

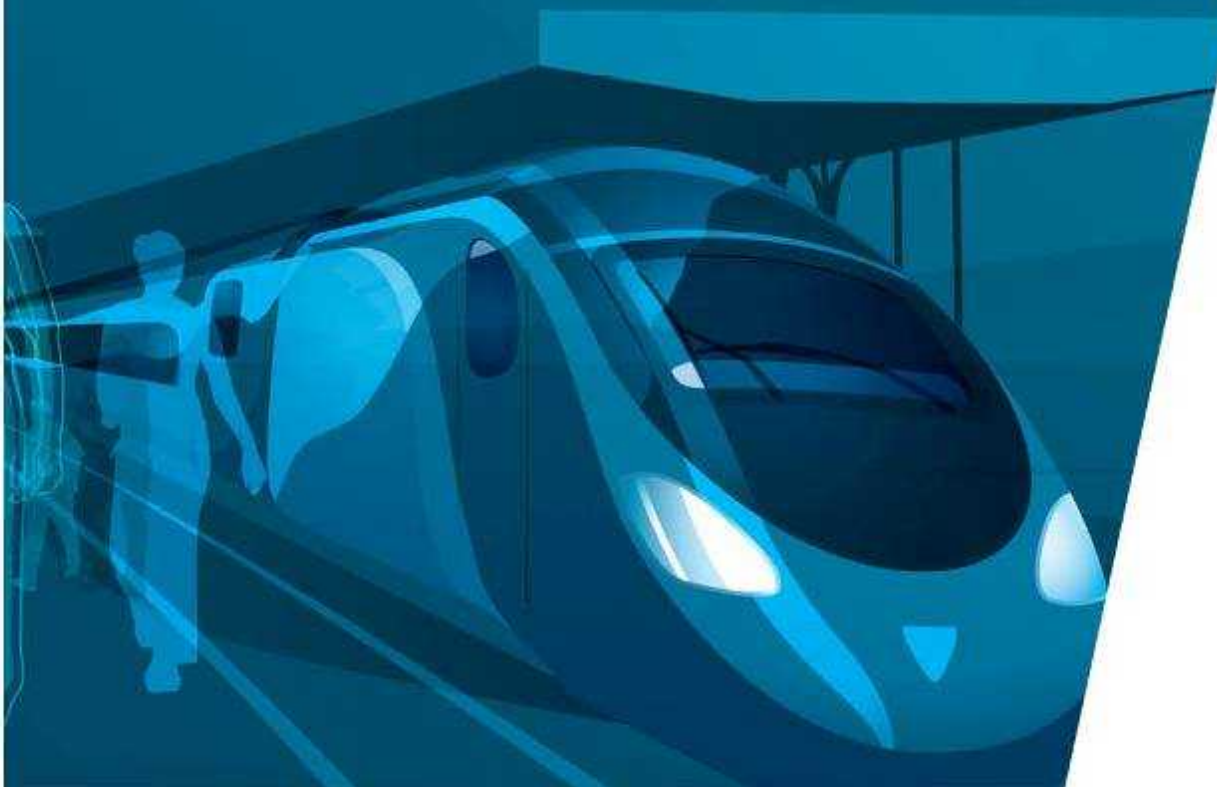
**NetworkRail**

# **The Network Rail (Dewsbury to Leeds W4 Scheme) Trans-Pennine Route Upgrade**

## **Batley Station – Heritage Statement**

**Network Rail**

**February 2024**



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## 1. INTRODUCTION

### 1.1 Heritage Statement Objectives

- 1.1.1 This Heritage Statement has been compiled in support of an application for Prior Approval by Network Rail in respect of the proposed works on Batley Station, Kirklees, West Yorkshire. Further detail on this application is included in the Covering Letter accompanying the application.
- 1.1.2 Batley Station is located on the eastern extent of Station Road Batley Conservation Area approximately a half mile from Batley town centre. A location plan is submitted as part of the application.
- 1.1.3 This Heritage Statement will seek to:
- Identify and discuss the heritage significance of the Station and Conservation Area;
  - Present a summary of the proposed design of the Scheme at the Station;
  - Identify the impacts of the design proposal on the significance of the Station and the Conservation Area, in the context of current national and local planning policy and guidance; and
  - Discuss any mitigation and/or compensation recommended in relation to the structure.

### 1.2 Summary of Proposal

- 1.2.1 As part of the wider TRU programme, the proposed works are required to upgrade Batley Station so that it complies with Network Rail's Access for All policy, which requires step-free access to all platforms.
- 1.2.2 The existing stepped access station subway is to be infilled and replaced with a new footbridge. This proposed footbridge will feature lift shafts on either side to provide inclusive step-free access between platforms 1 and 2 in line with Network Rail's Access for All policy. Minor external alterations are also proposed to the eastern elevation of the station building, including alterations to doors and windows.
- 1.2.3 Some internal works are also required within the station building as well as some works to the station platforms and facilities; these works are permitted development under Part 8 Class A, and 18 Class A of the GPDO and thus do not form part of this Prior Approval application. The infilling of the station subway is also permitted development under Parts 8 and 18 of the GPDO.
- 1.2.4 Details of the proposed works are provided in the Covering Letter and shown on the drawings submitted as part of this Prior Approval application.

### 1.3 Legislative and Policy Context

#### Legislation

- 1.3.1 The Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) governs the designation and works to Listed Buildings in England, as well as duties of the local planning authority relating to Conservation Areas. In Sections 69, 72 and 74 of the Act, it outlines the latter:
- **Section 69** requires local planning authorities to define as conservation areas any '*areas of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance*'.

- **Section 72** confers a general duty *‘with respect to any buildings or other land in a conservation area... special attention shall be paid to the desirability or preserving or enhancing the character or appearance of that area’*.
- **Section 74** defines that demolition of a building in a conservation area is not permitted *‘without the consent of the appropriate authority’*.

