Consultation Response from KC, Conservation & Design
2025/93193 Huddersfield Railway Station, St George's Square, Huddersfield, HD1 1JB
Discharge of details reserved by conditions 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)
Date Responded: 6/2/26 Responding Officer: SC Responding Ref:

Materials
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)
2. New platform canopies
3. Passenger subway

This supersedes what was agreed in Phase 2 or 3 Materials Schedule.

Retention of original materials is welcomed where this is possible eg 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.

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

Roof B&C Design
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.

Footbridge Design
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.

CIMP Phase 5
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.