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

Dewsbury Station Secondary Means of Escape (SME) – Heritage Statement

Network Rail

TP/LNE/2025-112

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1. INTRODUCTION

1.1 Report objectives

1.1.1 The Trans-Pennine Route Upgrade (TRU) (herein referred to as the 'Programme') is a programme of works which will improve the Trans-Pennine railway between Manchester, Huddersfield, Leeds and York and improve connections between key towns and cities across the north of England. The section of the Programme between Westtown (Dewsbury) and Leeds is known (and henceforth referred to) as the W4 Scheme; it will contribute to the overall TRU aims of increasing service capacity and offering journey time benefits through key objectives such as:

- Electrification of the line;
- Increase in line speeds;
- Remodelling of stations including platform extension works at Dewsbury and Morley, as well as the construction of a new footbridge to replace the existing station subway at Batley;
- Replacing the existing Lady Anne level crossing north of Batley with a footbridge;
- Strengthening of railway and highway bridge decks; and
- Alterations to bridge structures, including raising the height of parapets and the attachment of OLE fixings.

1.1.2 Under the Planning (Listed Buildings and Conservation Areas) Act 1990, consent is required from the local planning authority for any proposed works that would affect the character of a Listed Building. In April 2022, a Listed Building Consent (LBC) (ref: 2022/65/91212/E, approved on 6 April 2022) was granted at the Grade II Listed Dewsbury Station (NHLE 1300394) to undertake a number of works that will enable the overall objectives of TRU to be fulfilled at the Station. Subsequent to the granting of the LBC, new Network Rail Fire Safety Guidelines[1] came into effect. Under the new fire safety standards, additional Secondary Means of Escape (SME) are required at Dewsbury Station.

1.1.3 This Heritage Statement has been compiled in support of an application for Listed Building Consent by Network Rail in respect of the proposed Secondary Means of Escape (SME) at the Grade II Listed Dewsbury Station (NHLE 1300394), Kirklees, West Yorkshire. A location plan is provided in Appendix A.

1.1.4 Dewsbury Station was designated as a Grade II Listed building in November 1977. The Historic England list description (included in full in Appendix B) names the Listed Building as "Dewsbury Railway Station, Entrance building, Platform building and Canopies, Footbridge and South West office". Throughout this Heritage Statement the structure is referred to as "Dewsbury Station".

1.1.5 This Heritage Statement will seek to:

- Identify and discuss the heritage significance of the listed structure;
- Present the design requirements of the Scheme at the structure;
- Present the process of design development and optioneering which has led to the design proposal for the Scheme in relation to the structure;
- Identify the impacts of the design proposal on the significance of the structure, in the context of current national and local planning policy and guidance;

[1] Network Rail, June 2024, *Fire Safety at Stations: Design Manual (NR/GN/CIV/300/03)*.

- Discuss any mitigation and/or compensation recommended in relation to the structure; and
- Consider the public benefits to be gained from the Scheme, weighed against the impact on significance of the Listed Building, in line with the National Planning Policy Framework, (as revised 2024) and Kirklees Local Plan, 2019.

1.2 Current conditions

1.2.1 Dewsbury Station is an operating railway station, located c. 150m west of the town centre in Kirklees, West Yorkshire. The Station contains the UP rail line to Huddersfield and the DOWN line to Leeds.

1.2.2 A visual examination of the retaining wall, located across the back of Platform 1, was undertaken in 2017. It assessed the retaining wall to be in generally good condition, with only isolated areas of distress. The report identified some minor defects including a vertical fracture on the northern end of the retaining wall, vegetation to the southern end and displacement of some coping stones.



Insert 1-1 Platform 1 southern end retaining wall

1.2.3 The Station was subsequently subject to a conditions and deficiencies report in 2020 which revealed a number of defects including to the platforms, the footbridge and the canopies. It also confirmed the condition of the Platform 1 retaining wall with similar observations to the 2017 report. There is a pedestrian access route from Eightlands Road (off Ashworth Road) to Platform 1, the route is surfaced with tar macadam which is in a fair condition. This access route is a non-compliant gradient of approximately 1:10 which is greater than the 1:20 standard for railway stations.

1.3 Summary of proposal

1.3.1 In light of the recently consented platform and canopy extensions at Dewsbury Station (ref: 2022/65/91212/E, approved on 6 April 2022), Fire Engineers have identified a fire safety risk as well as an increased risk of fire radiation being captured beneath the extended canopies. As a result, three Secondary Means of Escape (SMEs) have been developed and proposed to ensure adequate evacuation measures at the Station. Two SMEs are proposed at either end of Platform 1, and one on Platform 2[2].

