Huddersfield Railway Station
Proposed Door Alterations

Design, Access and Heritage Support Statement

Revision 002 – August 2026

REVISION SCHEDULE

Rev	Date	Details	Stage	Name	Signature
001	24/06/2026	Document issues for approval.	Prepared by Reviewed by	Brad Gallagher Scott Olivant	
002	26/08/2026	Revised to reflect Amanda Chester - Conservation Officer consultation and agreed retention/ repurposing of the original timber door.	Prepared by Reviewed by	Brad Gallagher Scott Olivant	

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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 revised proposals seek to improve accessibility, passenger movement, natural surveillance and operational use by installing a new fully glazed automatic door within the existing opening. In response to consultation with Amanda Chester - Conservation Officer, the original timber door will now be retained and carefully adapted by splitting it down the centre to form a double-leaf door, which will be permanently fixed in the open position to a timber batten. The existing glazed fanlight and timber frame will also be retained and refurbished as part of the proposals.

The works remain limited to a single existing door opening and do not include any extension to the building, enlargement of the opening, or loss of the original timber door. The revised intervention has been developed with Amanda Chester - Conservation Officer to retain and repurpose the historic door while providing the required accessibility, visibility and passenger-safety improvements.

This report should be read in conjunction with revised drawing HUD-LBC-02 P01, which illustrates and details the revised door arrangement.

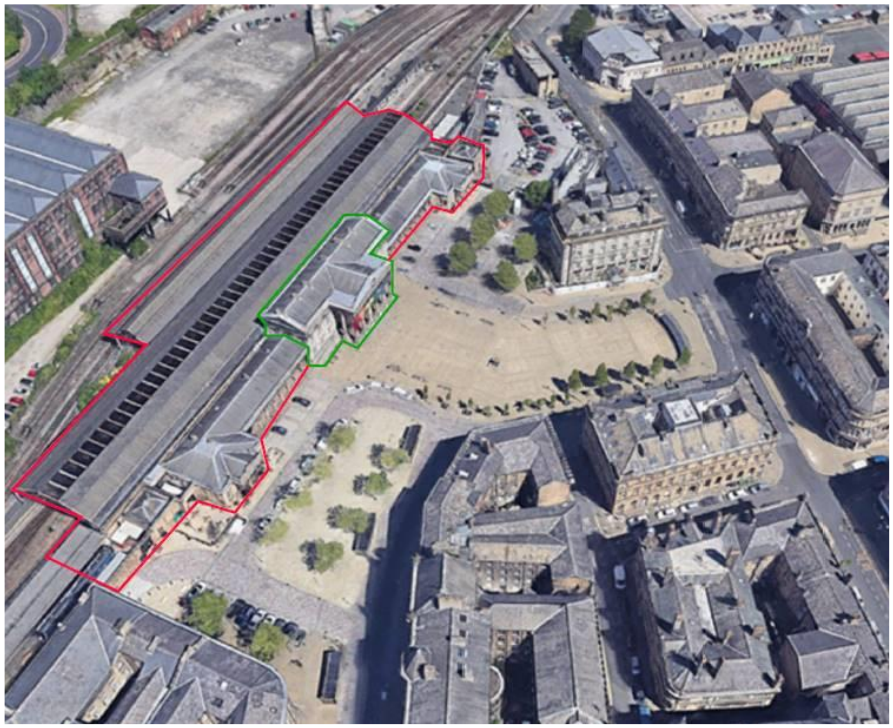

Figure 1 - Huddersfield Railway Station - St. George's Square (Source: Google Maps)

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 revised arrangement retains the original timber door, adapted as a pair of leaves permanently fixed in the open position to a timber batten, with a new fully glazed automatic door positioned within the existing opening.

The existing glazed fanlight and timber frame are to be retained and refurbished. The original timber door is also to be retained and repurposed, preserving the established appearance and historic fabric of the opening while allowing the new glazed door to provide the operational function during station opening hours.

