Dewsbury Railway Station
Accessibility Works

BC.HUD.2023.00091.003

Design, Access and Heritage Support Statement
Revision 001 – June 2024

REVISION SCHEDULE

Rev	Date	Details	Stage	Name	Signature
001	12/06/24	Document issued for review.	Prepared by Reviewed by	Anthony Stephenson Neil Dixon	Redacted Redacted

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1.00 Design, Access and Heritage Support Statement

1.1.0 Introduction & Statement of Intent

1.1.1 This statement has been written to support the information submitted as part of the Listed Building Consent application in relation to the proposed accessibility works to the ramp down from Milton Walk, Stairs leading to the ticket office & Platform 1 stairs at Dewsbury Railway Station on behalf of the applicant, TransPennine Express (TPE).

1.1.2 Dewsbury Railway Station is a historic railway station located in Dewsbury, West Yorkshire. The station has a long history dating back to its opening in the mid – 19th century. While the station holds significant historical values, it is important for such sites to also be accessible to all members of the community, including those with challenging impairment.

1.1.3 The station carries significant historic value and requires adapted improvements to provide a suitable level of access. Access to the station is particularly challenging to those with an impairment. In the UK nearly two million people live with sight loss and face a much higher risk at train stations. Proposed accessibility improvements to the station entrances will provide an approach that is sympathetic to the historic building whilst addressing the existing issues with accessibility to and from the station.

1.1.4 Dewsbury Railway Station is a Grade II 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 accessibility works and the impact of them on the significance of the existing building. This report will include a review of the stations building and layout, the station history, details of the listing, background to the development proposals, an overview of the proposed works, a design statement, details of sustainability and construction waste, a drawing register, and photographs.

1.1.5 TransPennine Express have shown their commitment to this area through investment in projects at this and other local railway stations and they understand the importance and the need for these improvements to the station. This is also a business plan commitment to deliver accessibility works at this railway station.

1.1.6 AHR Building Consultancy Ltd (AHR) have undertaken previous design works at several Listed railway stations occupied by TransPennine Express and are aware of the historic status of this railway station and its primary significance on the route.

1.1.7 Further information has also been prepared through development of the design and a detailed drawing package is included as part of this application to demonstrate the full proposals. The drawings include architectural plans, layouts, and elevations in order to show the proposals in detail.

1.1.8 The address of the station and site involved in this application is as follows:

Dewsbury Railway Station,
Wellington Road,
Dewsbury,
West Yorkshire, WF13 1HF

1.1.9 This report should be read in conjunction with the drawings submitted with the Listed Building application and detailed in Section 13 of this report.

1.2.0 Dewsbury Railway Station

1.2.1 Dewsbury Railway Station is located on Wellington Road near Dewsbury town centre and is managed by TransPennine Express. The station is served by TransPennine Express trains together with Northern Trains services. The station is open 24 hours a day with a ticket office operating 06.15am to 19:30pm daily. Ticket vending machines are also available inside the

entrance hall.

1.2.2 Image 1 shows how the station and the railway line it serves are orientated, serving trains from both east and west bound. Adjacent land uses include the neighbouring Grade II* Listed County Court Building formerly serving as a county court which is to be transformed into contemporary residential uses. Site parking is provided to the north of the railway station bounded by the railway tracks and A638 Dewsbury Ring Road.

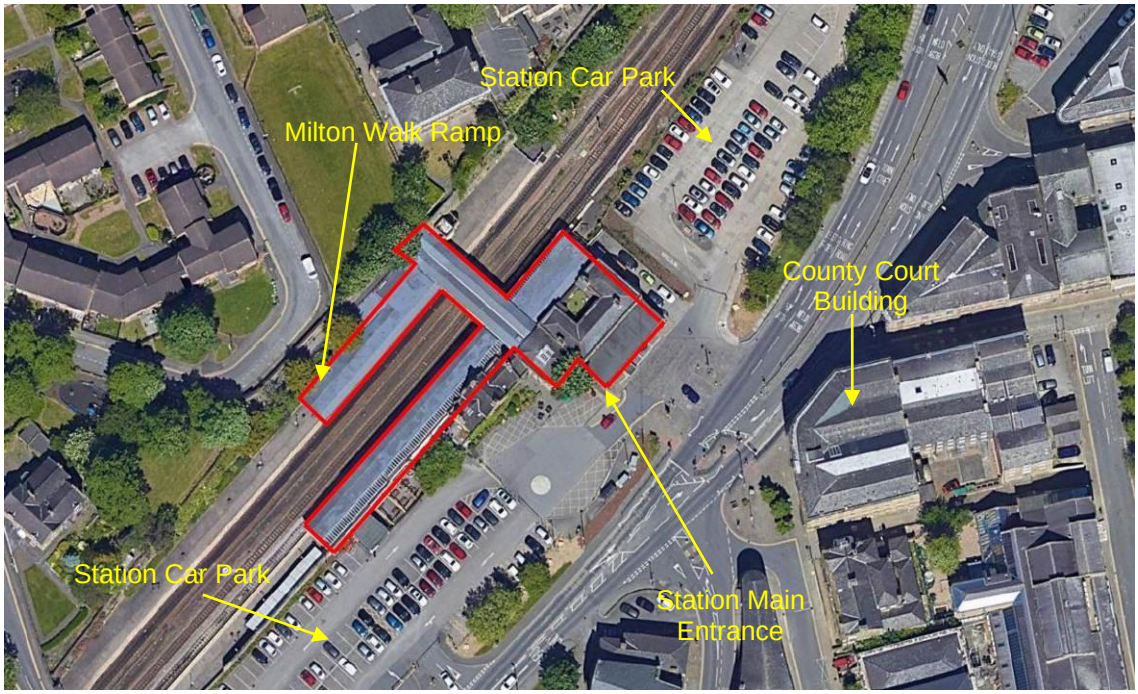


Image 1 – Dewsbury Railway Station – (*Source: Google Maps*)

1.3.0 Station Building and Layout

1.3.1 The station consists of two platforms covered by a large canopy, serving trains from both TransPennine Express and Northern Trains. Upon entering the station building into the station concourse there is a booking office to the right, with train timetables and centralised ticket gates. Passing through the station concourse leads to platform one. Platform two is located to the north of platform one. Two local establishments are located on each wing of the station's frontage 'The West Riding' to the west and the 'Taxi Rank' to the east.

Image 2 – Main entrance

Image 3 – Adjacent to The West Riding Pub

1.3.2 The main entrance to the railway station is located on the western side of the Wellington Road Station North Car Park facing the opposite County Court Building (Image 5). Central double doors are located at the top of the entrance podium, providing access to the station concourse.

1.3.3 Pedestrian drop-off and pick up is provided to the southeast leading from the footbridge and lifts with accessible parking located (Image 4).

1.3.4 The central entrance hall gives access to information points, ticket stalls, waiting area. Passenger access to platform one is provided through ticket gates and a glazed automatic double door set. Other access points are provided however limited to staff and emergency exit usage.