1.3.2 The proposals for additional SMEs at Dewsbury Station have been developed in consultation with Kirklees Council through a process of rigorous optioneering to ensure the progressed design would meet safety and operational requirements, whilst minimising the impact on the heritage significance of the Station. The proposals would ensure that the previously consented proposals for platform and canopy extensions at Dewsbury Station can be undertaken safely whilst still facilitating the wider requirements of TRU and the associated economic, environmental and social benefits.

1.4 Legislative and policy context

Legislation

1.4.1 The Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) governs the designation and works to listed buildings in England.

1.4.2 The Act states in **s.1 (5)**:

'In this Act "listed building" means a building which is for the time being included in a list compiled or approved by the Secretary of State under this section; and for the purposes of this Act—

(a) any object or structure fixed to the building;
(b) any object or structure within the curtilage of the building which, although not fixed to the building, forms part of the land and has done so since before 1st July 1948, shall be treated as part of the building.'

1.4.3 Under the Act, no one is permitted to undertake or cause to be undertaken any works that would affect the character of a listed building unless the works are authorised. **Section 16** of the Act identifies that whether such works can be carried out is determined by the local planning authority or the Secretary of State:

'(1) Subject to the previous provisions of this Part, the local planning authority or, as the case may be, the Secretary of State may grant or refuse an application for listed building consent and, if they grant consent, may grant it subject to conditions.

(2) 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.

[2] The Secondary Means of Escape proposed on Platform 2 falls outside of the boundary of the Listed Building and is therefore not subject to Listed Building Consent. The proposals for this platform, whilst mentioned in this Heritage Statement, will not be assessed as part of this LBC application.

(3) Any listed building consent shall (except in so far as it otherwise provides) ensure for the benefit of the building and of all persons for the time being interested in it.'

1.4.4 In relation to the granting of Listed Building Consent, **Section 17** of the Act stipulates that conditions attached to Listed Building Consent may include those with respect to:

'(a) the preservation of particular features of the building, either as part of it or after severance from it;

(b) the making good, after the works are completed, of any damage caused to the building by the works; [and]

(c) the reconstruction of the building or any part of it following the execution of any works, with the use of original materials so far as practicable and with such alterations of the interior of the building as may be specified in the conditions'.

1.4.5 It is also defined in s.17 (2) that a condition 'may also be imposed requiring specified details of the works (whether or not set out in the application) to be approved subsequently by the local planning authority or, in the case of consent granted by the Secretary of State, specifying whether such details are to be approved by the local planning authority or by him'.

1.4.6 The Act also states in **s.66 (1)**:

'In considering whether to grant planning permission or permission in principle for development which affects a listed building or its setting, the local planning authority or, as the case may be, 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'.

1.4.7 The Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) also governs duties of the local planning authority relating to conservation areas, particularly Sections 69, 72 and 74.

- **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

1.4.8 The National Planning Policy Framework (NPPF, 2024) provides the Government's national planning policy on the conservation of the historic environment, supported by the Planning Practice Guidance (updated July 2019)[3]. 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 207-216.

[3] It was published in March 2021 and revised in July 2021.

1.4.9 The following paragraphs as set out in the NPPF include key provisions considered of particular importance to this application.

- **Paragraph 207 -** *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 212 -** *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 213 -** *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 214** - *Where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:*

  a) the nature of the heritage asset prevents all reasonable uses of the site; and

  b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and

  c) conservation by grant-funding or some form of not for profit, 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.
- **Paragraph 215 –** *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 216 –** *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*.

1.4.10 The National Planning Practice Guidance (Historic Environment) (PPG,2014) 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 made in 2018/19 to NPPF policy.

Local policy

1.4.11 The Kirklees Local Plan was adopted in February 2019 and is now the statutory development plan for Kirklees providing a set of planning policies.

1.4.12 Kirklees Council recognises that *heritage assets are an irreplaceable resource and should*

aim to conserve them in a manner appropriate to their significance[4]. 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;
   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

[4] 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.

1.5 Consultation

1.5.1 Kirklees Council have been involved in ongoing stakeholder consultation with Network Rail through the development of the Trans-Pennine Route upgrade between Dewsbury and Leeds.