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 revised works have been developed to further minimise impact on the listed fabric. The proposals retain the existing structural opening, glazed fanlight, timber frame and original timber door. The original door will be adapted to form a double-leaf arrangement permanently fixed in the open position to a timber batten, with the new fully glazed automatic door providing the day-to-day accessible entrance.

Because the works are contained within the existing opening and now retain and repurpose the original timber door as well as the surrounding historic elements, the impact on the overall significance of the listed building is considered to be limited and reduced from the originally submitted scheme.

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 solid timber door arrangement does not provide the optimum level of accessibility, visibility or ease of use. It limits views between the waiting room and platform, reducing natural surveillance and making it more difficult for passengers to see people approaching from the opposite side. In a busy operational railway environment this can affect passenger flow and increase the risk of conflict at the doorway. Feedback during project development also identified that the enclosed waiting room can feel isolated, particularly during quieter periods, which may discourage some passengers from using the facility.

The revised proposal therefore introduces a fully glazed automatic door to provide improved accessibility, visibility and natural surveillance, while retaining the original timber door. The timber door will be carefully split down the centre to form a double-leaf arrangement and permanently fixed in the open position to a timber batten, reflecting an approach already used elsewhere within the station.

The design remains 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 and original fabric of the Grade I listed building.

1.7.0 Proposed Works – Overview of Proposed Works

The revised works comprise the retention and adaptation of the original timber door together with the installation of a new fully glazed automatic door within the existing opening at Huddersfield Railway Station. The revised arrangement is to be read in conjunction with the updated Listed Building Consent drawings.

The revised arrangement retains the original door in its existing location, carefully adapted into two leaves that will be permanently permanently fixed in the open position to a timber batten. A new fully glazed door will provide the active automatic entrance to the waiting room, supporting accessible use and clear views between the waiting room and platform.

The key elements of the revised proposals are: retention and repurposing of the original timber door; careful splitting of the door down the centre to form a double-leaf arrangement; repair of redundant ironmongery and letterbox voids as required using conservation-appropriate joinery repairs; the timber leaves to be permanently fixed in the open position to a timber batten; installation of a new fully glazed automatic door; retention of the existing glazed fanlight and timber frame; timber finishes to match the existing.

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 and original timber door are to be retained. The door will be adapted by a suitably experienced joiner, with redundant letterbox, handle and keyhole voids repaired as necessary using compatible timber and conservation-appropriate repair techniques. The repaired door and frame will be finished to match the existing colour and appearance.

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 new door is a fully glazed automatic door. The glazed arrangement has been selected to improve visibility through the opening and provide natural surveillance between the waiting room and platform, while allowing the retained timber door, frame and fanlight to remain legible as historic elements of the opening.

The automatic operation will improve accessibility by reducing the need for passengers to manually operate the door. The clear glazing will also allow passengers to see people approaching from the opposite side, improving passenger flow, reducing the likelihood of collisions and improving the perception of safety within the waiting room.

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 glazed door is proposed within the existing opening and therefore does not require the surrounding structure to be altered in scale or proportion. The retained timber leaves will remain as part of the historic composition and will be permanently fixed in the open position to a timber batten.

Retained Fanlight, Timber Frame and Original Door

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 and original timber door will be retained, repaired where necessary and refinished to match the existing appearance. The adaptation of the door into two leaves allows the original fabric to remain in situ and readable while accommodating the new glazed automatic door.

The relationship between the new glazed automatic door, retained timber leaves, frame and fanlight has been developed so that the modern intervention remains visually recessive and the historic doorway continues to be understood as part of the station's established character.

Summary of Proposed Works

The revised scheme is a focused accessibility and passenger-safety improvement to an existing doorway. It retains the existing opening, fanlight, timber frame and original timber door; repurposes the original door as two leaves permanently fixed in the open position to a timber batten; and introduces a discreet fully glazed automatic door.

