



Huddersfield Railway Station Proposed Door Alterations

Design, Access and Heritage Support Statement
Revision 001 – June 2026



REVISION SCHEDULE

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1.00 Design, Access and Heritage Statement

1.1.0 Introduction & Statement of Intent

This statement has been written to support the information submitted as part of the Listed Building Consent application in relation to proposed door alteration works at Huddersfield Railway Station on behalf of the applicant, TransPennine Express (TPE).

Huddersfield Railway Station is a Grade I Listed Building under the Planning (Listed Buildings and Conservation Areas) Act 1990 for its special architectural and historic interest. The aim of this report is to outline the rationale behind the proposed door alterations and to consider the impact of the works on the significance of the existing building.

The proposals seek to improve accessibility, passenger movement and operational use by installing a frameless automatic glazed swing door within an existing opening. The works retain the existing glazed fanlight and timber frame, with the frame to be refurbished and repainted as part of the proposals.

The works are limited to a single existing door opening and do not include any extension to the building, enlargement of the opening, or demolition of principal historic fabric. The proposed intervention has been developed to be sympathetic to the listed station building whilst providing a functional accessibility improvement.

This report should be read in conjunction with the submitted drawing HUD-LBC-01 P01, which illustrates the location and elevation of the proposed works.

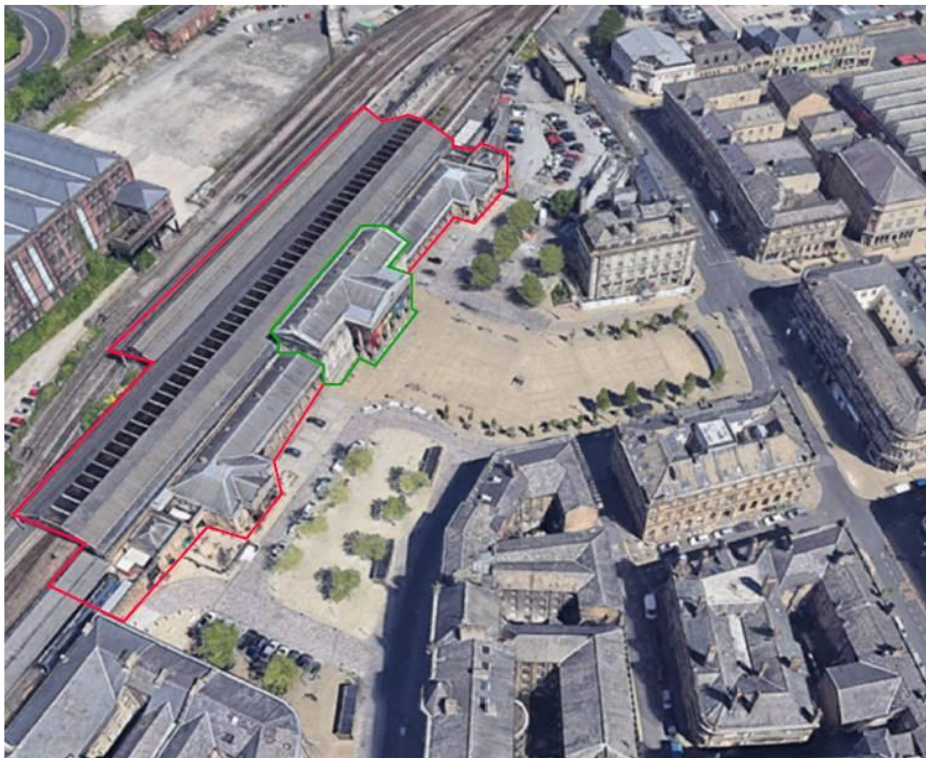


Figure 1 - Huddersfield Railway Station - St. George's Square (Source: Google Maps)

1.2.0 Huddersfield Railway Station

Huddersfield Railway Station is located at St George's Square, Huddersfield, West Yorkshire, HD1 1JB and is managed by TransPennine Express. The station is an important regional railway station serving TransPennine Express and Northern Trains services.

The station occupies a prominent position within Huddersfield town centre and forms a key part of the civic setting of St George's Square. The building is recognised as being of exceptional architectural and historic value and is located within the Huddersfield Town Centre Conservation Area.

The application site for these works is contained within the station building, specifically at an existing doorway serving the waiting room area as indicated on the submitted location plan. The proposals therefore relate to a defined and limited area of the listed building.

1.3.0 Station Building and Layout

The station comprises a substantial historic railway building arranged around a central entrance and concourse, with associated platform, waiting and operational accommodation. The station building includes a range of historic external and internal openings, timber frames, glazed fanlights and door arrangements which contribute to its architectural character.

The proposed works relate to an existing opening within the waiting room area. The drawing identifies the proposed door location within the existing station layout and shows the new door arrangement to be contained within the existing opening.

The existing glazed fanlight above the door opening is to be retained. The existing timber frame is also to be retained and painted, ensuring the principal framing around the opening remains visible and continues to contribute to the character of the space.

No change is proposed to the wider station layout, platform arrangement, concourse arrangement, facade, roof structure or principal external architectural composition.