1.5.2 Meetings with the Council have been held to discuss design development of the SMEs in relation to their impact on Dewsbury Station. Meetings and key correspondence have taken place on the following dates:

- 20 November 2024 – TRU Heritage Working Group Meeting –Kirklees Council (Conservation) Engagement (introduction)
- 06 February 2025 – TRU Heritage Working Group Meeting –Kirklees Council (Conservation) Engagement (design development)
- 03 April 2025 – TRU Heritage Working Group Meeting –Kirklees Council (Conservation) Engagement (design development)
- 05 June 2025- TRU Heritage Working Group Meeting –Kirklees Council (Conservation) Engagement (historic loading platform)
- 25 July 2025- TRU Heritage Working Group Meeting –Kirklees Council (Conservation) Engagement (potential LBC conditions)

1.5.3 The meeting on **20 November 2024** introduced the requirement for the SME at Dewsbury Station to Kirklees Council. The design team presented the main drivers behind the new requirement, including the new fire safety guidelines that came into effect and shared some initial optioneering in terms of the SME locations. It was identified that for Platform 1, the preferred options would be the staircase to Milton Walk on the southern end and the pathway to Eightlands Road on the northern end (see **Error! Reference source not found.**. Insert 3-1 and Insert 3-4) An initial design for the staircase, comprising a stone clad structure, was also introduced. However, the Council requested to view additional design options for the staircase. During the meeting, it was also confirmed by the Council that the works would require a standalone new LBC.

1.5.4 Following up on the Council's request in the previous meeting, the design team presented further design development in the **06 February 2025** meeting in respect of the SME proposals, including material selection and aesthetics of the staircase. Two options were shared in relation to the staircase design. This included the stone clad structure option and a lighter trestle support option. The trestle support option was put forward as the preferred option by the design team due to construction and aesthetic concerns with the stone clad option. Although the Council preferred the simplified design afforded by the trestle support option, the industrial aesthetic of the design raised some concerns, and a request was made to further refine it. Proposals for the SME on the northern end of Platform 1 were also shared with the Council. No issues were raised around this.

1.5.5 In the **03 April 2025** meeting, the design team presented a refined design for the SME staircase. The refined design comprised of two simple support columns that would carry the stairs as opposed to the trestle structure previously proposed. This new design would maintain the more simplistic look that was appreciated by the Council, without the industrial aesthetic provided by the trestle option. This column option would also allow for the incorporation of architectural detailing from historic elements of the Station e.g. the detailing of the existing canopy columns. This would help mitigate any visual impacts and provide continuity in the design language used across the Station. The Council responded positively to this refined design option.

1.5.6 During the **05 June 2025** meeting, details of a historic loading platform at the northern end of Platform 1 were shared with the Council. The loading platform falls outside of the Listed

Building boundary and is thought to have been used to facilitate the good sheds nearby. The SME proposal on the northern end of Platform 1 will have minimal interaction with the historic platform. Due to the low impact nature of the proposal and the platform's location outside of the Listed Building boundary, it was agreed with the Council that a separate Historic Building Recording would not be required for this platform as part of this LBC application. There was an appreciation that the platform is appropriately recorded in previous Station inspection reports, and it was agreed that it would be sufficient to include additional photos from the inspection reports as an appendix to this Heritage Statement.

1.5.7 The **25 July 2025** meeting included a discussion around the level of detail submitted within the SME LBC application and likely conditions to be attached to the Listed Building Consent. As a result, further details were included within this Heritage Statement including ancillary equipment details and a Material Schedule.

2. HERITAGE ASSETS AND THEIR SIGNIFICANCE

2.1 Dewsbury Station (Grade II Listed, NHLE 1300394)

Historic background

History of the Trans-Pennine Route

2.1.1 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[5].

2.1.2 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.

2.1.3 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.

2.1.4 Dewsbury Station was constructed by the Leeds, Dewsbury & Manchester Railway, opening in September 1848. This line was constructed during the Heroic Age of railway building (1841-50)[6]. Opening in stages between 1846 and 1849, when railway mania was at its height, the Leeds, Dewsbury & Manchester Railway was constructed under the oversight of the principal engineer Thomas Grainger.

2.1.5 In 1847, the Leeds, Dewsbury & Manchester Railway along with the Huddersfield and Manchester Railway were absorbed into the London and North Western 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[7].

2.1.6 The history and significance of the Trans-Pennine Route is discussed at more length in the

[5] Alan Baxter Associates, 2019. TransPennine Route Upgrade Route-wide Statement of Significance. 14.
[6] Alan Baxter Associates, 2019. TransPennine Route Upgrade Route-wide Statement of Significance. 14.
[7] Alan Baxter Associates, 2017. Transpennine Route Statement of History and Significance: West of Leeds. 5.

Route-Wide Statement of Significance[8]. This was produced to characterise the overall heritage significance of the Trans-Pennine Route as a whole.

