

**KIRKLEES METROPOLITAN COUNCIL
INVESTMENT & REGENERATION SERVICE**

DEVELOPMENT MANAGEMENT

Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) – SECTION 16

DELEGATED DECISION TO DETERMINE APPLICATIONS FOR LISTED BUILDING CONSENT

Reference No:	2024/65/91795/E
Site Address:	Dewsbury Railway Station, Wellington Road, Dewsbury, WF13 1HF
Description:	Listed Building Consent for accessibility works (within a Conservation Area)
Recommending Officer:	Sue Brooks

DECISION – CONSENT GRANTED

I hereby authorise the approval of this application for the reasons set out in the officer's report and recommendation annexed below in respect of the above matter.

Helen Bower

AUTHORISED OFFICER

Date: 12-Aug-2024

Officer Report

Site Description

Dewsbury Railway Station is Grade II listed and was constructed for the London & North-Western Railway Company in 1848 with later extensions and alterations. It is located within the Dewsbury Town Centre Conservation Area, with the platforms extending beyond the conservation area boundary.

The site consists of the main two-storey station building, with the former waiting rooms, now the West Riding Public House attached at the southern end. Within the station are two platforms, 1 (to Leeds) and 2 (to Huddersfield). These are connected by a footbridge which was constructed in the 1880's. A sloping ramp leads from Platform 1 up to Milton Walk to the north-west, which is within the conservation area.

Description of Proposal

The proposal is for alterations to the station to improve access to the platforms. Improvements include:

- Replacement of tactile paving to the top steps and installation of double handrails to the internal stairs from the ticket office.
- Install new step nosings and treads to steps leading from the ticket office.
- Localised replacement flooring at the top of the stairs from the ticket office with GRP Anti Slip flooring.
- Replacement cycle tracks on the stairs from the ticket office and to platform 1.
- Existing ramp located at Milton Walk – double handrails to be installed to other side.
- Localised tarmac repairs on existing ramp located at Milton Walk.

History of negotiations / amendments received

None.

Relevant Planning History

2022/91212 - Listed Building Consent for works including platform extensions and re-surfacing, extended canopies to both platforms and screening to rear wall of Platform 2, new waiting shelter on platform 2, strengthening of footbridge and full enclosure to Leeds-side elevation, alterations to disused subway, provision of overhead electric catenary throughout the station, new lighting

and public address system (within a Conservation Area) –
Consent Granted.

Access Considerations

None.

Climate Change Emergency

On 12th November 2019, the Council adopted a target for achieving 'net zero' carbon emissions by 2038, with an accompanying carbon budget set by the Tyndall Centre for Climate Change Research. National Planning Policy includes a requirement to promote carbon reduction and enhance resilience to climate change through the planning system and these principles have been incorporated into the formulation of Local Plan policies. The Local Plan pre-dates the declaration of a climate emergency and the net zero carbon target, however it includes a series of policies which are used to assess the suitability of planning applications in the context of climate change. When determining planning applications, the Council will use the relevant Local Plan policies and guidance documents to embed the climate change agenda.

The proposed alterations are for access improvements to Dewsbury Station. This work is not considered to have any impact on carbon emissions and therefore it is felt that climate emergency requirements are not relevant in this instance.

Consultation Responses

Officer report has been compiled by the Senior Conservation and Design Officer.

Representations

The application has been publicised with a site notice and a press notice. No representations have been received.

Date site notice expired: 02/08/2024

Publicity expiry date: 08/08/2024

Policies

The building is Grade II listed and therefore Section 16(2) of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) applies. This requires the Local Planning Authority to 'have special regard to the desirability of preserving the building or its setting or any features of a special architectural or historic importance which it possesses'.

Kirklees Local Plan

The statutory Development Plan for Kirklees is the Local Plan (adopted 27th February 2019). The following policies are considered relevant to this application:

- LP 1-Achieving Sustainable Development
- LP 2 – Place Shaping
- LP 24 – Design
- LP 35 – Historic Environment

National Policies and Guidance

National planning policy and guidance is set out in National Policy Statements, primarily the National Planning Policy Framework (NPPF) published 20 December 2023, the Planning Practice Guidance Suite (PPGS) first launched 6th March 2014 together with Circulars, Ministerial Statements and associated technical guidance.

- Chapter 2 Achieving sustainable development
- Chapter 12 Achieving well-designed places
- Chapter 16 Conserving and enhancing the historic environment

Assessment

The proposal is for alterations to the station to improve access to the platforms. Improvements include:

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- Localised replacement flooring at the top of the stairs from the ticket office with GRP Anti Slip flooring.
- Replacement cycle tracks on the stairs from the ticket office and to platform 1.
- Existing ramp located at Milton Walk – double handrails to be installed to other side.
- Localised tarmac repairs on existing ramp located at Milton Walk.

