequently to be developed as St. George's Square. The foundation stone of the station was laid by Earl Fitzwilliam on 9th October 1846, which was declared a public holiday with church bells ringing from dawn to dusk! The first train arrived in Huddersfield on 2nd August 1847 and the station was completed in 1850.

The route today comprises sections of lines developed by different railway companies, dating from the period of growth termed '*Railway Mania*'. This included a new, more direct route to the West Riding from Manchester, which was partly enabled through the advances in tunnel construction such as the three-mile Standedge Tunnel under the Pennine watershed.

5 HERITAGE CONTEXT

The central block has eleven bays on two levels of sandstone ashlar with a dentilled and modillioned entablature under a pitched tile roof. There are matching single level wings at each end.

In front of the middle five bays there is a free-standing pedimented portico comprising a pilastrade of six columns wide and two deep on a podium of five steps, above which there is a clock in the tympanum. The three central bays within the portico break forward to form a grand main entrance of double doors with six moulded panels. There are similar more restrained doorways in each end bay of the portico each with similar moulded panels. Either side of the portico three further bays are supported on plinths.

The wings have nine bays also under pitched tile roofs. In front of each wing there are columns on three-step podia and less high plinths with matching dentilled and modillioned entablature to the main block,



At the end of each wing, there are pavilions of five bays each. The three central bays of each pavilion break forward with free-standing portico comprising a pilastrade four columns wide with five colonnades behind. There is a solid parapet above the portico which is panelled on the front elevation with balustrades at the sides. The pavilions are licensed premises being the Head of Steam and Kings Head public houses respectively. The parapet above the Kings Head has heraldic shields bearing the insignia of the **H&MRCC** and **L&YRC**. The whole facade of **Huddersfield Railway Station** has been respected. Its soft sandstone remains undefiled by signage. Even the British Rail logo is subtly concealed behind the portico in sober silver.

Tuscan columns support the ceiling of the Ticket Hall and former Parcels Office.

On the platform side there is one door with eight moulded panels and fanlights; five doors with six moulded panels and fanlights; one door with six moulded panels and an apron; one door with four moulded panels and a fanlight; and a further single door with a fanlight. There are also three pairs of panelled doors in pilastered wooden frames with fanlights and side lights; two blocked doors with fanlights; two modern doors one with a fanlight; and three open passageways. Between the doors and passage-ways there are sash windows with glazing bars, in plain surrounds.

The platforms themselves have two wrought iron truss canopies with elaborate bosses at the intersection of bracing members. The original supports have been replaced or reinforced, except for two on platform 4 which are columns with elaborately moulded bases and capitals.

6 IMPACT ASSESSMENT

The visual and physical impact of the proposed works has been carefully assessed in the context of the station's listed status and the St. George's Square Conservation Area.

6.1 Visual Impact

The proposed locations for Help Points have been selected to avoid interfering with principal elevations or decorative features, such as the portico, heraldic panels, sash windows, and colonnades.

6.2 Material Integrity

Irreversible alterations to the stonework or fabric of the building have been limited as far as practical. Non-invasive fixings will be used wherever possible.

6.3 Reversibility

In accordance with Historic England guidance, the Help Point installations are designed either to be removed without damaging the structure or alternatively to provide for sympathetic restoration.

6.4 Cumulative Effect

The modest scale and sympathetic placement of the equipment will not compromise the building's character or significance.

7 POLICY COMPLIANCE STATEMENT

The accompanying Listed Building Consent application is compliant with:

Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990

Paragraphs 199–203 of the National Planning Policy Framework (2023), especially in regard to sustaining and enhancing the significance of heritage assets

Kirklees Council's Local Plan Policy LP35, which requires development to preserve or enhance the significance of designated heritage assets.

8 CONCLUSION

The proposed Help Point renewals represent a necessary operational enhancement that has been carefully designed to respect the architectural and historic significance of **Huddersfield Railway Station**. The work is modest in scale, reversible, and sympathetic to its heritage.

As such, the works will not compromise the preservation status of **Huddersfield Railway Station** as a listed building and meets national and local heritage policy requirements. It is therefore requested that Listed Building Consent be granted.

Signed:

Dated: 22AUG2025

Colin R. Coleman
Agent for the Applicant