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:	2025/44/93193/W
Site Address:	Huddersfield Railway Station, St George's Square, Huddersfield, HD1 1JB
Description:	Discharge of details reserved by conditions 2 (Materials) and 5 (CIMP) on previous 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 – Discharge of Condition – Approve

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.

Nick Hirst

AUTHORISED OFFICER

Date: 12-Feb-2026

Reference: 2025/93193

Description: Discharge of details reserved by conditions 2 (Materials) and 5 (CIMP) on previous 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)

Site address: Huddersfield Railway Station, St George's Square, Huddersfield, HD1 1JB

Publicity

The application was advertised by site notice and press notice with the final publicly expiring 29.12.2026.

No representations have been received because of this publicity.

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).

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 2 (materials) and 5 (CIMP). 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 2 (materials) and condition 5 (conservation implementation management plan) for works to Huddersfield station which fall within Network Rail's 'Phase 4'. These works are as follows:

- Completion of footbridge
- Works to new platforms 5/6
- Construction of new canopies
- Completion of works to subways
- Commencement of construction of Roof A Leeds End extension including additional lateral truss support
- Scaffolding design adaptation for Roof A
- Changes to consented design for the new canopy clerestory

Additionally, updated details agreed to supersede those previously approved in Phase 2 and 3 (see below, Section 4.4)

A partial discharge of the materials and CIMP condition for 'Phase 3' of the works was approved in July 2025.

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 November 2025.
- Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order Justification for Phasing of Materials submission for partial discharge of condition November 2025.

Consultation Responses

KC Conservation and Design, comments dated 06/02/2026:

> *The Phased approach for approved materials informs high quality works is considered appropriate for the sensitivities of the Grade I Listed Huddersfield Station, thereby complying with Condition 2 (materials, samples, specifications) outlined and has been agreed in principle already. This aligns with the relevant Phase 4 of the CIMP.*
>
> *Elements include;*
>
> 1. *Roof A, including lantern (specifically with respect to the extension of the roof at its northern end)*
> 1. *New platform canopies*
> 2. *Passenger subway*
>
> *This supersedes what was agreed in Phase 2 or 3 Materials Schedule.*
>
> *Retention of original materials is welcomed where this is possible e.g. flags in existing subway. New tactile surfaces to be buff colour. It is accepted that some modern materials are proposed for modern interventions for structural/safety/maintenance reasons, often at a high level so having a lower impact on character and appearance of the listed structure. Materials and colour schemes have been discussed and agreed in ongoing regular meetings.*

- *Phase 1 of the CIMP submitted June 2023.*
- *Materials Schedule for Phase 2 Oct 2023.*
- *Materials Schedule Phase 3 April 2025.*
- *Partial Discharge Condition 2 July 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.

In conclusion the information submitted is very comprehensive and in accordance with previous plans agreed so the Conditions can be partially discharged for phase 4 of the development.

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

- The Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order. Huddersfield Station – Conservation Implementation Management Plan: Phase 4 November 2025
- Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order Justification for Phasing of Conservation Implementation Management Plan (CIMP) for partial discharge of condition November 2025
- Huddersfield Station – Methodology for deconstructing, storing and reconstructing the Tea Rooms Ref: 151667-TSA-30-MVL3-REP-A-AR-012001
- Appendix D.1 – Consented LBC drawings of known strengthening detail
- Appendix D.2 – Roof A Trusses pre-emptive intervention proposals
- Appendix D.3 – Roof A Columns Pre-emptive intervention proposals
- Appendix E – Huddersfield Station and viaduct Design Guide Rev P04.V3
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Consultation Response

West Yorkshire Archaeology Advisory Service: *No comment*

KC Conservation and Design, comments dated 06/02/2026:

CIMP Phase 4

New updated details

The consultation process has included:

- *The proposals for strengthening the lateral trusses and drivers' welfare building parapet wall at the northern (Leeds) end of Roof A. This would cause only very minimal loss of historic fabric. The strengthening approach follows the philosophy for the wider strengthening of the main spans of Roof A and has been designed to minimise the visual change to the profile of trusses.*

Finger canopies will extend across the future Platforms 3 / 4 and 5 / 6 to allow for greater passenger comfort towards the northern (Leeds) end of the station.

- *The decision to not include glazing in the clerestory connection between the spans of the new roof canopies B and C at the western side of Roof A. To omit the fire safety hazard. A more weather resistant paint would then be used on the Tea Rooms.*

The lantern will be reinstated using modern materials as opposed to providing a heritage aesthetic. This is so that we are honest about the new interventions at the station and also making it easy to understand the ongoing evolution at the station through its detailing. This new section will have a standing seam roof which is part of an insulated cladding panel, chosen so that it can span between trusses without additional purlins. The underside of the panel will be coloured the same as the Roof A soffit with the grooves of the cladding panel running in the same line as the Roof A soffit. To the sides of the lantern we are proposing static louvres coloured grey.