### National Policy

- 1.3.2 The National Planning Policy Framework (NPPF, 2023) provides the Government’s national planning policy on the conservation of the historic environment, supported by the Planning Practice Guidance (updated July 2019)<sup>1</sup>. This Heritage Statement aims to address relevant policy within the NPPF in relation to Section 16 ‘Conserving and enhancing the historic environment’ and includes an assessment of significance of the heritage assets and their setting that may be affected by the proposed works, in compliance with paragraphs 200-214.
- 1.3.3 The following paragraphs as set out in the NPPF include key provisions considered of particular importance to this application.
- **Paragraph 200** - *In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets’ importance and no more than is sufficient to understand the potential impact of the proposal on their significance.*
  - **Paragraph 205** - *When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss, or less than substantial harm to its significance.*
  - **Paragraph 206** - *Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of:*
    - a) *grade II listed buildings, or grade II registered parks or gardens, should be exceptional;*
    - b) *assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II\* listed buildings, grade I and II\* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.*
  - **Paragraph 208** – *Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including, where appropriate, securing its optimum viable use.*
  - **Paragraph 209** – *The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgment will be required having regard to the scale of any harm or loss and the significance of the heritage asset.*
- 1.3.4 National Planning Practice Guidance (Historic Environment) (PPG, 2014, updated 2019) gives further information on how national policy is to be interpreted and applied locally. The PPG includes particular guidance on matters relating to protecting the historic environment. The PPG for historic environment was significantly updated in 2019 to reflect the changes

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<sup>1</sup> It was published in March 2021 and revised in July 2021.

made in 2018/19 to NPPF policy.

### Local policy

- 1.3.5 The Kirklees Local Plan was adopted in February 2019 and is now the statutory development plan for Kirklees providing a set of planning policies.
- 1.3.6 Kirklees Council recognises that *heritage assets are an irreplaceable resource and should aim to conserve them in a manner appropriate to their significance*<sup>2</sup>. Section 14 Historic Environment of the Local Plan sets out **Policy LP35** relating to the historic environment, which is reproduced below.

### Policy LP35 Historic Environment

1. Development proposals affecting a designated heritage asset (or an archaeological site of national importance) should preserve or enhance the significance of the asset. In cases likely to result in substantial harm or loss, development will only be permitted where it can be demonstrated that the proposals would bring substantial public benefits that clearly outweigh the harm, or all of the following are met:
  - a) the nature of the heritage asset prevents all reasonable uses of the site;
  - b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation;
  - c) conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and
  - d) the harm or loss is outweighed by the benefit of bringing the site back into use.
  
2. Proposals which would remove, harm or undermine the significance of a non-designated heritage asset, or its contribution to the character of a place will be permitted only where benefits of the development outweigh the harm having regard to the scale of the harm and the significance of the heritage asset. In the case of developments affecting archaeological sites of less than national importance where development affecting such sites is acceptable in principle, mitigation of damage will be ensured through preservation of the remains in situ as a preferred solution. When in situ preservation is not justified, the developer will be required to make adequate provision for excavation and recording before or during development.
  
3. Proposals should retain those elements of the historic environment which contribute to the distinct identity of the Kirklees area and ensure they are appropriately conserved, to the extent warranted by their significance, also having regard to the wider benefits of development. Consideration should be given to the need to:
  - a) ensure that proposals maintain and reinforce local distinctiveness and conserve the significance of designated and non-designated heritage assets;
  - b) ensure that proposals within Conservation Areas conserve those elements which contribute to their significance;
  - c) secure a sustainable future for heritage assets at risk and those associated with the local textile industry, historic farm buildings, places of worship and civic and institutional buildings constructed on the back of the wealth created by the textile industry as expressions of local civic pride and identity;

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<sup>2</sup> Kirklees Council, Kirklees Local Plan Strategy and Policies, 2019, 141. <https://www.kirklees.gov.uk/beta/planning-policy/pdf/local-plan-strategy-and-policies.pdf>.

- d) identify opportunities, including use of new technologies, to mitigate, and adapt to, the effects of climate change in ways that do not harm the significance of heritage assets and, where conflict is unavoidable, to balance the public benefit of climate change mitigation measures with the harm caused to the heritage assets' significance;
- e) accommodate innovative design where this does not prejudice the significance of heritage assets;
- f) preserve the setting of Castle Hill where appropriate and proposals which detrimentally impact on the setting of Castle Hill will not be permitted.

## 2. HERITAGE ASSETS AND THEIR SIGNIFICANCE

### 2.1 Batley Station

#### History and Description

- 2.1.1 During the mid-19<sup>th</sup> century, railway networks were being developed to improve the connectivity of people and goods throughout the country.<sup>3</sup> The Trans-Pennine Route between Dewsbury and Leeds was constructed and opened between 1845 and 1847. The route today forms part of the wider Trans-Pennine Route between York, Selby and Manchester, which comprises sections of rail line developed by different railway companies. This era of railway development was known as ‘Railway Mania’ and represented the height of a period of commercial confidence and expansion in the railways.<sup>4</sup> The railway between Dewsbury, Batley and Leeds was operated by the Leeds, Dewsbury & Manchester Railway Company, however, prior to the completion of the line, the Leeds, Dewsbury & Manchester Railway Company was absorbed into a much longer conglomerate formed in 1849 known as the London & North Western Railway (LNWR).<sup>5</sup>
- 2.1.2 Prior to the 18<sup>th</sup> century, Batley was primarily an agricultural area, however the growth of the textile industry rapidly transformed the pastoral land to an industrial area with the development of mills and warehouses.<sup>6</sup> Batley and Dewsbury, produced a type of recycled cloth known as *shoddy* and *mungo*. They differed from other textile towns in Yorkshire and established their own markets and became not just centres of production but also of trade.<sup>7</sup> By the end of the 18<sup>th</sup> century, the area to the east of Batley town centre was already industrial in character as a result of the expansion of the textile industry.
- 2.1.3 The arrival of the railway and the construction of Batley Station in 1847, as well as changes in the wool industry, allowed for a rapid uptake of industrial activity in Batley and brought wealth to the town, creating a rise in urbanisation in the area.<sup>8</sup> As a result of the commercial and developmental growth which occurred in the mid to late 19<sup>th</sup> century, the town centre had begun to extend to the east, with textile warehouses, commercial properties and residences developed in industrial areas surrounding the Station.<sup>9</sup> Their proximity to the railway network enabled for the production of wool to be distributed nationally as well as facilitated the movement of people, goods and industrial trading activities into the historic core of Batley. The Station therefore became a key factor in encouraging the concentration of activity outside of the town’s older industrial core into the Station Road area of Batley.<sup>10</sup>
- 2.1.4 Batley Station was originally constructed as a long rectangular structure with waiting and refreshment rooms located on its southern extent.<sup>11</sup> However, in 1878 to 1882, Acts of parliament were passed which enabled for development works to take place along the LNWR route including widening works to increase the lines to four tracks, widening of bridges and the construction of tunnels.<sup>12</sup> Such works resulted in changes to Batley Station in 1882 to accommodate the expansion. The construction of the Station subway (tunnel) is assumed to have occurred during that time to enable passengers to reach the eastern

<sup>3</sup> Kirklees Council, September 2022, *Consultation Response from KC Conservation and Design*.