Image 4 – Taxi drop off / pick up area

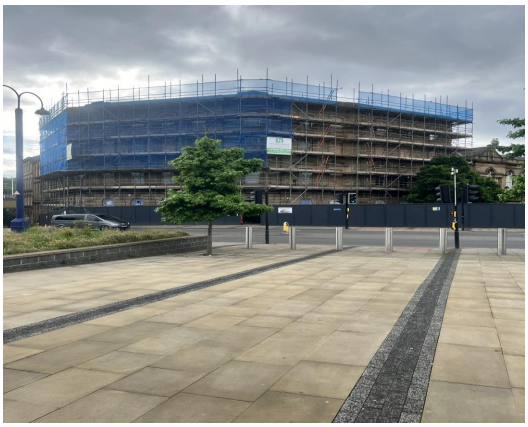


Image 5 – View of County Court Building

1.4.0 Station History

1.4.1 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. The complex chain of companies and projects is a typical product of the “Railway Mania” of the mid-1840s, the height of a period of commercial confidence and expansion in the railways.

1.4.2 Between Dewsbury and Leeds, the Trans-Pennine Route comprises the line constructed by The Leeds, Dewsbury & Manchester Railway. The line formed part of a new, more direct route to the West Riding from Manchester, in competition to the earlier Manchester & Leeds Railway which had been constructed through the Calder Valley in the late 1830s. The more direct route was enabled partly through the advances in tunnel construction and large-scale engineering technology, notably realised through the construction of the 3-mile Standedge Tunnel, built by the Huddersfield & Manchester Railway, under the Pennine watershed to connect the line between the Upper Thame and Colne Valleys. Between Dewsbury and Leeds, the line is partly characterised by such examples of large scale and/or pioneering engineering structures, including tunnels, viaducts and both masonry and cast-iron bridges.

1.4.3 The development and expansion of the railways and their associated infrastructure during the first half of the 19th century, was characterised by the considerable influence on those towns which experienced the development of this new mode of transport. The railways resulted in place-making and industrial growth, as towns benefited from the connections and influences which they brought with them. The Trans-Pennine Route between Dewsbury and Leeds certainly had an influence on towns, forming an additional infrastructure element of the expansion of settlements such as Dewsbury and Batley, already underway as a result of the growth of textile, mining and maltings industries.

1.4.4 The LNWR line, between Leeds and Dewsbury, formally opened on July 31st, 1848, but it wasn’t until September 18th, 1848, that Dewsbury Station was opened, during the Heroic Age

of railway building (1841-50). The station building was designed by John and Henry Paul Child and built by Simpson and Field. The station's design was described as unexpected, being of a style and construction more likely to be found in a rural setting. The Tudor style station was constructed in ashlar stone, unlike other local stations at the time which were built of wood, and the façade comprised arched entrances, mullioned transomed windows and Jacobean gables with pitched slate roofs and prominent chimneys.

1.4.5 In 1847, the Leeds, Dewsbury & Manchester Railway along with the Huddersfield and Manchester Railway were absorbed into the London and Northwestern Railway (LNWR), providing a more direct route from Manchester to the West Riding and enabling the LNWR to access the textile and coal industries of West Yorkshire. By 1851, the LNWR was the most prominent railway company of the period, with over 800 miles of track and was the largest joint-stock concern of its time, capitalised at £29 million.

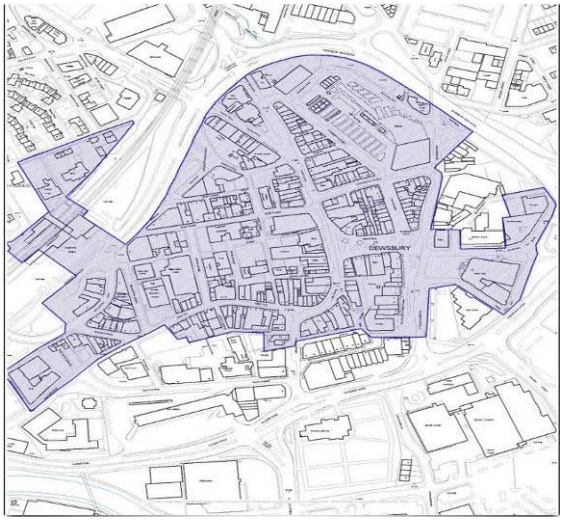


Image 6 – Dewsbury Conservation Area
(*Source, GoDewsbury*)

Image 7 – Dewsbury Station
(*Source, Historic England*)

1.5.0 Listing

1.5.1 Historic England identifies the station as a Grade II Listed Building, as follows:

Name: Dewsbury Railway Station
List Entry Number: 1300394
Date First Listed: 18-Nov-1977
Details: Dewsbury Railway Station.
DEWSBURY CB WELLINGTON ROAD SE 2421 NW (Dewsbury) 7/100 Dewsbury Railway Station, 18/11/77 entrance building, platform building & canopies, foot- bridge & south west office block

G.V. II

Railway station in Tudor style. 1848. For London and North Western Railway Company. Ashlar. Pitched slate roofs. Entrance block of 2 storeys with hipped roof, parapet and ashlar stacks. 4-bay symmetrical facade. Single sashes to 1st floor. Tudor arched entrance to left and right, with hood moulds and carved stops, and two 6-light mullioned and transomed square-headed windows with arched lights. Glass canopy and sides on low stone side walls. Interior also Tudor. Wide chamfered door arches and dog-leg stone stair with Gothic cast iron balustrade. Platform buildings continue the style. Glazed canopies on square cast iron columns. Covered, half glazed footbridge to plainer buildings on the other side. The office building, or Station Master's house, to the south west, is of 3 wide bays, the centre one of 2 storeys, breaking forward slightly and with shaped gable. 8-light ground floor window and 6-light 1st floor window,

both square-headed, mullioned and transomed and with arched lights to upper tier. Single storey side bays each have shaped parapet and 6-light mullioned and transomed window. Good ashlar stacks. Lower, set-back bay to each side.

1.5.2 Details taken from:
https://historicengland.org.uk/listing/the-list/list-entry/1300394?section=official-list-entry-
List entry summary.

1.5.3 Having reviewed previous Listed building applications for the railway station we are aware of the most recent planned works, their impact on the railway station and to aid our understanding of the history of the area. A summary of the most recent applications is as follows (note that none of these were submitted by AHR):

- 2023/90105/LBC – Installation of new braille tactile map bearing on a new reinforced concrete base.
- 2023/91857/LBC – Prior approval for alterations to Dewsbury Railway Station.
- 2023/93172/LBC – Replacement glazing to existing timber frames (within a Conservation Area
- 2022/90753/LBC – Replacement 15m high monopole mast.

1.6.0 Background to the Development Proposals

1.6.1 The submitted proposals reflect TransPennine Express' wish to enhance the accessibility for customers. The rationale behind improving accessibility is to create an environment that is safe, efficient and integrated, reducing the risk of accidents and allowing people to easily access the station that is required for jobs, education, and other key services. The station currently lacks the necessary amenities required to provide safe and efficient access that many people require.

1.6.2 Our designs will aim to provide simple proposals that can be implemented in a manner that has minimal effect to the buildings heritage yet is effective in addressing the need for improved access to the station. Incidents of passengers tripping / falling is commonplace at the station entrance and exemplify the need for access enhancements.

1.6.3 The design process involved a site survey in preparation for the development of initial design proposals for approval by TransPennine Express. Some of the key issues identified during our visit were the lack of compliant handrails, replacement tactile paving, step nosings and treads, GRP anti slip flooring and replacements is needed for the cycle stair tracks to the stairs leading from the platforms to the overbridge.

1.6.4 The proposed access improvements will be installed by specialist suppliers capable of producing bespoke products to that of the designs specified within this report.