The majority of the gable end will be open, apart from the lantern section which will be glazed. This will protect the soffit to a degree and the top chord of the Euston Truss at the Manchester end of the station. The flashings will be metal and coloured blue to match the footbridge and the new gable end of Roof B

<u>Roof B&C Design</u>

Specific design drivers include the following:

- *to respect and celebrate the geometry of the adjacent Victorian structure;*
- *to provide a high-quality, bespoke architectural environment befitting the Grade I station;*
- *to provide suitable shelter from adverse weather, given that the prevailing wind will blow into the open western side of the station.*

The proposed roof form consists of two large 'blades', both straight and parallel on plan. The form of the blades has been drawn from the geometrical cues from the strong lines of the retained Euston trusses.

It is proposed that one of the faceted soffit planes above platform 4 is filled with a large-scale site-specific artwork running the length of the platform. This would be printed onto metal cladding panels. This colourful plane is intended to break up the large blank expanse of the roof soffit. It would accentuate the cranked form of the roof, and add

visual interest and a high-quality bespoke element to the platform environment.

A new island platform which will become future Platforms 5 and 6 and will be constructed to the west of the existing island platform

- *Presentation and discussion of the approach to phasing the CIMP and utilising partial discharge of Condition 5, particularly with respect to the contents and coverage of Phases 4, 5 and 6.*
- *The proposals for lighting conduits and containment at a high level, for under Roof A. These are appropriate to the structure in terms of design and appearance.*

These additional works are not anticipated to result in any harm to the significance of the Grade I Listed Huddersfield Station due to the minimal visibility of the change and minimal loss of historic fabric.

<u>Footbridge Design</u>

Network Rail standards dictate the geometry of the footbridge to a large degree. These include minimum distances from platform edges, minimum heights above OLE wires, minimum balustrade dimensions above OLE wires, etc. The materials of the footbridge must all be easily maintainable without disabling the OLE system. This has important implications for glazing, for example, which cannot easily be cleaned unless it is accessed from the floor deck of the bridge itself without having reach beyond it. To enable a safe and comfortable passenger experience throughout the station, continuous shelter should be provided from Roof A to the new platform canopies. This means that the footbridge will require a roof.

In conclusion the ongoing works proposed are considered to be necessary, cause minimal change and minimal loss of historic fabric.

<u>CIMP Phase 5</u>

Works to ensure the conservation, repair and to realise the reconstruction of the Tea Rooms. Ongoing presentations have been provided to explain the Methodology for deconstructing, storing and reconstructing the Tea Rooms to retain as much as possible of the original design and fabric, while ensuring that the building will comply with modern facilities for passengers in terms of waiting room, toilet and café facilities. The proposals are extremely comprehensive, thorough and sympathetic to the conservation of this structure.

The information submitted is comprehensive, adequate and acceptable to Discharge the Conditions.

Officer assessment

Phase 4 Construction works consist of the following:

Works following commissioning of first span of the footbridge, up to the start of the second blockade, including:

- Completion of footbridge
- Works to new platforms 5/6
- Construction of new canopies
- Completion of works to subways
- Commencement of construction of Roof A Leeds End extension including additional lateral truss support
- Scaffolding design adaptation for Roof A
- Changes to consented design for the new canopy clerestory

The following assessment will consider the key principles and approaches which are applied within the submission in relation to the methodologies i) to x) as identified in condition 5.

Station Roofs

The proposed methodology for the removal of Roofs A, B and C is acceptable, installation of a new lantern as part of the retortion works of roof A, scheme to refurbishment and installation of lighting for roof A, approved Penistone Line Canopy extension and extension of Roof A northern are detailed as set out in section 4.2 of the CIMP (Phase 4) are considered acceptable for the purpose of condition 5.

Deconstruction, storage and reconstruction of tea rooms

A detailed methodology has been produced to define the deconstruction, storage and reconstruction of the Tea Rooms. This has drawn on existing knowledge of the building and specialist studies to provide an approach which will achieve the building's disassembly, storage and reconstruction in a way which minimises on the harm to significance of the Station.

The methodology for dismantling, storage, repair and reconstruction of the building strictly limits disturbance of the building fabric as much as is reasonably practicable.

Deconstruction, storage, repairs and reassembly shall be carried out by skilled craftspeople supplied by the contractor with evidence of relevant previous successful work experience with regard to historic buildings. The contractor will provide method statements and risk assessments for all aspects of *in-situ* cleaning, repairs, dismantling, labelling, storage, offsite cleaning, off-site repairs and reconstruction.

The methodology as set out within section 4.3 of the CIMP (Phase 4) and Huddersfield Station – Methodology for deconstructing, storing and reconstructing the Tea Rooms Ref: 151667-TSA-30-MVL3-REP-A-AR-012001 is considered acceptable for the purpose of condition 5.

