

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:	2026/44/90933/W
Site Address:	Huddersfield Railway Station, St George's Square, Huddersfield, HD1 1JB
Description:	Discharge of details reserved by conditions 2 (materials), 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 – Split Decision

I hereby authorise the split decision 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: 28-May-2026

Reference: 2026/90933

Description: Discharge of details reserved by conditions 2 (materials), 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

Final publicly expired: 08/05/2026

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 5'. These works are as follows:

- Works regarding the conservation, repair and reconstruction of the Tea Rooms, including:
 - Storage, repair and reconditioning of the Tea Rooms
 - Commencement of reconstruction of the Tea Rooms

A partial discharge of the materials and CIMP condition for 'Phase 4' of the works was approved in February 2026.

Condition 2 (Materials)

Condition wording

2. 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 March 2026.
- Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order Justification for Phasing of Materials submission for partial discharge of condition March 2026.

Consultation Responses

Historic England: No comments received, with 21 day statutory period having expired.

KC Conservation & Design, comments dated 20/05/2026, specific to condition 2:

Those elements of the Station covered by this Materials Schedule, aligned with the Phase 5 CIMP, comprise:

- *Repair, reconditioning and reconstruction of the Tea Rooms (concerning wholly new materials).*

The information contained within this document is sufficient to partially discharge Condition 2 of the granted Listed Building Consent for works to Huddersfield Station (LBC Ref: 2021/91328), in relation to those elements of the Station covered, namely new elements used in the reconstruction of the Tea Rooms. Network Rail will submit further Material Schedule documents to accompany future phases of the Huddersfield Station Conservation Implementation Management Plan (CIMP).

The Conservation & Design consultation concludes:

In conclusion, sufficient information has been submitted to discharge Condition 2 and 5 on previous permission 2021/91328 for Listed Building Consent. Comprehensive reports and details have been submitted which demonstrate best practice where possible.

Assessment

The proposals would introduce new elements to enable the reconstruction of the tea rooms. Table 4.1 of Huddersfield Station LBC condition 2: Schedule of

Materials, shows the materials schedule for those materials used within the reconstruction of the tea rooms which are wholly new to the structure, i.e. neither reused nor like-for-like replacement.

Though the proposals would change the appearance of the original tea rooms 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 siting, 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 is recommended to be partially discharged for phase 5 of the development, with a note of the condition's ongoing requirement.

Condition 5 (Conservation Implementation Management Plan)

Condition Wording

5. 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 and Viaduct Design Guide Dated March 2026 Version P05
- Roof A Truss Pre-emptive interventions proposals sketchbook Ref: 151667-TSA-30-MVL3-SK-S-007 Rev P03
- Roof A Truss Pre-emptive interventions proposals sketchbook Ref: 151667-TSA-30-MVL3-SK-S-006 Rev P03
- Dismantling Methodology – Part 2a/2b item 4.4 – Record of external and internal elements that are not to be retained
- Dismantling Methodology – Record of elements to be replaced
- Huddersfield Station Methodology for deconstructing, storing and reconstructing the Tea Rooms Ref: 151667-TSA-30-MVL3-REP-A-AR-012001
- Proposed setting out plan Huddersfield Tea Rooms Ref: 151667-TSA-30-MVL3-DRG-A-AR-013001 Rev: B01
- Listed Building consent drawing Huddersfield Station Roof A Bracing details Ref: 151667-TSA-30-MVL3-DRG-T-LP-166057 Rev: P01
- Pavement Light condition report dated 08.12.2025

Consultation Response

Historic England: No comments received, with 21 day statutory period having expired.

KC Conservation & Design, comments dated 20/05/2026, specific to condition 5:

Condition 5 for Huddersfield Station requires the production of a Conservation Implementation Management Plan (CIMP) before any works can commence on Huddersfield Station. A phased approach to the CIMP utilising a partial discharge of the CIMP condition is necessary to create a high quality CIMP document that informs high quality works appropriate for the Grade I Huddersfield Station and therefore complies with Condition 5. Phase 1-4 of the CIMP have already been partially discharged.

Condition 5iii

Works regarding the conservation, repair and reconstruction of the Tea Rooms, including:

- Storage, repair and reconditioning of the Tea Rooms*
- Commencement of reconstruction of the Tea Rooms*

Appendix C – C2: Tea Rooms Additional Detailed Design Drawings; C3-C5: Dismantling Report Trials; C6: Pavement Light Condition Report

Condition 5x

Design Guide for Huddersfield Station and Viaduct (corresponding to those areas of the station covered by the methodologies within this Phase 5 CIMP, comprising the repair, reconditioning and reconstruction of the Tea Rooms)

Appendix E – Design Guide Rev P05 Issue March 2026 – used to supplement LBC Condition 5

CIMP5 contains extra details on the Tea Rooms (1880s) repair trials including timber repair trials by specialist contractors, paint trials and analysis, reconstruction methods, new improvements and modifications to meet current health and safety standards and user needs, and to improve longevity for continued use within the station (see Design Guide Appendix E).

The modern improvements and upgrades to the interior of the Tea Rooms have been sensitively designed with the specific significance of the historic Tea Rooms in mind.