1.6.5 The original project brief prepared by TransPennine Express was to develop options for the improvement of accessibility at Dewsbury Railway Station. The main requirements were as follows:

- Site briefing meeting/visit/survey
- Preparation of initial sketch options for further discussion
- Client design review meeting and updates
- Brief report following discussions and outcome.

1.6.6 Consequently, a proposal was developed for a series of access improvements that incorporate the above-mentioned requirements and is described in more detail below.

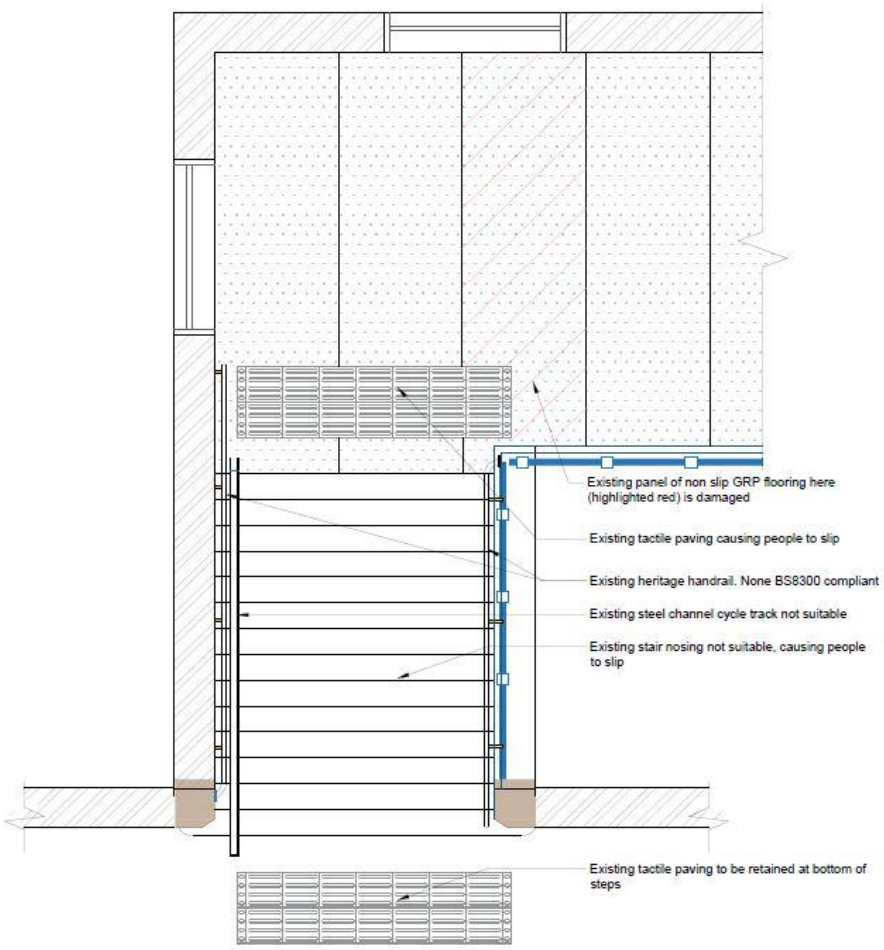


Image 8 – Stairs from Ticket Office – As Existing Plan

1.7.0 Proposed Works

Overview of Proposed Works

1.7.1 As mentioned previously, station access routes are currently lacking provisions to allow for safe and inclusive access. Our initial ideas to improve access were as follows:

- Replacement of a tactile paving to top steps located on the stairs from the Ticket Office.
- Existing ramp located at Milton Walk – double handrails to either side.
- Localised tarmac repairs on existing ramp located at Milton Walk.
- New double handrails on the stairs from the Ticket Office.
- Install new step nosings and treads.
- Replace cycle stair tracks.
- Localised replaced flooring at the top of the stairs from the Ticket Office with GRP Anti Slip flooring.

1.7.2 The station forms part of the Grade II Listing, the proposed works aim to improve access by providing reasonable adjustments to ensure that people are not put at a disadvantage when accessing the station and associated services.

Proposed Handrails – Ramp down from Milton Walk Access – Double Handrails

1.7.3 It is necessary to install handrails as specified by BS8300 along the ramp, as currently there are

no existing handrails. The installation of double compliant handrails at a height of 900mm provides support at a higher height and installed at a height of 600mm which provides support at a lower height on both sides of the ramp, which will not only provide support but also ensure compliance with accessibility standards.

1.7.4 Dewsbury Railway Station is Grade II Listed, the installation the handrails should have limited impact to the architectural significance of the building. Ramped access at Dewsbury Railway Station currently has no compliant handrails at either side of the ramp as shown in the below image.

Image 9 – No handrails to existing ramped access

1.7.5 The new handrails will be affixed to the existing railing at a height of 900mm and 600mm and the other handrail is to be mounted with support posts extending at least 300mm from the top and bottom of the ramp landing at the same heights. Fixings of the handrail are to comply with BS EN 1991 – 1 -1.

<u>Proposed Handrails – Stairs from Ticket Office – Double Handrails</u>

1.7.6 The stairs from the Ticket Office currently have handrails at a height of 900mm. Low-height handrails should be provided to buildings as specified within BS 8300. The installation of second handrails at a height of 600mm provides support at a lower height.

1.7.7 It is necessary to install handrails as specified by BS8300 along the stairs, as currently it has existing full height handrails of a heritage style in place at either side of the stairs. One side is affixed to the existing heritage style railing and the other is affixed to the façade of the station. The installation of double compliant handrails at a height of 900mm provides support at a higher height and installed at a height of 600mm which provides support at a lower height on both sides of the stairs, which will not only provide support but also ensure compliance with accessibility standards.

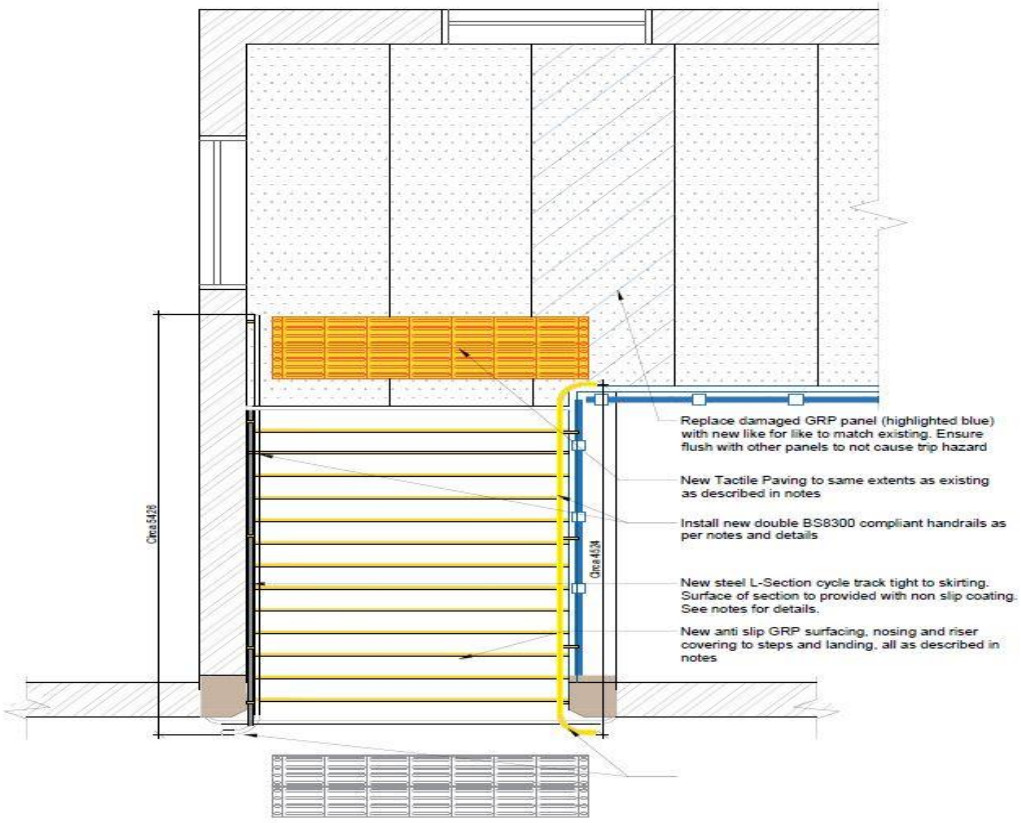


Image 10 – Proposed plan of new installations of handrails to stairs from Ticket Office