<sup>4</sup> Alan Baxter Associates, 2019. TransPennine Route Upgrade Route-wide Statement of Significance. 14.

<sup>5</sup> Kirklees Council, September 2022, *Consultation Response from KC Conservation and Design*.

<sup>6</sup> Kirklees Council, ND, *Station Road Batley Conservation Area Appraisal*, p.

<sup>7</sup> Kirklees Council, September 2022, *Consultation Response from KC Conservation and Design*.

<sup>8</sup> Kirklees Council, ND, *Station Road Batley Conservation Area Appraisal*, p.5

<sup>9</sup> Kirklees Council, ND, *Station Road Batley Conservation Area Appraisal*, p.5

<sup>10</sup> Kirklees Council, ND, *Station Road Batley Conservation Area Appraisal*, p.5

<sup>11</sup> Kirklees Council, September 2022, *Consultation Response from KC Conservation and Design*.

<sup>12</sup> Atkins, October 2020, *Transpennine Route Upgrade: Heritage Assessment Report*, p.10

platform.



**Insert 2-1 - Batley Station, shown on the First Edition Ordnance Survey (OS) Map, 1847**

- 2.1.5 At its inception, Batley Station included a refreshment room, waiting room and connection to the former Station Hotel and also accommodated a branch line to Birstall to the east (visible on the First Edition OS Map, see Insert 2-1). From the early 1860s, as well as serving the Leeds, Dewsbury and Manchester Railway (subsequently the LNWR) line, the Station also served the West Yorkshire Railway (formerly the Bradford, Wakefield and Leeds Railway) branch line to Wakefield via Ossett (amalgamated into the Great Northern Railway (GNR) in 1865). The opening of the GNR Dewsbury and Batley branch line in 1880, to complete the GNR's loop from Ossett to Batley via Dewsbury Central, added to the expansion of the Station alongside the effect of the LNWR's increased capacity (see above, 2.1.4), with the island platform accommodating at least one building and canopy and accessed via the subway.
- 2.1.6 In the mid to late 20<sup>th</sup> century, the reduction in rail activity, and closure of lines, led to further changes at the Station. The Station Hotel was removed as was the refreshment room on the southern extent of the Station, albeit the stone retaining wall remains extant thus indicating the historic extent of the Station. The GNR line closed in 1964, as a result of the Beeching closures, with the Station reducing in size to the two platforms extant today as a result; the area to the east previously occupied by the branch line was redeveloped with industrial units. The footprint of the original structure was altered due to the removal of the southern room in the late 20<sup>th</sup> century, however stone retaining walls recall the former footprint of the Station and remain as a small walled garden.<sup>13</sup>
- 2.1.7 Today, Batley Station is a one-storey sandstone building with arched windows and a low-pitched slate roof (the southern elevation of which is gabled and the northern elevation is hipped) (Inserts 2-2 to 2-4). The arched windows are each topped with a stone keystone, and a prominent cornice extends along the length of the eastern, northern and western

<sup>13</sup> Kirklees Council, September 2022, *Consultation Response from KC Conservation and Design*.

elevation. The roof features a skylight opening which allows for natural light to brighten the internal stairwell leading down to the subway (see Inserts 2-5 and 2-6); the exact date of the insertion of this feature is not known. The Station's northern elevation consists of a later addition, of slightly lower height than the original building, with rectangular sash windows and a chimney stack.



Insert 2-2 Batley Station, Western Elevation.



Insert 2-3 Batley Station, East Elevation.



Insert 2-4 Batley Station, Southern Elevation.



Insert 2-5 Batley Station, Interior. The stairs to the right of the photo provide access to the subway.

- 2.1.8 The eastern elevation facing onto platform 1 and the rail tracks also has arched windows with keystones, although some of these appear to have been infilled with a black material. A red metal and glass canopy which provides shelter for passengers was later added on. The interior of the Station has been painted red and cream, which is a colour scheme that is replicated on the canopy on the exterior elevation (Insert 2-3) and on the railings in the subway (Insert 2-6).
- 2.1.9 A pedestrian subway is accessible via a staircase inside the Station building and provides access to platform 2, to the east of the rail tracks. The subway is enclosed by single span wrought iron girders supported by abutments and glazed brick.<sup>14</sup> The staircase has red painted iron handrails (Insert 2-6) and the subway is lit by natural light from platform 2, the skylight above the stairwell from platform 1 and some overhead lighting in the tunnel itself. The subway is in poor condition, evidenced by damp, rust and weathering on the ceiling beams (Insert 2-7). Network Rail inspection reports for the subway indicate that alterations to or replacement of the track deck over the subway have taken place since its construction, notably work to the track deck in the 1920s.<sup>15</sup>
- 2.1.10 A number of photographs of the subway were taken during site visits by heritage consultants working on the Trans-Pennine Route Upgrade project in September 2020. These provide a record of its condition, context and appearance at this date, and are included below.