The new components and improvements to the reconstructed Tea Rooms are all either necessary structural elements, detailed in the Dismantling Methodology Part 2.b Items 4.5 (Appendix C.5), necessary changes to layout to allow for the new platform position and ideal layout, or modern services improvements. All opportunities to reuse suitable elements from the existing Tea Rooms have been taken, and where possible opportunities for better revealing the significance of the Tea Rooms through intelligent design choices are being realised. The reconstructed Tea Rooms will allow the historic fabric to retain its significance while increasing the longevity of the Tea Rooms' continued use and user satisfaction.

Dismantling Methodology Reports for strategy for material retention – have been submitted.

Hayward's Pavement Light

The lack of a suitable location for purposeful reuse and prevention from long-term erosion, along with costly repairs, made the reuse of the pavement light at Huddersfield Station non-viable. Opportunities for reuse or local conservation are being sought.

The Conservation & Design consultation concludes:

In conclusion, sufficient information has been submitted to discharge Condition 2 and 5 on previous permission 2021/91328 for Listed Building Consent. Comprehensive reports and details have been submitted which demonstrate best practice where possible.

Officer assessment

Phase 5 Construction works consist of the following:

- Works regarding the conservation, repair and reconstruction of the Tea Rooms, including:
 - Storage, repair and reconditioning of the Tea Rooms
 - Commencement of reconstruction of the Tea Rooms

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

Storage, repair and reconditioning and commencement of reconstruction of the Tea Rooms

A detailed methodology has been produced to define the deconstruction, storage and reconditioning 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.

The storage, repairs and reconditioning 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 specialist contractors conducted extensive timber repair trials and paint and paint stripping trials as part of the dismantling process.

The Tea Rooms will be constructed in reverse order, building from the base up, with the exception of new elements which will be slotted into this order, such as the new Roof B columns and reconfigured bays.

As part of the new design and reconfiguration of the Tea Rooms, a number of improvements and modifications are proposed to allow for the Tea Rooms to meet current health and safety standards and user needs, as well as to improve its longevity for continued use within the station. As well as this, the Scheme's new station layout, including relocated platforms and new Roofs B and C, means that the reconfigured Tea Rooms have been designed to accommodate these layout changes.

The modern improvements and upgrades to the interior of the Tea Rooms have been sensitively designed with the specific significance of the historic Tea Rooms in mind

The new components and improvements to the reconstructed Tea Rooms are all described as either necessary structural elements, necessary changes to layout to allow for the new platform position and ideal layout, or modern services improvements. The applicant has used opportunities to reuse suitable elements from the existing Tea Rooms. The reconstructed Tea Rooms will allow the historic fabric to retain its significance while increasing the longevity of the use of the Tea Rooms.

All materials found to be of good condition and suitable for safe reuse would be used in the reconstruction. Any materials which are not suitable for reuse would be recorded with the reason specified.

Pavement lights adjacent to Tea Rooms

A Hayward's special platform light was fixed above the beer celler adjacent to the Tea Rooms, prior to deconstruction. The light was left in situ following deconstruction of the tea rooms. Due to the fragility of the material and other design constraints and maintenance issues there is no meaningful or responsible replacement of the light. The applicant advises that opportunities for the reuse of the light for local conservation are being sought.

Design guide covering both Huddersfield Station and Huddersfield Viaduct.

An amended/updated Design Guide for Huddersfield Station and Huddersfield Viaduct is submitted which provides updated supporting details to correspond with the CIMP within section 4.8 of the report.

Conclusion

The methodology as set out within section 4.3 of the CIMP (Phase 5) dated March 2026 is considered acceptable for the purpose of condition 5, in so far as it relates to phase 5, and is therefore recommended to be approved. It is recommended that a note of the condition's ongoing requirement be included on the decision notice.

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

Date: 22/05/2026

Recommended Decision Notice Text

Condition 2 (Materials)

You have submitted the document pursuant to condition 2:

- Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order Huddersfield Station Listed Building Consent Condition 2: Schedule of Materials March 2026.
- Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order Justification for Phasing of Materials submission for partial discharge of condition March 2026.

The details therein are considered to be acceptable for the purposes of partially satisfying condition 2, in so far as it relates to Phase 5 (only), as defined within paragraph 1.3.4 of the document titled Huddersfield Station – Conservation Implementation Management Plan: Phase 5.

However, be aware that the condition has the following ongoing requirement which must be adhered to, to ensure ongoing compliance with condition 2:

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 document 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
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- Proposed setting out plan Huddersfield Tea Rooms Ref: 151667-TSA-30-MVL3-DRG-A-AR-013001 Rev: B01
- Listed Building consent drawing Huddersfield Station Roof A Bracing details Ref: 151667-TSA-30-MVL3-DRG-T-LP-166057 Rev: P01
- Pavement Light condition report dated 08.12.2025

I can confirm that the details therein are considered to be acceptable for the purposes of satisfying the following sub phases of condition 5, referred to as phase 5 within paragraph 1.3.4 of the document titled Huddersfield Station – Conservation Implementation Management Plan: Phase 5:

iii)the deconstruction, storage and reconstruction of the Tea Rooms at Huddersfield Station;
x)an overarching design guide covering both Huddersfield Station and Huddersfield Viaduct.

Notwithstanding the above, you are reminded that the condition has the following ongoing requirement which must be adhered to, to ensure ongoing compliance with condition 2:

The works must be carried out in accordance with the approved CIMP unless otherwise agreed in writing with the local planning authority.

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.