1.7.8 Dewsbury Railway Station is Grade II Listed, the installation of a handrail should have limited impact to the architectural significance of the building.

1.7.9 The handrails will be fixed to their existing positions at a height of 900mm and 600mm extending at least 300mm from the top and bottom of the stairs. Fixings of the handrail are to comply with BS EN 1991 – 1 -1.

Proposed Handrails – Sections

1.7.10 Handrails should be provided on ramps and stairs as specified in Approved Document B for building regulation compliance. There are currently no handrails present to ramp leading to the station building and singular existing handrails leading from the Ticket Office to platform 1. As the building is Grade II Listed any proposed works to implement handrails should be assessed in relation to the impact, they may have on the building's architectural significance.

1.7.11 The stepped access at the station leading to platform 1 does not vary in riser height, but it only features one existing handrail on both sides of the stairs leading from the Ticket Office. This setup poses significant challenges for individuals with physical disabilities and mobility issues, as they may struggle to navigate the stairs safely and comfortably without the necessary support and guidance provided by additional handrails.

1.7.12 Enhancing the accessibility of the stepped access leading to platform 1 by installing handrails on both sides of the stairs in accordance with accessibility guidelines would greatly improve the overall safety and ease of use for all passengers, particularly those with physical difficulties.

1.7.13 Dewsbury Railway Station has had previous incidents of people falling and tripping to stepped access, incidents can be mitigated by introducing handrails (including double height rails) to the access route. Handrails to stepped access should be easily gripped, providing sufficient

forearm support and comfortable to touch. The station currently operates a passenger assist service, it has been raised that there is currently little facility for passengers dropped off at the station, handrails will significantly benefit users of the service.

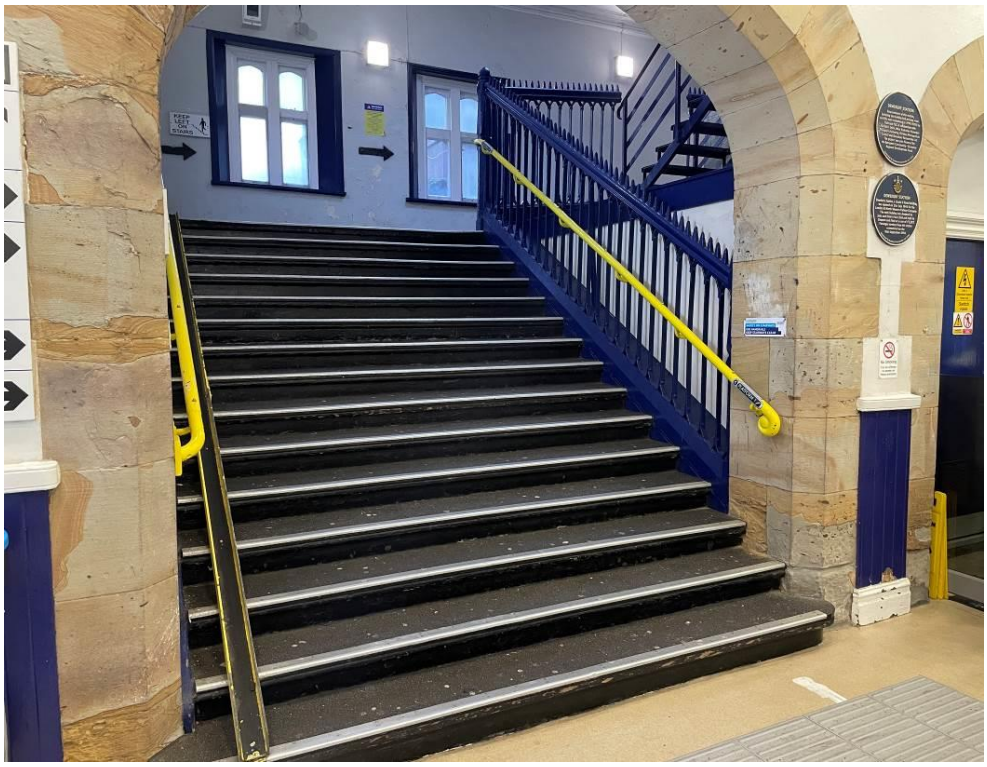


Image 11 – Existing handrails to stepped access

1.7.14 Our proposed design includes double height handrails to both sides of the ramp. This is to improve access when entering the station from Milton Walk. The top rail will be 900mm from the raking surfacing and the mid height rail will be 600mm from the raking surfacing.

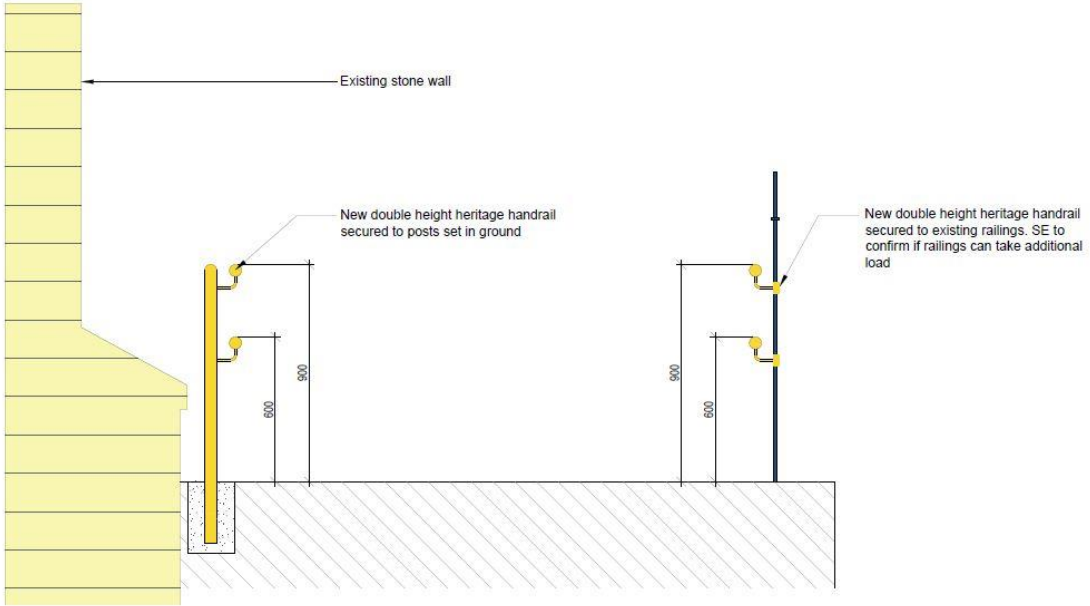


Image 12 – Proposed handrails to ramped access (section)

1.7.15 Handrails to the stepped access are to be affixed to the façade and existing railing. The top handrail will be 900mm from the step riser. The mid-height handrail will be 600mm from the step riser.