Platforms

To allow for the re-alignment of track beds and extension of platforms, multiple areas of platform are to be demolished, realigned and rebuilt to accommodate the use of the platforms for these approved changes.

To prevent damage to the clocks, their controls and to not limit refurbishment and
deconstruction works these clocks are to be disconnected and carefully removed prior to works commencing. Network Rail's specialist contractor for such elements, will then carefully remove the clocks. They will be stored on-site, and opportunities to reuse them either at Huddersfield Station or elsewhere will be sought following completion of the works.

The methodology and details set out for the required works within section 4.4 of the CIMP (Phase 4) are considered acceptable for the purposed of condition 5.

Subway

The existing parcel subway extends underground between the station building and the island platform, under the existing Platform 1 and the intervening tracks. Works to the parcel subway will include infilling the majority of its length with foam concrete, strengthening of the roof of the subway structure, replacement of foul water services and protection of existing services.

The methodology as set out in section 4.5 of the submitted CIMP Phase 4 is considered acceptable for the purpose of condition 5.

Footbridge

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 as set out in section 4.6 of the submitted CIMP Phase 4 is considered acceptable for the purpose of condition 5.

Relay Room/Signal Box

The relay room and signal box are to be demolished using excavators from ballast level and then using machinery from platform level to clear the debris. A working platform will be installed over the existing Platform 8 track and adjacent sidings area. Rubber ground matts will be used as platform surface protection to prevent any damage during this process. Debris netting will also be used to prevent debris from the removal of the relay room falling onto tracks.

The methodology as set out in section 4.8 of the submitted CIMP Phase 4 is considered acceptable for the purpose of condition 5.

Cable Bridge

The cable bridge between the existing Platforms 1 and 4 will be dismantled and removed. This will be undertaken by specialist demolition contractors, working from the existing Platforms 1 and 4, as well as the space between the platforms. To protect surfaces from the machinery, such as forklifts and MEWPS, track protection and a working platform will be installed in the form of bog mats between the existing Platforms 1 and 4.

The methodology as set out in section 4.9 of the submitted CIMP Phase 4.8 is considered acceptable for the purpose of condition 5.

Design Guide

The Design Guide for Huddersfield Station and Viaduct ensures that the integration of proposed new development is achieved through a consistent approach to purposeful design at Huddersfield Station.

Full details are documented within section 4.10 of the submitted CIMP Phase 4.8 is considered acceptable for the purpose of condition 5.

Design amendments

This Phase 4 CIMP has also included details of two minor changes to the consented design: these regard the removal of a section of glazing from the clerestory connection of the new canopies, as well as the strengthening of lateral trusses connecting the northern end of Roof A and the driver's welfare building. This has resulted from further detailed design following the submission and granting of the LBC (Ref: 2021/91328). It was agreed via the regular TRU Heritage Working Group with Kirklees Conservation Team that the details of these minor changes could be covered within this phase of the CIMP for review and approval rather than requiring the submission of a new LBC.

Officers and K.C. Conservation and Design conclude that proposed alterations as documented within section 4.2 of the CIMP (Phase 4) are considered acceptable and therefore is recommended for approval.

Recommendation: Approve the partial discharge of conditions 2 (material) and 5 (CIMP)

Report Dated: 11/02/2026

Recommended Decision Notice Text

Condition 2 (Materials)

You have submitted the following documents pursuant to condition 2:

- Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order Huddersfield Station Listed Building Consent Condition 2: Schedule of Materials November 2025.
- Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order Justification for Phasing of Materials submission for partial discharge of condition November 2025.

The details therein are acceptable for the purposes of partially satisfying condition 3.

You are hereby reminded of condition 2's ongoing requirement, which must be adhered to, to ensure ongoing compliance:

> *The works shall be constructed only using the approved materials unless otherwise agreed in writing by the local planning authority.*

Condition 5 (CIMP)

You have submitted the following documents pursuant to condition 5:

- The Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order. Huddersfield Station – Conservation Implementation Management Plan: Phase 4 November 2025
- Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order Justification for Phasing of Conservation Implementation Management Plan (CIMP) for partial discharge of condition November 2025
- Huddersfield Station – Methodology for deconstructing, storing and reconstructing the Tea Rooms Ref: 151667-TSA-30-MVL3-REP-A-AR-012001
- Appendix D.1 – Consented LBC drawings of known strengthening detail
- Appendix D.2 – Roof A Trusses pre-emptive intervention proposals
- Appendix D.3 – Roof A Columns Pre-emptive intervention proposals
- Appendix E – Huddersfield Station and viaduct Design Guide Rev P04.V3

The details therein are 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;*
> *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
x)an overarching design guide covering both Huddersfield Station and Huddersfield Viaduct.

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.