**Insert 2-6 Batley Station Subway from inside the Station building.**

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<sup>14</sup> White, Young, Green. 1998. Final Assessment, p.8

<sup>15</sup> White, Young, Green. 1998. Final Assessment, p.8



**Insert 2-7 Batley Station Subway, showing the underside of the track deck. Note the poor condition and evidence of water ingress on the walls.**



**Insert 2-8 Close up of damage and evidence of water ingress on the walls.**



**Insert 2-9 View from inside the subway showing dark and damp conditions.**



**Insert 2-10 View of the section of rail tracks crossing over the subway.**

## Significance

- 2.1.11 Although Batley Station is not designated in its own right, it still holds historic significance as a surviving, albeit altered, 1840s station along the Trans-Pennine Route. It also provides an important link to the railway development which helped the town to expand, and is part of the historic environment within the Station Road Conservation Area, in which it partly sits.
- 2.1.12 As previously mentioned, the Station was built to accommodate passengers and goods arriving on the LNWR which subsequently contributed to the economic and urban expansion of Batley. Historical value is therefore represented in the Station's 1840s construction and its contribution to the growth of Batley and the heavy woollen industry in the 19<sup>th</sup> century. The survival of the Station building with limited alterations enhances the contribution of this historical value to its overall significance. The Station's evidencing of the industrial growth and interrelated importance of the railways is the key element contributing to the overall significance of the Station.
- 2.1.13 Although the building is of minor architectural merit, it holds some aesthetic value for retaining elements and detailing from its original built form. Although it has undergone some alterations, its original structure remains legible and contributes to the character and appearance of Station Road Batley Conservation Area and the setting of other surrounding designated assets. As a 19<sup>th</sup> century railway structure constructed during the 'Railway Mania' era, it is representative of 19<sup>th</sup> century railway architecture, much like Dewsbury Station, which is located about a mile and a half southwest.
- 2.1.14 The setting of Batley Station makes some contribution to its significance. This is particularly the case with respect to the visual and non-visual relationship between the Station and the historic streetscape (albeit today somewhat degraded) of Station Road, including the historic approach to the Station forecourt. The Station building also in turn forms part of the setting of three Grade II listed warehouse and office buildings dating to the 1870s and 1880s on Station Road, contributing to their relationship with the railway: 32-40 Station Road (NHLE 1300286), The Xclusiv, Adjoining Number 51 (NHLE 1134617) and 51 Station Road (NHLE 1134616). Alongside these Grade II listed buildings, the Station building also forms part of a key view into the conservation area (see below, 2.2.9). These buildings and the Station have similar architectural character and styling, which further positively contributes to their interrelationship and setting.
- 2.1.15 The Station subway carries little heritage value. It does provide some legibility of the historic arrangement of the station but is not of high architectural quality. The Station subway has some historical and evidential value due to its association with the town's development and the subsequent Station expansion, but its poor condition and unremarkable design provide a limited contribution to the overall significance of the Station.

## **2.2 Station Road Batley Conservation Area**

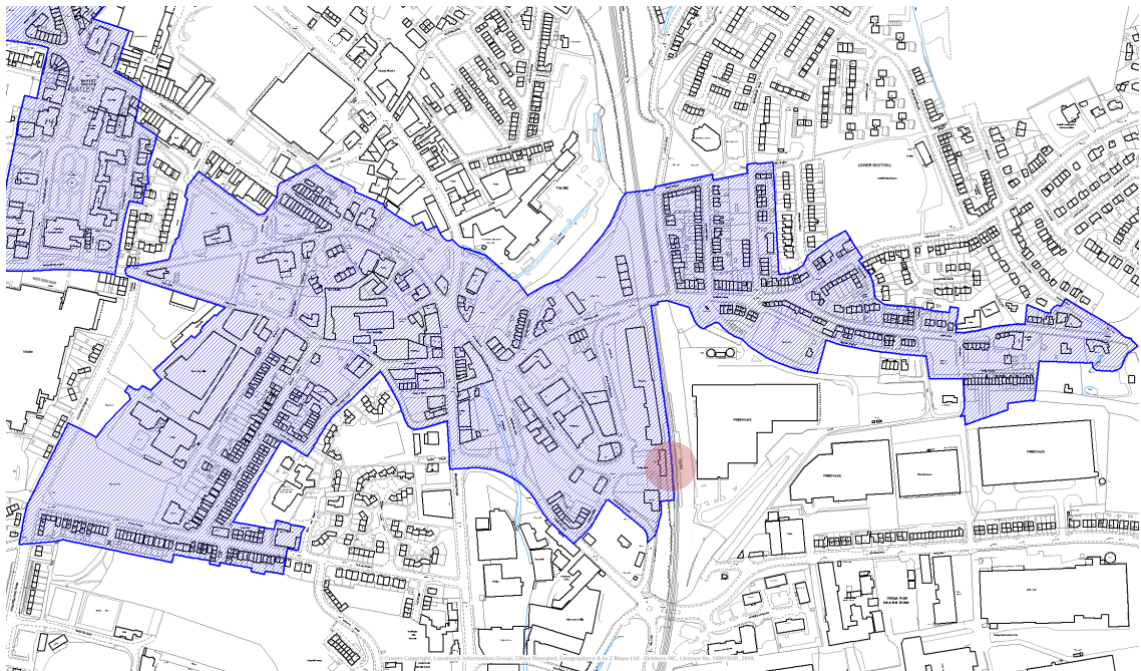
### History and Description

- 2.2.1 Batley Station is located on the eastern extent of Station Road Batley Conservation Area approximately a half mile from Batley town centre. The conservation area was designated in 1987 by Kirklees Council and was expanded in 2006 to include a wider breadth of industrial, commercial and residential buildings in the area.<sup>16</sup> Whilst the Station and platform 1 are wholly within the conservation area boundary, the railway itself and platform 2 are themselves outside and not considered to contribute to the character and appearance of the

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<sup>16</sup> Kirklees Council, ND, *Station Road Batley Conservation Area Appraisal*, p.3

conservation area that is deemed desirable to preserve or enhance.