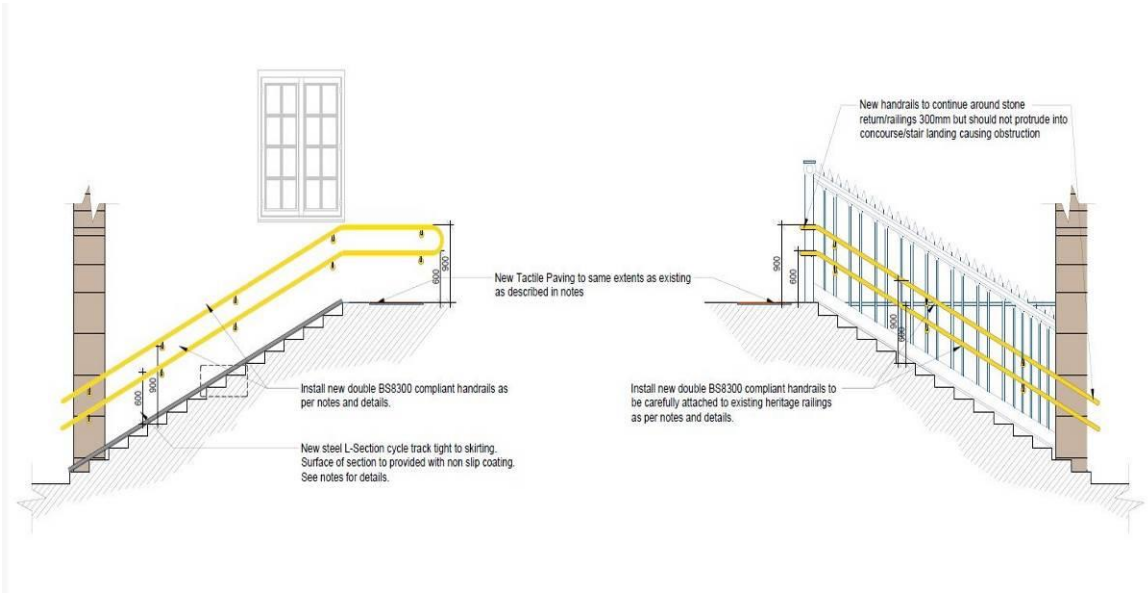


Image 13 – Proposed handrails to stepped access (section)

Tarmac Resurfacing

1.7.16 Tarmac resurfacing plays a critical role in ensuring accessibility for individuals with disabilities and those with mobility challenges. Maintaining proper tarmac surfaces is essential for creating a more inclusive environment where everyone can move around safely and independently. Uneven or damaged tarmac can pose significant barriers for all uses as well as wheelchair users, people with walking aids, or those with visual impairments.

1.7.17 By implementing tarmac resurfacing to address issues such as potholes cracks, and uneven surfaces, we can improve accessibility for all members of the community. Investing in the maintenance and improvements of tarmac surfaces not only enhances safety but also promotes equality and ensures that everyone has equal opportunities to navigate through the ramp access leading to the station building.

Image 14 – Crumbling and delaminating tarmac at top of ramp

Image 15 – Crumbling and delaminating tarmac at bottom of ramp

Proposed Tarmac/Coloured Resurfacing

1.7.18 The works to the ramp down from Milton Walk involve localised repairs to areas where the existing surface is badly worn, and potholes have appeared.

1.7.19 Robust repairs to each area with new build up to deal with any soft spots that may be present and have resulted in the deteriorated surfacing. The final locations for the works and full extent of localised repairs will be agreed on site with the client, station manager and design team.

1.7.20 As the key issues with the surface to the access route on the northern side of the station are around the upper and lower landing. These will be done in a tarmac of contrasting colour so it is clear where the ramp starts and ends. This will be extended onto the bridge area and up to the gatelines on the north side for completeness.

Step nosings and Treads – Stairs from Ticket Office

1.7.21 The existing nosings here presented issues with the slip resistance, it is important to regularly inspect and maintain them to ensure the safety and functionality of the stairs. Over time the existing step nosings have become worn and damaged posing hazards such as tripping or slipping for individuals using the stairs. It is crucial to address these issues with the existing step nosings/treads promptly by replacing them as needed.

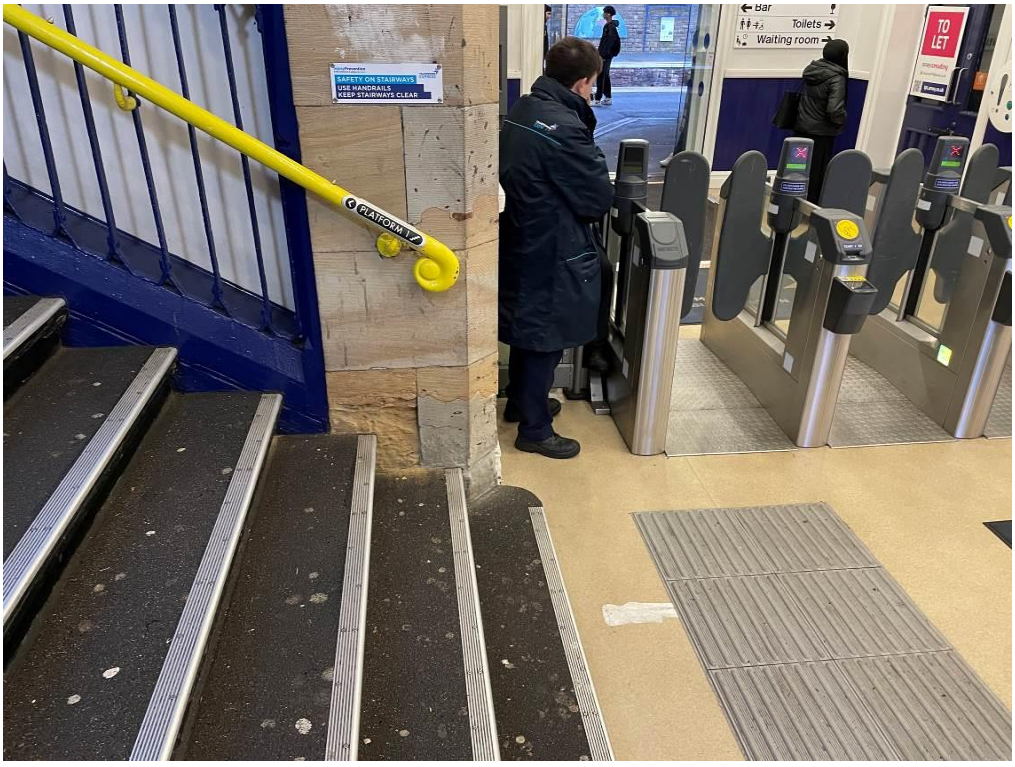


Image 16 – Existing step nosings & treads leading from the ticket office

Proposed Step nosings and Treads – Stairs from Ticket Office

1.7.22 When removing step nosings and treads to be replaced with new ones, it is crucial to ensure that the replacement process is carried out meticulously to maintain the safety and accessibility of the steps. Step nosings and treads are essential components of stairs, providing traction and visual cues to help individuals navigate the steps safely.