Overall, the revised works are considered to represent a modest and proportionate intervention. The arrangement responds directly to the Amanda Chesters - Conservation Officer's concern regarding loss of original fabric by retaining and repurposing the original door, while still delivering the accepted benefits of improved visibility, natural surveillance, accessibility and passenger safety.

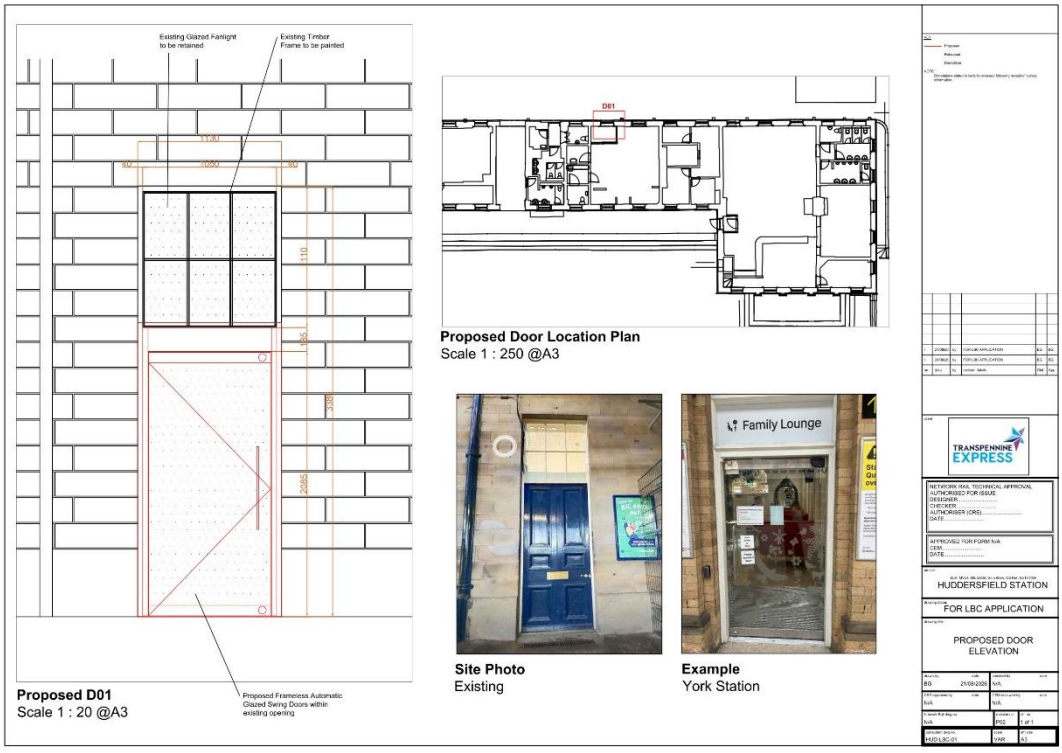

Figure 6 - HUD-LBC-01 P01

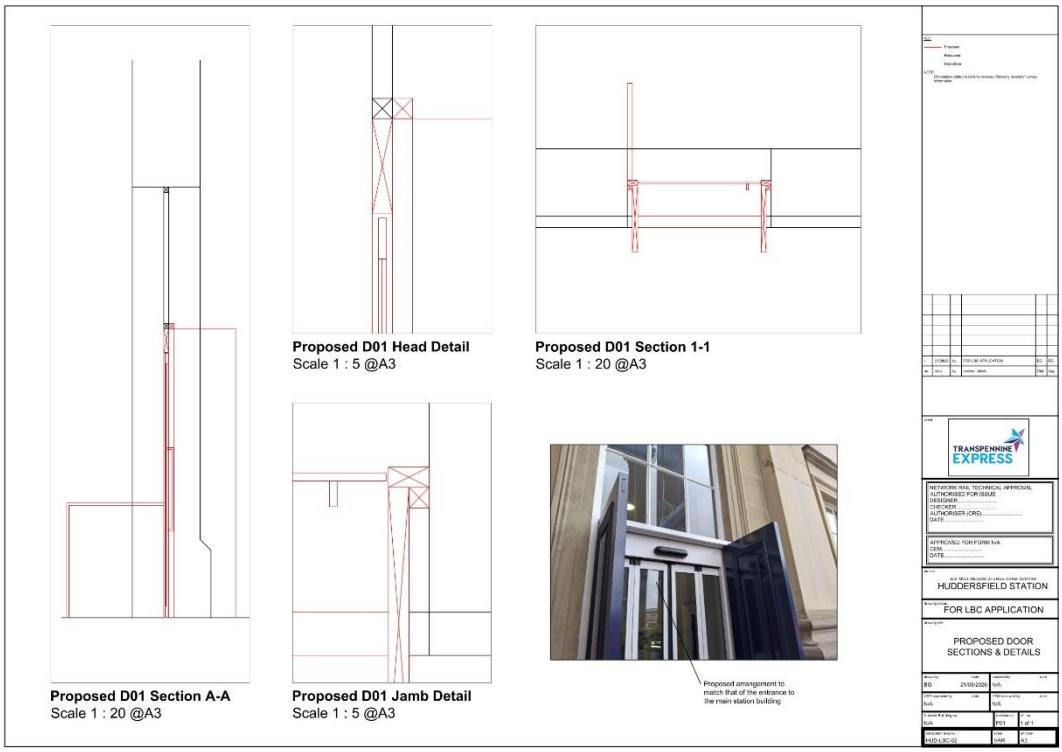

Figure 7 - HUD-LBC-02 P01

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 revised works have been developed with this in mind, retaining the existing opening, fanlight, timber frame and original timber door, while using a lightweight glazed automatic door to provide the required operational benefits.

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 revised proposals preserve the principal features and original door fabric 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 revised proposals have been developed following consultation with Amanda Chester - Conservation Officer. The accepted approach retains the original timber door by adapting it into two leaves permanently fixed in the open position to a timber batten, with a new fully glazed automatic door providing the operational entrance. The works remain limited in scope and relate to a clearly defined existing opening.

Updated drawings, colour and finish information, waiting room signage details and the methodology for repurposing and repairing the original timber door are to accompany the revised submission. These details are intended to demonstrate how the historic fabric will be retained and how the revised arrangement will be delivered with minimum intervention.

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 revised design approach is based on a simple principle: improve accessibility, visibility and natural surveillance while retaining the character and significant fabric of the listed station building.