**Insert 2-11 Station Road Batley Conservation Area Map (Kirklees Council, 2010) with Batley Station highlighted in Red**



**Insert 2-12 Station Road Batley Conservation Area, looking west from Batley Station.**

2.2.2 Prior to the arrival of the railway network, little is known about Batley.<sup>17</sup> It was included in the

<sup>17</sup> Kirklees Council, ND, *Station Road Batley Conservation Area Appraisal*, p.4

Domesday Book 1086 for being inhabited by ‘six villagers, four smallholders and five ploughs,’ and the area was predominantly in agricultural use until the 18<sup>th</sup> century.<sup>18</sup> In the 1700s Batley was a small hamlet, and until the 19<sup>th</sup> century, its population was probably fewer than 2500 people, likely housed mostly in small cottages, of which a few still survive.<sup>19</sup> However the growth of the wool industry in the 18<sup>th</sup> and 19<sup>th</sup> centuries transformed the area into an industrial and commercial hub.<sup>20</sup>

- 2.2.3 As a result of the production of shoddy and mungo, Batley largely developed around the industrial needs of the town during the late 18<sup>th</sup> and 19<sup>th</sup> century.<sup>21</sup> Such developments included the erection of houses, commercial buildings and warehouse facilities. During this time, improvements to transportation links were also required in order to facilitate the movement of goods and people. In addition to the Dewsbury to Gomersal Turnpike (now Bradford Road) which opened in 1826 and the opening of New Road in the 1850s, Batley also welcomed the railway with the opening of the Station in 1847. The railway in particular facilitated the development of the old commercial quarters in Batley from 1854 to 1894 which subsequently enabled for the expansion of textile trade in the area and improved its connectivity with surrounding towns and settlements.<sup>22</sup>
- 2.2.4 The conservation area currently contains 32 listed buildings of an industrial, commercial and residential character and dating from the late 18<sup>th</sup> and 19<sup>th</sup> centuries, which very much define the character of the area.<sup>23</sup> Those buildings dating to this period which survive are considered to be important to the historic environment of Batley, as they help to show how the town developed and expanded in the 19<sup>th</sup> century and communicate the economic and commercial importance of this area.
- 2.2.5 The mix of 18<sup>th</sup> to early 20<sup>th</sup> century industrial, commercial and residential buildings define the townscape within the town. The warehouses are of classical or gothic orders and are ornamented to demonstrate the wealth of the textile industry.<sup>24</sup> The warehouses found on Station Road, however, are of particular importance because their imposing mass creates a lasting impression of the economic importance of the area when entering and/or leaving Batley from the railway station.<sup>25</sup> The houses have a continuity in scale and were built with a ‘strict’ adherence to frontages. However, the industrial buildings to the rear of these are utilitarian.
- 2.2.6 The materiality used in the conservation area is primarily locally sourced and uses traditional material, with the buildings built mainly of stone for walls and blue slate roofs. Stone coursing is achieved by using ashlar sawn or smooth stone. That being said, the Conservation Area Appraisal acknowledges that there is a range of building material, scale, and quality in the area all of which contribute to the townscape.<sup>26</sup>

### Significance

- 2.2.7 The conservation area encapsulates the industrial growth of Batley and therefore retains historic and architectural significance. Its historic significance is derived from its importance as the focal point of industrial activity in the area. As one of the primary towns for the woollen industry in the area during the late 18<sup>th</sup> to early 19<sup>th</sup> century, historical value is represented in the persisting urban grain, ongoing commercial and industrial use and their

<sup>18</sup> Kirklees Council, ND, *Station Road Batley Conservation Area Appraisal*, p.4

<sup>19</sup> Kirklees Council, ND, *Station Road Batley Conservation Area Appraisal*, p.7

<sup>20</sup> Kirklees Council, ND, *Station Road Batley Conservation Area Appraisal*, p.7

<sup>21</sup> Kirklees Council, ND, *Station Road Batley Conservation Area Appraisal*, p.4

<sup>22</sup> Atkins, October 2020, *Transpennine Route Upgrade: Heritage Assessment Report*, p.17

<sup>23</sup> Kirklees Council, ND, *Station Road Batley Conservation Area Appraisal*, p.3

<sup>24</sup> Kirklees Council, ND, *Station Road Batley Conservation Area Appraisal*, p. 8

<sup>25</sup> Kirklees Council, ND, *Station Road Batley Conservation Area Appraisal*, p.1

<sup>26</sup> Kirklees Council, ND, *Station Road Batley Conservation Area Appraisal*, p.16

ongoing legibility in the landscape today.

- 2.2.8 Architectural significance is represented in the 37 designated buildings within the conservation area. The ornate gothic and classical warehouses create a strong design aesthetic and lasting impression of the area. This contributes to the overall character and appearance of this part of the town upon arrival from Batley Station. The street frontages were also developed in keeping with general regulations in terms of scale and mass and therefore create a uniform streetscape, and this consistency in design, plan form and relationship contributes to the aesthetic value of the area. There is less of an architectural value and more of an historic value to the buildings situated to the rear of these formal streetscapes; which are the more informal industrial and/or utilitarian buildings. These contribute to the significance of the conservation area through demonstrating the working and industrial structures that existed to deliver the growth of the textile industry. Aesthetic value can also be derived from the key viewpoints and vistas which are created by the enclosed street fronts, the grandeur of the buildings and the topography which enabled for sections of the conservation area to gradually reveal itself.
- 2.2.9 Additionally, the Station maintains a prominent position within the conservation area and is located within ‘character zone 1’ which is described as having an ‘imposing Gothic architecture and the historical development of the area’.<sup>27</sup> The railway and the Station therefore contribute to the character of the conservation area by framing the first and last impressions of the town and contributing to key viewpoints. As a result of their historic contribution to the movement of goods and people and subsequently the growth of the area, it is deemed to be of historic significance contributing to the ability to appreciate the historic development of the conservation area. The boundary of the conservation area follows the line of the Station platforms, and it is understood to be a *positive contribution to the character of the conservation area*.<sup>28</sup> The Station is one element of the wider historic environment associated with the railway around Batley and the association between these elements contributes to understanding the significance of the historic townscape development and grain of this area albeit this only forms one element of the wider significance of Batley’s industrial core.
- 2.2.10 The success of the woollen industry coupled with the transport improvements transformed Batley from a predominantly agricultural area to an industrial area. This is very evident in the distinct character of the conservation area, which is derived from the mix of industrial, commercial and residential development which occurred during the late 19<sup>th</sup> and early 20<sup>th</sup> century. The grandeur of the properties on Station Road still capture the glamour and wealth of Batley in its heyday. The conservation area derives value from its historic narrative. The associated mills and houses survive as a reminder of the hardship and economic conditions which were required to achieve such opulence.