Figure 2 – Main Entrance



Figure 3 - Adjacent St. George Hotel

1.4.0 Station History

Huddersfield Railway Station was constructed in the mid-nineteenth century and is widely recognised for the quality of its classical architectural composition. The station was designed by architect James Pigott Pritchett of York and constructed between 1846 and 1850.

The station is significant for its sandstone ashlar construction, classical frontage, portico, Corinthian detailing and historic railway function. It has long formed an important civic and transport landmark within Huddersfield.

The station has evolved over time to meet operational railway requirements, including changes to platforms, passenger circulation and accessibility provision. These changes form part of the continuing operational use of the listed building as a public transport facility.

The current proposals should be understood in this context: they are a minor operational and accessibility improvement that allows the building to continue functioning safely and effectively for passengers while retaining its historic significance.



*Figure 4 - Huddersfield Conservation Area
(Source, Kirklees Council)*



*Figure 5 - Huddersfield Station
(Source, Historic England)*

1.5.0 Listing

Huddersfield Railway Station is Grade I Listed. Historic England identifies the building as being of special architectural and historic interest, including its classical composition, sandstone ashlar construction, central block, colonnaded wings, platform elevations, historic doors, fanlights and associated railway features.

Grade I Listing confirms the exceptional significance of the building. Any proposed alteration must therefore be carefully considered in relation to potential impact on historic fabric, architectural character and the special interest of the asset.

The current works have been developed to minimise impact on the listed fabric. The proposals retain the existing structural opening, retain the glazed fanlight and retain the timber frame. The

new automatic door is proposed as a lightweight glazed intervention within an existing opening rather than a substantial alteration to the building fabric.

Because the works are contained within an existing opening and retain the key surrounding elements, the impact on the overall significance of the listed building is considered to be limited.

1.6.0 Background to the Development Proposals

The submitted proposals reflect TransPennine Express' requirement to enhance accessibility, usability and passenger movement within Huddersfield Railway Station. Modern railway stations must provide safe, inclusive and efficient access for a wide range of passengers, including those with reduced mobility, older passengers, passengers with luggage, and passengers travelling with prams or assistance needs.

The existing door arrangement at the identified opening is not considered to provide the optimum level of accessibility or ease of use. Manual or constrained door arrangements can create difficulties for passengers and can restrict movement, particularly during busy periods or where passengers require step-free, hands-free or assisted movement through the station.

The proposal has therefore been developed to introduce a frameless automatic glazed swing door system, providing improved access without changing the size of the existing opening or removing the historic fanlight and frame surrounding the door.

The design is intentionally simple and focused. Rather than proposing wider alteration, the works concentrate on one existing opening and seek to improve its performance while preserving the character of the listed building.

1.7.0 Proposed Works – Overview of Proposed Works

The proposed works comprise the installation of a frameless automatic glazed swing door within an existing opening at Huddersfield Railway Station. The works are illustrated on drawing HUD-LBC-01 P01.

The drawing identifies the proposed door location within the waiting room area and provides an elevation of proposed door D01. The new glazed door is to sit within the existing opening and operate automatically to support accessible use.

The key elements of the proposals are: removal or replacement of the existing door leaf arrangement within the opening; installation of a frameless automatic glazed swing door; retention of the existing glazed fanlight; refurbishment and painting of the existing timber frame; and provision of an accessible push-to-open button.

The proposals do not include demolition of the listed building, extension of the building, alteration to the principal facade, alteration to the platform arrangement, or enlargement of the existing opening.

Existing Door Opening and Fabric

The existing opening is already established within the station building and is therefore an appropriate location for a targeted accessibility improvement. The proposal avoids the creation of a new opening and avoids unnecessary intervention into masonry or other principal historic fabric.

The existing timber frame is to be retained. Retaining and repainting the frame preserves the established character of the opening and avoids replacing the whole door surround with a heavier modern system.

The existing glazed fanlight is to be retained above the proposed automatic door. This is an important aspect of the design approach, as the fanlight contributes to the appearance and proportions of the opening and helps retain the historic reading of the doorway.

Proposed Automatic Glazed Door

The proposed D01 door is a frameless automatic glazed swing door. A frameless glazed arrangement has been selected to reduce visual impact and to allow the retained timber frame and fanlight to remain the visually prominent features of the opening.

The automatic operation will improve accessibility by reducing the need for passengers to manually operate the door. This will assist passengers with reduced mobility, passengers carrying luggage and passengers using the station at busier times.

The use of clear glazing allows visual permeability through the opening and avoids introducing a visually heavy or solid modern door that could compete with the historic frame or surrounding fabric.

The new door is proposed within the existing opening and therefore does not require the surrounding structure to be altered in scale or proportion.

Retained Fanlight and Timber Frame

The existing glazed fanlight is shown on the proposed elevation as being retained. Retention of the fanlight is a key heritage benefit of the scheme and preserves the upper proportion and established appearance of the opening.

The existing timber frame is to be painted as part of the works. Refurbishment and repainting will improve the appearance and condition of the opening while retaining the existing fabric rather than replacing it wholesale.