1.7.23 The overall integrity and functionality of the stairs preserved, reducing the risk of accidents such as slips and falls. Additionally, incorporating GRP anti slip nosings and treads on steps is

particularly important for enhancing accessibility.

1.7.24 GRP anti slip nosings and treads offer a non-slip surface that provides increased grip and stability, especially in wet or slippery conditions. This is crucial for individuals with mobility challenges, visual impairments, or other disabilities, as it helps them navigate the steps more safely.

1.7.25 Furthermore, GRP anti slip step nosings are durable, resistant to wear and tear, and require minimal maintenance, making them a cost effective and long-lasting solution for ensuring accessibility in Dewsbury Railway Station.

1.7.26 Supply and install GRP anti slip step nosings to the steps in colour contrasting white, apart from top and bottom nosings and either side of quarter landings which are to be yellow. Include for all fixtures and fittings as necessary and for all fixings to be set flush with the surface of the nosings.

1.7.27 Nosings are to extend to the full width of the steps, as shown on the plan, ensuring no trip hazards are present at the junction with the nosing and the paved surfacing.

1.7.28 Heavy duty anti slip GRP stair treads, coarse grit to be drilled & fitted to manufacturers guidelines including colour matching treads.

1.7.29 Treads are to extend to the full width and depth of the steps, as shown on the plan, ensuring no trips hazards are present at the junction with the treads and the paved surfacing.

1.7.30 The installation of GRP nosings on steps not only improves safety but also promotes inclusivity and ensures that everyone can access and use the stairs with ease.

Image 17 – Existing GRP Anti Slip Flooring leading from the Ticket Office damaged

GRP Anti Slip Flooring – Stairs from Ticket Office

1.7.31 The existing GRP panel on the floor is damaged, it is important to address the issue promptly to ensure safety and prevent further deterioration. Damaged GRP panels can pose risks such as

tripping hazards, reduced structural integrity, and aesthetic deterioration.

Proposed GRP Anti Slip Flooring – Stairs from Ticket Office

1.7.32 Installing GRP panel flooring as an accessibility improvement is of paramount importance due to several key reasons.

1.7.33 GRP panel flooring offers a high level of slip resistance, providing a safe and secure surface for individuals to walk on, especially in the existing area (Image 17) prone to moisture or spills.

1.7.34 This enhanced traction significantly reduces the risk of slips, trips, and falls making it a critical safety feature for people of all abilities, including those with mobility challenges. Additionally, GRP panel flooring is known for its durability and resilience, capable of withstanding heavy foot traffic and maintaining its integrity over time.

1.7.35 This longevity minimises the need for frequent repairs or replacements, resulting in cost savings and ensuring that the flooring remains accessible for a longer period. Moreover, the installation of GRP panel flooring promotes compliance with accessibility standards and regulations, contributing to the creation of an inclusive environment within the station building which caters to individuals' diverse needs.

1.7.36 Supply and install GRP anti slip flooring in grey to match existing adjacent sections. Include for all fixtures and fittings as necessary and for all fixings to be as per existing used to be set flush with adjacent panels, install as per manufacturer's instructions.

Cycle stair tracks – Ticket Office & Platform 1

1.7.37 Replace existing cycle track with a 100 x 100mm steel angle section as per detail indicated in drawing. Supply & install tight up to wall/skirting.

1.7.38 Surface to be coated in anti-slip coating such as Creative Resins '2K Anti Slip Paint' for Metal2K Acrylic Metal Matt Paint – 8018 or similar approved.

1.7.39 Section to be secured using suitable fixings into the stair treads where possible and not the existing wall, avoiding any fixings into the ornate stone arch in particular.

Tactile Paving

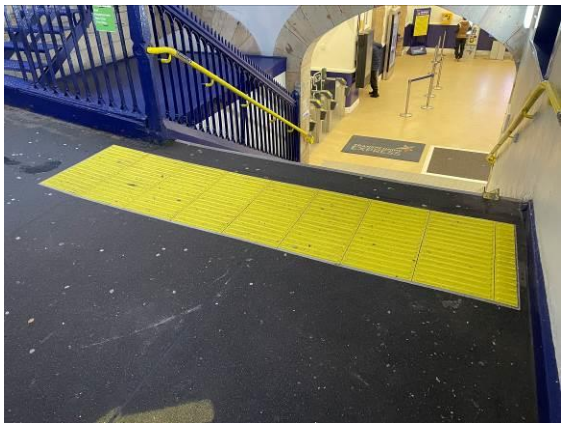


Image 18 – Tactile paving on top stairs

Image 19 – Tactile being replaced as slipping

1.7.40 Tactile paving provides warning of stepped access to people with visual impairments so that they can travel safely and independently. The station currently has existing provisions. Proposed works to the stairs leading from ticket office will include the implementation of replaced tactile paving to provide adequate facilities for those with visual impairments. We are aware that any implementation of such improvements must be considerate to the building and

its architectural / historical significance.

1.7.41 Replacement tactile paving is proposed to the top of stepped access in the 'newer' paving. We do not consider that implementing tactile paving to this surface will impact the stations architectural or historic significance. Corduroy Hazard Warning Surface mounted tactile to be used, colour yellow. Fixed as per manufacturer's instructions which is to be specified by Marshalls.

1.7.42 Ensure edges of paving is flush with surrounding GRP flooring to avoid creating a trip hazard.

Summary

1.7.43 Developing our designs has included numerous discussions and meetings with TransPennine Express. This has allowed us to consider each parties requirements and wishes to ensure a proposal is put forward that meets as many of these requirements as possible.

1.8.0 Planning Policies

1.8.1 This section summarises the relevant policy and guidance in consideration of this application. This comprises:

- National Guidance – The NPPF – December 2023
- Planning (Listed Buildings and Conservation Areas) Act 1990
- Local Policy Guidance – Kirklees Local Plan

The National Planning Policy Framework (NPPF)

1.8.2 The revised NPPF was published in December 2023 and is a material consideration in planning decisions. The NPPF sets out the Government's planning policies for England and how these are expected to be applied.

1.8.3 Relevant paragraphs to the proposal set out within the NPPF are listed below:

- High Quality Design

  Section 12 of the NPPF states that the creation of high quality places is fundamental to what the planning and development process should achieve.

  Paragraph 130 advises that planning policies and decisions should ensure that developments meet a number of design characteristics including:

  - Functioning well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
  - Be visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
  - Being sympathetic to local character and history, including the surrounding built environment and landscape setting;
  - Establish or maintain a strong sense of place, using the arrangements of streets, spaces, building types and materials to create, welcoming and distinctive places to live, work and visit;
  - Optimising the potential of the site to accommodate and sustain an appropriate amount of mixed development (including green and other public space) and support local facilities and transport networks.
  - Create places that are safe, inclusive and accessible, which will promote health and well-being, with a high standard of amenity for existing and future users.

- Heritage

  Section 16 of the NPPF sets out the relevant policies in relation to conserving and

enhancing the historic environment.

Paragraph 200 of the framework sets out the need for applicants to describe the significance of the heritage asset affected including any contribution made by the setting of the asset. The level of detail should be proportionate to the assets' importance, with an understanding of the proposals impact on the significance of said asset.