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<sup>27</sup> Kirklees Council, ND, *Station Road Batley Conservation Area Appraisal*, p.11

<sup>28</sup> Kirklees Council, September 2022, *Consultation Response from KC Conservation and Design*.

### 3. IMPACT OF PROPOSALS

#### 3.1 Impact on Heritage Assets

##### Batley Station

- 3.1.1 The proposals will result in both physical alterations to the historic fabric of Batley Station and changes within its setting, comprising the construction of a new footbridge, infilling of the existing subway and alterations to the Station building. These changes will result in some impact on the significance of the Station as a non-designated heritage asset partly within a conservation area, though the extent to which this significance would be altered by the proposed works is limited.
- 3.1.2 The proposed new footbridge would introduce a new element into the Station environment; though the footbridge would comprise a new modern element of the Station, it has been designed sympathetically to complement and respond to the historic character of the Station, as well as the surrounding conservation area (see below). The footbridge would be a prominent feature both inside the Station complex and in views towards it, both on the approach and forecourt from Station Road, and from the wider landscape around Batley. The materiality and design of the footbridge, particularly the lift shaft, has been designed to minimise its intrusion into the existing historic fabric and environment of the Station. The choice of stone cladding for the lift shaft reflects the historic fabric of the Station building, while the architectural design of the top of the lift shaft also reflects the language of the Station building's own corniced parapet. These design choices ensure that the impact on the aesthetic value of the Station from the new modern element is minimised as far as reasonably practicable. The proposed footbridge would represent a continuation of the historic design language and materiality of the Station building which would minimise its impact on the Station's significance.
- 3.1.3 The proposed infilling of the Station subway would result in the loss of this element of the Station's historic infrastructure, which likely dates from the 1870s, albeit with later alterations. This loss of historic fabric would have some impact on the historical and evidential value of the Station. However, the contribution of the subway to the overall significance of the Station is limited, due to its condition and unremarkable design. The loss of the subway would not degrade the aesthetic value of the Station building and, while the legibility of the historic movement of passengers under the railway would be lost, this would not make a notable difference to the Station's overall significance.
- 3.1.4 The proposed alterations to the Station building will slightly alter the movement through the historic building, as well as the external appearance of the eastern platform elevation. The removal of the existing canopy from the platform elevation will be a beneficial change, removing a largely unsympathetic later alteration. The existing Station building door opening will be widened to 2.2m to facilitate movement, however the opening form will be retained. Opening out the existing window to the south of the access doorway to provide an additional route out onto the platform will introduce a new opening into and out of the building, though the overall architectural form of the arched window would not be altered, and legibility would therefore be retained of the building's original design language and the rhythm of the façade. Similarly, the infilling of the subway would alter the interior space, with the removal of the stairs, however this wouldn't change the extent to which the interior retains historic character. The alterations to the Station building would have a limited impact on the aesthetic and historical value the Station derives from its architectural expression and historic fabric, however this would have very little impact on the overall significance of the Station as a result.
- 3.1.5 As discussed above in paragraphs 2.1.11 to 2.1.12, Batley Station derives its significance largely from the historical value of its evidencing the industrial growth of the town during the

early to mid-19<sup>th</sup> century, and the expansion of the railways in the region during this period. The proposals will not result in any degradation of this historical value. Though the Station building is of minor architectural merit, it does have design motifs which contribute aesthetic value particularly within the wider context of the historic townscape of the Station Road area of Batley. Though the proposed works will introduce new elements and alterations, as well as the loss of the subway, the impact these will have on the overall aesthetic value of the Station is limited. Similarly, the proposals would result in very little impact on the significance the Station derives from its evidential value.

- 3.1.6 As discussed above in paragraph 2.1.14, the setting of Batley Station makes some contribution to its significance. This is particularly the case with respect to the visual and non-visual relationship between the Station and the historic streetscape (albeit today somewhat degraded) of Station Road, including the historic approach to the Station forecourt. The proposals would introduce a new element within views which evidence these relationships, namely the proposed footbridge. This would constitute a new large piece of infrastructure, as identified above in paragraph 3.1.2, the design and materiality, particularly the stone cladding of the lift shafts, would serve to minimise its intrusion into such viewsheds. Similarly, the footbridge would be visible in longer distance views towards the Station, such as those from Hanging Heaton to the south-east, however the impact would be reduced by the sympathetic design of the footbridge. Overall, though the proposals would result in some changes within the setting of the Station, this would only slightly reduce the extent to which the Station derives significance from its setting and would not impact the Station's overall significance as a result.

#### Station Road Batley Conservation Area

- 3.1.7 As discussed above in paragraphs 2.2.1 and 2.2.9, the Station building and platform 1 of Batley Station lie within the Station Road Batley Conservation Area and this part of the Station contributes to the character and appearance of the conservation area both as an element of the historic streetscape of Station Road which defines the townscape within this section of the conservation area and as evidencing the impact the historic development of the railways had on the town and its built environment. The significance of the conservation area as a whole lies in the surviving historic townscape character which evidences the development of the Station Road area on the back of the success of the heavy woollen industry during the mid-19<sup>th</sup> century. The proposals will introduce new elements into the Station, as well as alterations to its historic fabric, some of which will impact on the conservation area and its setting.
- 3.1.8 The proposed footbridge will introduce a new modern element which will form a prominent feature on the edge of the conservation area. This will both be a visible element of the streetscape of Station Road, of which the station forms a part, and also of the wider conservation area in longer distance views towards it, such as from Hanging Heaton to the south-east. The scale and materiality of the footbridge have been designed to minimise its visual impact on the conservation area. The stone cladding of the lift shafts would reflect the materiality of the historic buildings which characterise the conservation area, while the scale of the structure is not dissimilar to the historic warehouses on Station Road and the detailing atop the lift shafts reflects the corniced parapet of the historic Station building. Though the presence of the footbridge would be a notable element in this part of the conservation area, it would do little to degrade the immediate or wider character and appearance of the conservation area, nor would it result in an appreciable adverse impact on the contribution of the Station to the conservation area, nor significance of the conservation area as a whole.
- 3.1.9 The proposed infilling of the subway and changes to the Batley Station building will have no impact on the significance of the conservation area.