The relationship between the new glazed automatic door and the retained frame has been developed to ensure that the modern intervention remains visually recessive and does not dominate the character of the opening.

Accessible Push-to-Open Button

The proposals include an accessible push-to-open button associated with the automatic door operation. This will provide a clear and usable control for passengers who require assistance operating the door.

The push button should be positioned to suit accessible reach ranges and should be clearly visible to passengers. Its final location should be coordinated with the door manufacturer and accessibility requirements to ensure safe and convenient operation.

The control should be installed with the minimum necessary fixings and in a manner that avoids unnecessary harm to historic fabric. Where possible, fixings should be located into existing joinery or areas of lower sensitivity rather than significant masonry or decorative historic fabric.

Summary of Proposed Works

The scheme is a focused accessibility improvement to an existing doorway. It retains the existing opening, retains the fanlight, retains and refurbishes the timber frame, and introduces a discreet automatic glazed door system.

Overall, the works are considered to represent a modest and proportionate intervention that supports the continued public use of Huddersfield Railway Station while conserving its architectural and historic significance.



Figure 6 - HUD-LBC-01 P01

1.8.0 Planning Policies

This section summarises relevant policy and guidance in consideration of the application. This comprises national guidance, the Planning (Listed Buildings and Conservation Areas) Act 1990 and relevant local planning policy relating to design, heritage and accessibility.

The National Planning Policy Framework requires applicants to describe the significance of any heritage asset affected by proposals, including any contribution made by setting. The level of

detail should be proportionate to the importance of the asset and sufficient to understand the potential impact of the proposal.

Huddersfield Railway Station is a Grade I Listed Building and therefore great weight should be given to conserving its significance. The proposed works have been developed with this in mind, retaining the existing opening, fanlight and timber frame, and using a lightweight glazed door system to minimise visual impact.

The Planning (Listed Buildings and Conservation Areas) Act 1990 requires special regard to the desirability of preserving the building, its setting and any features of special architectural or historic interest. The proposals preserve the principal features of the opening and do not involve extension, demolition or enlargement of the opening.

Local planning policy seeks high quality design, protection of the historic environment and inclusive, accessible places. The proposals support these objectives by providing an accessibility improvement in a manner that is sympathetic to the listed building.

1.9.0 Consultation

The proposals should be read alongside the submitted Listed Building Consent drawings. The works are limited in scope and relate to a clearly defined existing opening.

Where required, detailed product information, fixing details and final door specification can be provided to the Local Planning Authority or Conservation Officer prior to installation, either as part of the application or through an appropriately worded condition.

Any final installation methodology should be agreed to ensure that retained historic fabric is protected during the works and that the new door system is installed with the minimum necessary intervention.

1.10.0 Design Statement

The design approach is based on a simple principle: improve accessibility while retaining the character and significant fabric of the listed station building.

A frameless automatic glazed swing door has been selected because it provides the required functional improvement while reducing the visual presence of the new intervention. The transparency of the door allows the opening to remain legible and avoids a visually heavy replacement.

The retention of the existing glazed fanlight and timber frame is central to the proposal. These elements preserve the established proportion, detailing and character of the opening. Repainting the timber frame will improve its appearance while maintaining existing fabric.

The design is also proportionate. It does not seek to alter the wider station layout or introduce unnecessary new elements. The work is localised, practical and reversible in principle, subject to detailed fixing methodology.

1.11.0 Access Statement

Within the transport sector, accessibility and inclusion are essential requirements. Railway stations must be capable of being used by passengers with a wide range of needs, including those with reduced mobility, visual impairment, luggage, prams, pushchairs or assistance requirements.

The Equality Act 2010 places a duty on service providers to make reasonable adjustments to ensure disabled people can access services at a standard that is as close as possible to that available to the public at large.

The proposed automatic glazed door will improve accessibility by reducing reliance on manual door operation. The accessible push-to-open button will assist users who may find conventional door operation difficult.

The works are therefore a reasonable adjustment to improve the usability of the station. Importantly, the accessibility benefit is achieved without removing the existing fanlight, without replacing the existing frame in full, and without making unnecessary structural alterations.

The proposals support safer and more inclusive movement through the station and will improve the user experience for passengers while respecting the constraints associated with a Grade I Listed operational railway building.

1.12.0 Construction Waste

Contractors and sub-contractors should make reasonable efforts to reduce, reuse and recycle waste materials arising from the project. Waste streams are expected to be limited given the small and targeted nature of the works.

Any removed door components, packaging, metal, glass, timber or associated materials should be segregated and recycled where practicable. Waste should be removed from site using appropriate licensed waste carriers.

Works should be planned to avoid unnecessary damage to retained fabric. Protection should be provided to the existing frame, fanlight, adjacent finishes and surrounding station areas during installation.

1.13.0 Drawing Register

The following drawing should be read in conjunction with this report:

HUD-LBC-01 P01

The drawing identifies the proposed door location, proposed D01 elevation, retained glazed fanlight, retained and painted timber frame, frameless automatic glazed swing door and accessible push-to-open button.