A fully glazed automatic door has been selected because it provides the required functional improvement and clear visibility between the waiting room and platform. Importantly, it is now proposed in conjunction with retention of the original timber door, which will be adapted into two leaves and permanently fixed in the open position to a timber batten rather than removed.

The retention of the existing glazed fanlight, timber frame and original timber door is central to the revised proposal. These elements preserve the established proportion, detailing, fabric and character of the opening. Repairs and refinishing will be undertaken to match the existing appearance.

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. Its clear glazing will also improve visibility and natural surveillance between the waiting room and platform. The accessible push-to-open control 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 revised accessibility and safety benefits are achieved while retaining the existing fanlight, timber frame and original timber door, and without making unnecessary structural alterations.

The proposals support safer and more inclusive movement through the station, improve passengers' ability to see into and out of the waiting room before entering, and enhance the user experience 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 redundant ironmongery, packaging, metal, glass or associated materials should be segregated and recycled where practicable. The original timber door is to be retained and repurposed rather than disposed of. 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 updated Listed Building Consent drawings should be read in conjunction with this revised report.

HUD-LBC-01 P02
HUD-LBC-02 P01

The drawings identify the proposed door location and details the retained glazed fanlight and timber frame, the repurposed original timber door forming two leaves permanently fixed open to a timber batten, and the new frameless fully glazed automatic swing door with automatic detector above the door. The drawing includes a 1:20 elevation and 1:5 sections.