## 3.2 Mitigation and Compensation

3.2.1 Mitigation can be used in three separate ways, which have their basis in the hierarchy of mitigation as detailed in the Design Manual for Roads and Bridges LA 104 Environmental Assessment and Monitoring<sup>29</sup>: embedded mitigation, additional mitigation measures and compensation.

### Mitigation

3.2.2 Embedded mitigation occurs within the design stage and is intended to include elements within the design that avoid or substantially reduce negative change to the significance of a historic asset. It can also include elements where loss of historic significance is compensated through high quality new design and use of materials. The design of the proposals has been shaped to incorporate elements which mitigate potential impacts to the Station and conservation area as far as possible, including drawing on the Pre-Application Advice responses from Kirklees Council.

3.2.3 The following design considerations have been taken into account in response to the proposed works to the Station:

- The scale of the footbridge, minimising the height of the lift shafts as much as reasonably practicable, thereby minimising its visual prominence particularly in longer distance views towards the Station;
- The materiality of the lift shafts, with the design decision to clad these in stone to reflect the historic material and character of the Station building and wider streetscape of Station Road and the conservation area, which had been identified as a preferable approach in the Kirklees Council Conservation Officer Pre-Application Advice response;
- The architectural detailing of the top of the lift shafts, incorporating a black metal cornice in response to the architectural detailing of the corniced parapet of the Station building, also identified as a preferable approach in the Kirklees Council Conservation Officer Pre-Application Advice response;
- Realising the opportunity to remove the later unsympathetic addition of the shelter on platform 1 against the platform elevation of the Station building; and
- Maintaining the architectural language of the platform elevation of the Station building with the opening up of a new doorway avoiding any changes to the overall detailing of the arched window

3.2.4 Although the construction methodology does not form part of this Prior Approval application, construction mitigation measures will be incorporated in line with Network Rail's Minimum Environmental and Social Standards in order to minimise construction impacts.

### Compensation

3.2.5 Compensation measures are applied post-design stage and recognise that the impacts cannot be removed or reduced. These measures are intended as a means of recording the negative change to the significance of an historic asset and enabling future dissemination of information about this change, aiming to offset some of the harm which may occur to heritage assets' significance as a result of the Scheme.

3.2.6 In the response to the Pre-Application Advice request, the Kirklees Council Conservation

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<sup>29</sup> Design Manual for Roads and Bridges, LA 104, Sustainability & Environmental Appraisal, Environmental assessment and monitoring. Revision 1 (August 2020).

Officer commented that there were no concerns regarding the proposed infilling of the subway “subject to an assessment of its archaeological interest and whether it will need to be recorded”<sup>30</sup>. Such recording of a feature of a heritage asset to be altered or lost would be considered compensation.

3.2.7 As described above in Section 2.1, the subway makes a very limited contribution to the overall significance of Batley Station. Though a historic feature of the Station, likely dating from the 1870s in form at least, the subway is of unremarkable architectural quality and is of deteriorating condition which has further compromised its contribution to the Station’s significance. As noted in paragraph 3.1.3 above, the loss of this historic feature would have some impact on the historical and evidential value of the Station, however this would have no overall impact on the Station’s significance. Consequently, the subway is considered to be of minimal archaeological interest and an historic building recording of it, prior to the infilling works, is not considered to add to our knowledge of these structures and their purpose.

### 3.3 Assessment on Level of Harm

3.3.1 As discussed above within Section 3.1, the proposed development will cause physical alterations to the non-designated heritage asset that is Batley Station. The proposed scheme aims to create a new footbridge spanning the tracks immediately south of the existing Station building, infill the existing subway and conduct a series of minor alterations to the building to allow for its continued long-term use as a passenger Station.

3.3.2 In considering the overall level of harm and applying the tests under NPPF (para 209) and Kirklees Local Plan (Policy LP35, item 2) to non-designated heritage assets; the proposed scheme, on balance, would amount to small-scale change and limited harm to the significance of the Station. There are also public benefits to the scheme that support the proposed changes to Batley Station.

3.3.3 Firstly, the creation of the proposed footbridge (further outlined in paragraph 3.1.2 above) will not result in any physical impact upon the historic fabric of the non-designated Batley Station. This is principally achieved through the placement of the footbridge away from the historic Station building. Furthermore, despite the prominent addition of the footbridge within the setting of the Station, the sympathetic design seeks to complement and respond to the historic character of the Station whilst highlighting the structure as a modern addition, thereby protecting the appreciation for the historical phasing within the site. On balance, when assessing the introduction of new built form in conjunction with the sympathetic design intended to echo the surrounding vernacular, it is considered that the addition of the footbridge will not result in any harm upon the setting and significance of Batley Station, the Station Road Batley Conservation Area and surrounding historic environment.

3.3.4 Secondly, the infilling of the subway (further explored in paragraph 3.1.3) will remove this element of the Station’s historic infrastructure. The subway is of unremarkable design and makes only a limited contribution to the overall significance of the Station. It is also in very poor condition. It is therefore considered under NPPF guidance<sup>31</sup> and Kirklees Local Plan Policy LP35<sup>32</sup> that the proposed scheme of alterations will result in small-scale change and

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<sup>30</sup> Kirklees Council, 20 December 2022. ‘Pre-application enquiry at Batley Station for a new footbridge with lift shafts, and alterations to the station building and; Parapet extensions to MDL/129 Soothill Lane Bridge, Batley’. (Ref: 2022:20928).

<sup>31</sup> Ministry of Housing, Communities & Local Government (MHCLG), 2023, *National Planning Policy Framework* (NPPF), (para 209)

<sup>32</sup> Kirklees Council, 2019, Kirklees Local Plan: Kirklees Local Plan Strategy and Policies (Policy LP35, item 2)

limited harm to the significance of the non-designated Batley Station. The subsurface infilling of the subway will not incur any negative change to the amenity of the area, due to its lack of visual presence within and outside the Station. As such, the removal of this historic element will not erase any spatial relationship or aesthetic value of the non-designated Batley Station.