These proposals are assessed below.

Stairs from ticket office

Minor alterations are proposed to these stairs, with like for like GRP panel and tactile surfacing replacement which are straightforward repairs, along with new anti-slip surfacing and nosings to the steps to replace existing.

New double handrails are proposed to the stairs from the ticket office to replace the existing single handrails and conform to BS8300. These are fixed as existing, with minor interventions where additional fixing holes may be required.

An existing cycle channel is fixed to the steps, and a replacement channel is proposed closer to the skirtings and less visible. This is a reversible intervention.

All of the proposals above have a negligible or neutral impact on the significance of the building.

Platform 1 stairs

As above, a replacement cycle channel is proposed. This is set against the skirting and is fully reversible, so the impact on significance is neutral.

Ramp from Milton Walk

The ramp leading from the station to Milton Walk is an external footpath with a stone retaining wall on the north-west side and a wrought iron railing on the south-east side. There are no existing handrails and therefore this application proposes to improve accessibility and safety by installing a new double handrail on each side of the ramp to conform with British Standards, with rails at a height of 600mm and 900mm. Each rail is painted yellow to differentiate it from the background. The north-west handrail posts are fixed into the ground to avoid damage to the wall, and the south-east handrail is fixed to the railing.

Localised repairs and resurfacing are proposed to the ramp, along with coloured tarmac laid at each end to contrast with the grey tarmac and indicate the start and end of the ramp.

The ramp leads directly into the station building and is of relatively low significance, although the wrought iron railings appear to be historic. The proposals above will cause negligible harm to the significance of the station and character of the conservation area. The contrasting colour will make the new interventions prominent, but the surface finish is not historic, and the railings could easily be dismantled if they become redundant.

Conclusion

Paragraph 205 of the NPPF states that:

“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 208 goes on to state that:

“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.”

The proposed interventions are designed to improve accessibility within the public areas of the building by providing visual contrasts between level changes, introducing and repairing anti-slip surfaces, and providing double height handrails to the stairs and ramp where these are not already in place. Where these are repairs or straightforward replacements there is no impact on significance, but where new measures are introduced, they lead to less than substantial harm to the significance of the listed building. This harm is slight as they are designed to match existing interventions and they can be removed without damage if they become redundant. The public benefits of providing improved accessibility and creating a safe environment, with minimal interventions to the historic fabric, outweighs the slight harm and the proposal is therefore acceptable.

Section 16(2) of the Planning (Listed Buildings and Conservation Areas) Act requires that the Local Planning Authority 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.

As the proposed works are minimal, justified and reversible, it is felt that the architectural and historic interest of the listed building is preserved.

Section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires special attention to be paid to the desirability of preserving or enhancing the character or appearance of that area.

The proposed works are mostly to the interior of the building and therefore the character and appearance of the conservation area is preserved.

It is therefore concluded that the proposed development accords with the requirements of policies LP1, LP2, LP24 and LP35 of the Kirklees Local Plan,

policies within Chapters 2, 12 and 16 of the National Planning Policy Framework and Section 16(2) of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended).

This application has been assessed against relevant policies in the development plan and other material considerations. It is considered that the public benefits of the proposal outweigh the slight harm and is therefore recommended for approval.

Recommendation Grant Consent

Decision Authorisation - Delegated Powers

Application Number – 2024/91795

Officer Recommendation – Grant Consent

Conditions and Reasons:

1. The development shall be begun within three years of the date in which this consent is granted.

Reason: Pursuant to Section 18(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990, as amended by the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out in complete accordance with the plans and specifications schedule listed in this decision notice except as may be specified in the conditions attached to this permission, which shall in all cases take precedence.

Reason: To ensure the satisfactory appearance of the development on completion to retain the significance of the designated heritage asset and to accord with Policy LP35 of the Kirklees Local Plan, as well as Chapter 16 of the National Planning Policy Framework.

Plans and specifications schedule: -

Plan Type	Reference	Version	Date Received
Design, Access and Heritage Support Statement	BC.HUD.2023.00091.003		2 July 2024
Existing and proposed ramp from Milton Walk	TPE-AHR-DEW-00-DR-A-1002		26 June 2024
Works to platform 1 stair	TPE-AHR-DEW-00-DR-A-1003		26 June 2024
Works to platform 1 stair	TPE-AHR-DEW-00-DR-A-1004		26 June 2024
Location Plan	TPE-AHR-DEW-00-DR-A-1001		26 June 2024

Pursuant to article 35 (2) of the Town and Country Planning (Development Management Procedure) Order 2015 and guidance in the National Planning Policy Framework, the Local Planning Authority have, where possible, made a pre-application advice service available, complied with the Kirklees Development Management Charter 2015 and otherwise actively engaged with

the applicant in dealing with the application. The submitted plans are felt to be acceptable.

Report Dated:

12 August 2024