Dewsbury Station

2.1.7 The historic development of Dewsbury Station has been discussed at length in the *Dewsbury Station Statement of Significance* (AtkinsRealis, 2020), which will be submitted as a supporting document to this LBC application. As this LBC application is concerned with designing a new Secondary Means of Escape which has come about due to the consented canopy and platform design, therefore this section provides a summary of the key periods and events that pertain, primarily, to the platforms and the canopies.

2.1.8 The LNWR line, between Leeds and Dewsbury, formally opened on July 31st 1848 but it was not until September 18th 1848 during the Heroic Age of railway building (1841-50) that Dewsbury Station was opened. Insert 2-1 shows the original Station in the context of its surroundings. The original 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.



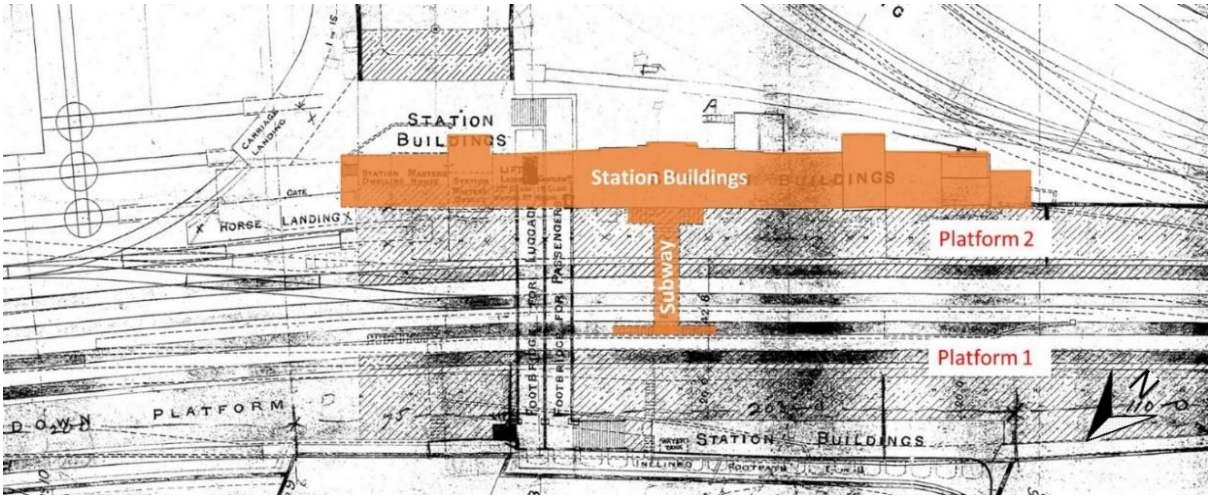
Insert 2-1 1850-51 Six Inch OS Map showing Dewsbury town and Station

2.1.9 Subsequent to its original opening, Dewsbury Station was subject to two major phases of expansion and alterations.

1848 Station

2.1.10 There are few archival resources relating to the original Station, but it is assumed that it was symmetrical in design with a main central gable and two symmetrical wings with smaller gables to the north and south (see below, Insert 2-2). These were subsequently removed in the 1880s and the 20th century respectively. The main Station buildings including the Station master's private dwelling were located on Platform 2.

[8] Alan Baxter Associates, 2019. TransPennine Route Upgrade: Route-wide Statement of Significance.