- 3.3.5 Lastly, the proposed alterations to the non-designated building of Batley Station (discussed in paragraph 3.1.4) will have an impact upon the movement of people through the historic building and the external eastern platform façade. The slight widening of the existing door opening will retain the doorway’s existing form. The opening of an existing window to accommodate an additional doorway onto the platform will retain the legibility of the original fenestration as the doorway will keep the arched window lintel. By converting a window into a door, the scheme is also limiting the removal of historical fabric through the adaptation of an existing opening. Additionally, the infilling of the subway will result in some alteration to the internal fabric of Batley Station, however, this will not physically impact the internal historic and architectural interest of the building. As such, it is considered, under NPPF guidance and Kirklees Local Plan Policy LP35 that the proposed scheme will result in no harm to the significance of Batley Station.
- 3.3.6 The removal of the unsympathetic canopy over platform 1 will constitute an improvement and contribute to the significance of the Station through further revealing the historic façade of this part of the Station building. It will also result in enhancing any views and the setting of Batley Station (NPPF, 2023, para 212).
- 3.3.7 The scheme provides the opportunity for a number of public benefits and is part of the Trans-Pennine Route upgrade (TRU). The public benefits do outweigh the limited harm identified to the non-designated Station and as such meet the tests set out in Kirklees Local Plan (LP36, Item 2).
- 3.3.8 The Covering Letter summarises the key objectives of the TRU programme which seeks to deliver an improved rail network to meet public demand and better services, along with the transformation to electrified trains to meet decarbonisation strategies. Moreover, the proposed development at Batley Station will contribute fundamentally to the delivery of those key elements of the TRU programme. The alterations will upgrade the Station infrastructure to allow for its effective and safe operational use, and the proposed scheme is considered essential to facilitate the delivery of these benefits.
- 3.3.9 The proposal to replace the subway with the new footbridge and lift shafts will also create an inclusive step-free Station that complies with Network Rail’s Access for All requirement. The sympathetically designed proposal is essential in supporting the Government’s Inclusive Transport Strategy and provides vital social, economic and environmental benefits through allowing all passengers access and continued use of transport facilities.
- 3.3.10 When considering the potential impact to the non-designated Batley Station, Conservation Area and surrounding historic environment, the proposed scheme complies with Policy LP35 of Kirklees Local Plan (item 3),<sup>33</sup> This highlights that ‘proposals should retain those elements of the historic environment which contribute to the distinct identity of the Kirklees area’<sup>34</sup>. It is considered that the sympathetic approach of the proposals reinforces local distinctiveness whilst conserving the significance of the historic environment. In turn, the scheme is not considered to cause any negative change to the amenity of the Kirklees district and the

<sup>33</sup> Kirklees Council, 2019, *Kirklees Local Plan: Kirklees Local Plan Strategy and Policies*, p. 141

<sup>34</sup> Kirklees Council, 2019, *Kirklees Local Plan: Kirklees Local Plan Strategy and Policies*, p. 142

Station Road Batley Conservation Area and complies with Policy LP35, section 3b which states that 'consideration should be given to the need to: ensure that proposals within Conservation Areas conserve those elements which contribute to their significance'<sup>34</sup>. Consequently, it is considered that the proposed development at Batley Station complies with policy LP35, primarily through the unobtrusive nature of the alterations to the building and the sympathetically designed footbridge situated on the edge of the Station Road Batley Conservation Area. Finally, the proposed scheme at Batley Station is considered to meet the requirements set out within Section 72 of the Planning Act 1990<sup>35</sup>, through the special attention within the sympathetic design that will respect and preserve the character and appearance of the Station Road Batley Conservation Area.

- 3.3.11 Overall, the proposed scheme at Batley Station is considered to result in limited harm to the significance of the non-designated building and surrounding heritage assets and, as such, contributes to the fulfilment of the social and environmental objectives of 'sustainable development' (Section 2, Achieving sustainable development) as defined within the National Planning Policy Framework (NPPF)<sup>36</sup>. The development seeks to adapt the Station in a mode sympathetic to its surroundings and is considered appropriate in terms of design, scale, massing and materials.

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<sup>35</sup> Ministry of Local Government & Planning (MLGP), 1990, Town and Country Planning Act 1990, Section 72.

<sup>36</sup> Ministry of Housing, Communities & Local Government (MHCLG), 2023, *National Planning Policy Framework* (NPPF), p. 5

## 4. CONCLUSION

- 4.1.1 Although Batley Station is not designated in its own right, it still holds historic significance as a surviving, albeit altered, 1840s station along the Trans-Pennine Route, partially situated within the Station Road Batley Conservation Area. It is also considered an important link to the railway development evidencing the industrial growth of the town during the early to mid-19<sup>th</sup> century, and the expansion of the railways in the region during this period. The Station building is of minor architectural value and demonstrates some design detailing and materiality that contribute to the aesthetic value particularly within the wider context of the historic townscape of the Station Road area of Batley. The Station subway is in poor condition and although has some historic and evidential value due to its evidencing the subsequent Station expansion, it has limited contribution to the overall significance of the Station.
- 4.1.2 The Station building and platform 1 lie within the Station Road Batley Conservation Area and contribute to the character and appearance of the conservation area. This is both as part of the historic streetscape of Station Road which defines the townscape of this part of the conservation area, and as evidence of the impact the historic development of the railways had on the town and its built environment.
- 4.1.3 The proposals to the Station will result in both physical alterations to the historic fabric of Batley Station and changes within its setting, comprising the construction of a new footbridge, infilling of the existing subway and minor alterations to the Station building. However, the proposals have been sympathetically designed to complement and respond to the historic character of the Station, as well as the surrounding conservation area. Design considerations such as scale, materiality and architectural detailing have been taken into account to mitigate any impacts from the proposals.
- 4.1.4 It is considered that the scheme would amount to limited harm to the significance of Batley Station and its setting. This is due to its sympathetic design that echoes the surrounding vernacular and responds to the architectural character of the Station and the conservation area. The public benefits of the scheme, on balance, outweigh the limited harm through the accommodation of Access for All legal requirements as part of 21<sup>st</sup> century passenger comfort; and the critical contribution of the scheme to the delivery of the TRU programme objectives.
- 4.1.5 The proposals therefore satisfy both national and local planning policy regarding the balance of judgement with respect to the scale of harm to the significance of Batley Station and the public benefits that would be delivered from the scheme.

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