Dewsbury Railway Station is a Grade II Listed Building and any proposed works require the upmost regard to the significance of the asset and its surroundings. Our proposals have been developed through a thorough assessment of the station, with all access improvement elements chosen on the basis of a uniform heritage design sympathetic with that of the existing site and area, negating any adverse impact of interventions.

Paragraph 205 states that when assessing the impact of proposed development on significance, great weight should be given to the asset's conservation; irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Proposed access improvements have been selected with the intention of conserving the significance of the station whilst addressing the need for an inclusive, accessible entrance.

Paragraphs 206 and 208 state that any harm to the significance of a designated heritage asset should require clear and convincing justification, with potential harm weighed against the public benefits of the proposal.

Any potential harm to the significance of the station as a result of proposed works will be justified by the improved accessibility to the station. The station serves the public and as of current does not provide a level of accessibility that can considered inclusive and safe upon entrance. Our works, formed with the intention of preservation will drastically improve access to the station and any potential harm should be weighed against the much needed improvement in accessibility.

1.8.4 The proposals meet these key objectives of the National Planning Policy Guidance, with further discussion on the proposals detailed in section 1.7.0 of this document.

Planning (Listed Buildings and Conservation Areas) Act 1990

1.8.5 The Planning (Listed Buildings and Conservation Areas) Act 1990 is an act of Parliament with a particular focus on listed buildings and conservation areas. The act provides control for the demolition, alteration or extension of buildings, objects or structures of particular architectural or historic interest, as well as conservation areas.

1.8.6 Section 16(II) of the act provides the objectives in forming a decision on applications. In considering whether to grant listed building consent for any works the local planning authority or the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

1.8.7 Section 72(1) of the act presents the duty that in respect of any building or land within a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

1.8.8 Dewsbury Railway Station is located within the Dewsbury Town Centre conservation area. Proposed works incorporate step nosings & treads, replacement of GRP anti-slip flooring, replacement cycles stair tracks, replacement tactile paving, tarmac resurfacing and additional handrails to the stepped access leading from ticket office and ramp down from Milton Walk.

1.8.9 The proposals consider the principles set out in the act, providing accessible provisions that

allow for inclusivity, with minimal impact to the architectural and historical features of the building.

Local Planning Policy

1.8.10 With respect to the proposed development, the Local Plan for Kirklees Council was adopted in February 2019 and guides the future development of the area in the period up to 2031. The policies below are considered relevant to this application.

- Policy LP24 – Design: good design is fundamental to making places more attractive, sustainable, safe and accessible. The way building and spaces are designed improves the built and natural environment. There is a note within the plan '*the needs of a range of different users are met, including disabled people, older people and families with small children to create accessible and inclusive places;*'
- Policy LP35 – Historic Environment: which sets out a strategy for the conservation and enjoyment of the historic environment. Consideration will be had where the benefits of the proposal outweigh the effect on the heritage asset.
- Policy LP47 – Healthy, active, and safe lifestyles: which aims to create an environment that supports healthy, active, and safe communities and reduces inequality. It is specifically noted that healthy active and safe lifestyles will be enabled by: 'creating high-quality and inclusive environments incorporating active design and the creation of safe, accessible and green environments'.

1.9.0 Design Statement

1.9.1 AHR Building Consultancy have undertaken previous design works at a number of stations occupied by TransPennine Express. We have also undertaken adaptations of other Listed Buildings across the rail network and are aware of the historic status of the railway station and overall network.

1.10.0 Access Statement

Approach to Inclusion

1.10.1 Within the services sector, integration and accessibility for visitors with disabilities is firm government policy. This policy places a duty on service providers and the aspiration and expectations of the general public. Implementation of this policy requires barrier free environments and support mechanisms to deliver services and manage resources.

1.10.2 The implications of the Equality Act are that service providers should make 'reasonable adjustments' to change the physical features of their premises so that there are no physical barriers which prevent the services from being used or make it unreasonably difficult to do so.

1.10.3 Improvement works will make reasonable provision to ensure that the building is accessible and usable. People, regardless of disability, age or gender, should be able to gain access to the building and to gain access within buildings and use their facilities. This will, however, be subject to the restrictions of the existing building layout and fabric.

The Equality Act 2010

1.10.4 The Equality Act 2010 provides a legal framework that protects the rights of individuals and advances the equality of opportunity for all. People and organisations who own, manage and occupy historic buildings in England and have duties under the service provider, employer, education and other provisions of the act, need to ensure that they do not discriminate against people with protected characteristics.

1.10.5 The act provides a duty to service providers to take positive steps ensure that disabled people can access services at a standard that is as close as possible to that offered to the public at large.

1.10.6 Proposals to the station ensure that the station is easily accessible to all by providing the reasonable facilities to the required standard for access.

Summary

1.10.7 The management of access within the building is understood to be an ongoing process which does not end when the building is in use. To support the day to day management of the building in operation, robust policies will be put in place to support inclusion in accordance with the rationale of the Equality Act. Examples of such measures include carrying out regular building and user audits to identify obstructions, ensuring signs are regularly checked and updated and maintaining door furniture.

1.10.8 Accessibility legislation with respect to railway stations places a great deal of responsibility on those providing, running and maintaining the facilities. This access statement is intended to clarify the interpretation that the design team has placed on the access requirements in relation to planning issues.

1.10.9 Accessibility legislation makes it clear that reasonableness is a key ingredient in determining what is to be done in each circumstance. This strategy and statement embody what is considered to be reasonable in terms of providing the services, facilities and support at the railway station.

1.10.10 As time passes, the interpretation of what is deemed reasonable changes and the access strategy will need to be reviewed in order to reflect this, together with any changes to legislation. However, in the current circumstances we consider that these proposals will provide a flexible, accessible, affordable environment for all.

1.11.0 Construction Waste

1.11.1 Contractors and sub-contractors are required to make all reasonable efforts to effectively recycle strip-out and waste materials arising from this project. As a minimum, TransPennine Express expects to see the following recycled to either a Local Authority or a private local recycling centre located within the district or authority where the project is being carried out:

- Plastics
- Wood
- Plasterboard
- Glass
- Bricks, blocks and tiles
- Waste packaging material
- Concrete, demolition rubble and soils
- Metals

1.11.2 Contractors are also directed to the WRAP (Waste and Resources Action Programme) guides.

1.12.0 Drawing Register

1.12.1 The following drawings should be read in conjunction with this report:

AHR Building Consultancy drawings:

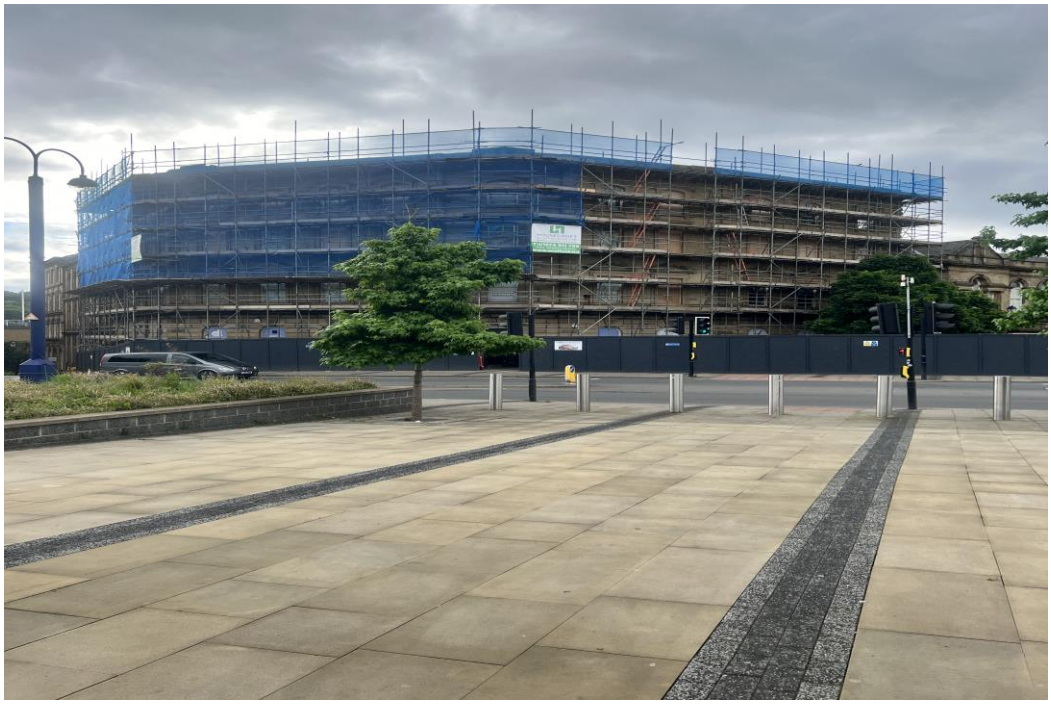
- TPE-AHR-DEW-00-DR-A-1001- Site Location Plan
- TPE-AHR-DEW-00-DR-A-1002- Existing and Proposed Ramp from Milton Walk
- TPE-AHR-DEW-00-DR-A-1003- Works to Platform 2 Stairs
- TPE-AHR-DEW-00-DR-A-1004- Works to Platform 1 Stairs

A Appendix A: Photograph Schedule

Photograph 1 – Station main entrance

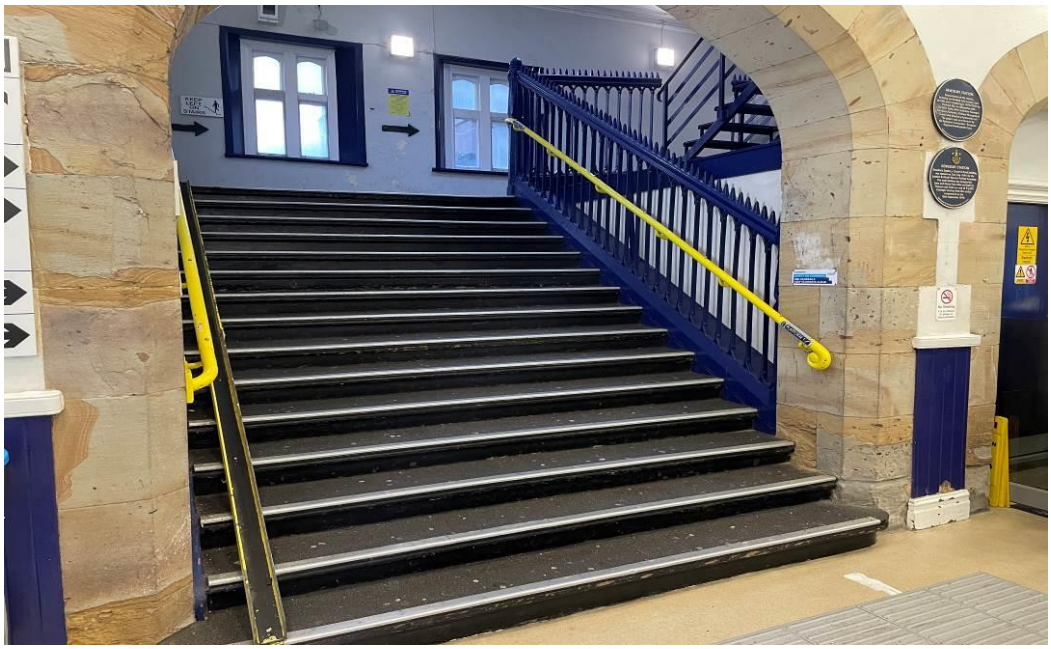
Photograph 2 – Adjacent from the station to The West Riding Pub

Photograph 3 – View of entrance from the south (taxi drop off / pick up area)



Photograph 4 – View of County Court Building

Photograph 5 – No handrails to existing ramped access off Milton Walk



Photograph 6 – Existing handrails to stepped access

Photograph 7 – Crumbling and delaminating tarmac at top of ramped access

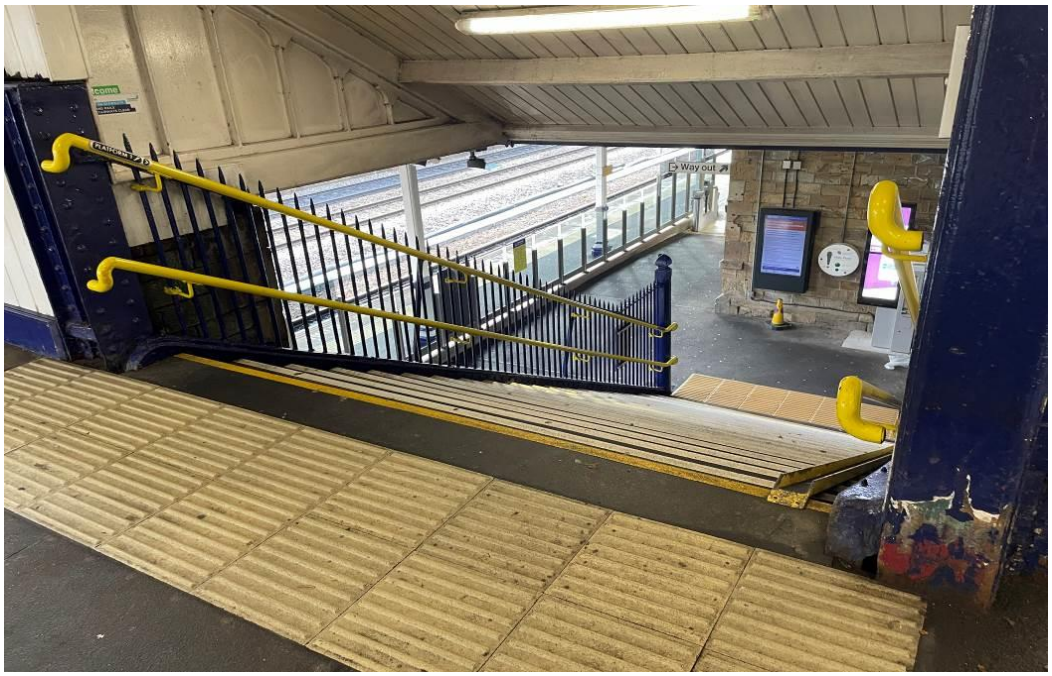
Photograph 8 – Crumbling and delaminating tarmac at bottom of ramped access

Photograph 9 – Existing step nosings & tread leading from the ticket office

Photograph 10 – Existing GRP Anti Slip Flooring leading from the Ticket Office causing people to slip

Photograph 11 – Tactile paving on top stairs causing people to slip

Photograph 12 – Footbridge leading from ticket office to platform 1 or ramped access.



Photograph 13 – Stairs leading from footbridge to platform 2, along with cycle tracks on the stairs

Photograph 14 – Main entrance to Dewsbury Railway Station