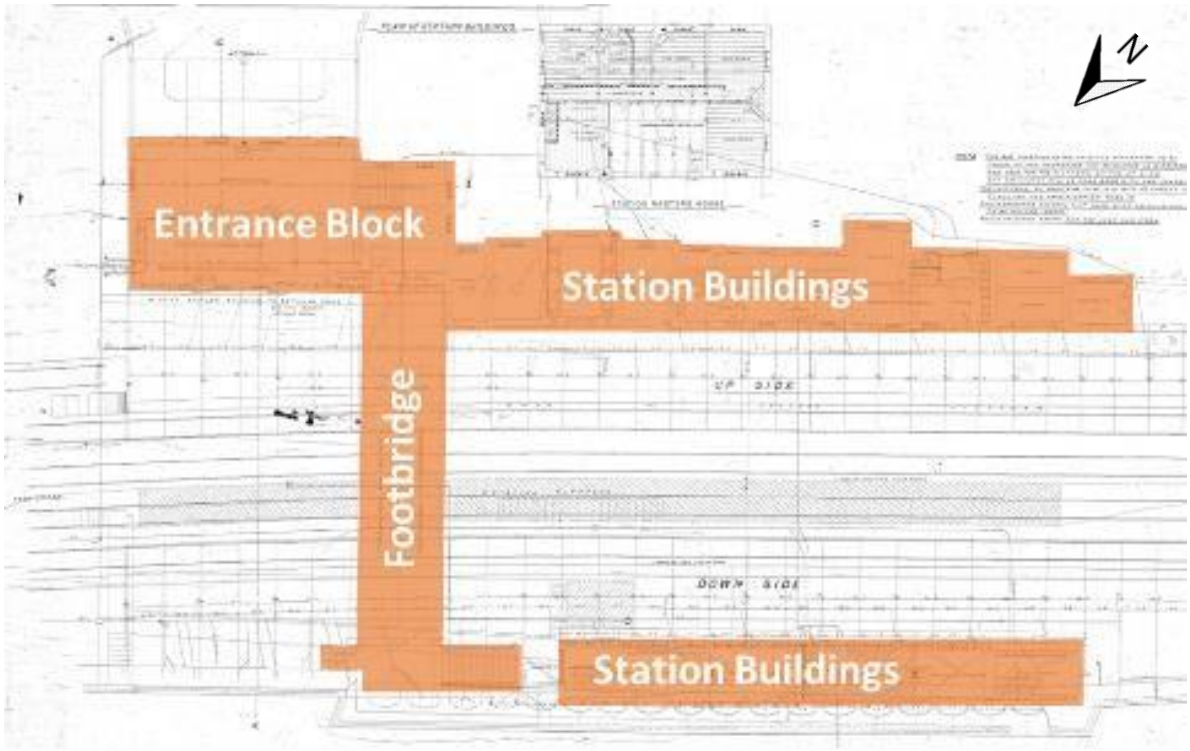
Insert 2-2 Presumed outline of original station (in orange).

2.1.11 Platforms 1 and 2 were connected by a subway, accessed through narrow stairs on both platforms. There was also a stretch of stairs on Platform 1 with passenger access to Eightlands Road. Direct access from the Country Court down to Platform 1 was also provided through a separate set of stairs north of the platform. A large goods shed was constructed north of the Station and a small goods yard was located south of the Station.

Enlargement during the 1880s

2.1.12 During the 1880s, Dewsbury's population more than doubled and passenger services at the Station became inadequate with the lack of waiting rooms and the narrow subway. Major works were undertaken to the Station between 1887-1889 (Insert 2-3). As part of these works, the subway was made redundant, and the Station platforms were joined by a new footbridge instead. Further facility buildings were installed on Platform 1 along with a retaining wall to support the front of the garden of the County Court and other properties along Eightlands Road.

2.1.13 New platform canopies extended through the platforms' length to provide shelter to passengers from adverse weather. Platform widths were modified to accommodate the four-tracking of the line, and the height of the platforms were also raised to provide greater convenience for people getting on the trains, especially the elderly.



Insert 2-3 1880s plan of the Station

2.1.14 On the Town Plan maps published in 1890 an additional loading platform is depicted to the north of Platform 1. It is likely that the platform would have been used to facilitate the good sheds nearby. The platform was accessed independently from the Station from Eightlands Road, through a masonry gate post with pyramidal coping stones. The loading platform was not physically linked to the passenger platform and terminated just to its north, enclosed by a curved boundary that abuts the Station's retaining wall. The loading platform remained visible on historic maps up until the mid-20th century (see Appendix C).

20th and 21st Century Incremental Change

2.1.15 A number of changes and alterations have occurred at the Station in the 20th and early 21st centuries (see Insert 2-4). These mainly comprised general internal layout re-arrangements and small improvements throughout the Station. These included the truncation of the platform buildings and canopies sometime between 1962 and 1978. In historic maps from 1950s and 60s the warehouse to the north of Dewsbury Station along Halifax Road was removed and in 1988 the warehouse and goods shed to the south-east of the railway tracks were removed and replaced by car parking at the front of the Station. The loading platform to the north of Platform 1 would have gradually declined in use, likely in tandem with the closure of the goods sheds and wider industrial activity in Dewsbury. In 1994, the old waiting room was converted into the West Riding Public House with minor alterations following in 2002. In 1999, a lift shaft and motor room were constructed on Platform 1 in coursed stone to match the existing 1880s masonry.



Insert 2-4 Figure showing indicative phasing of the Station's development

Description

2.1.16 A detailed description of Dewsbury Station, including its setting has been discussed at length in the *Dewsbury Station Statement of Significance* (AtkinsRealis, 2020), which will be submitted as a supporting document to this LBC application. The following sections therefore provide a summary of the key features pertaining to the proposed SME works.

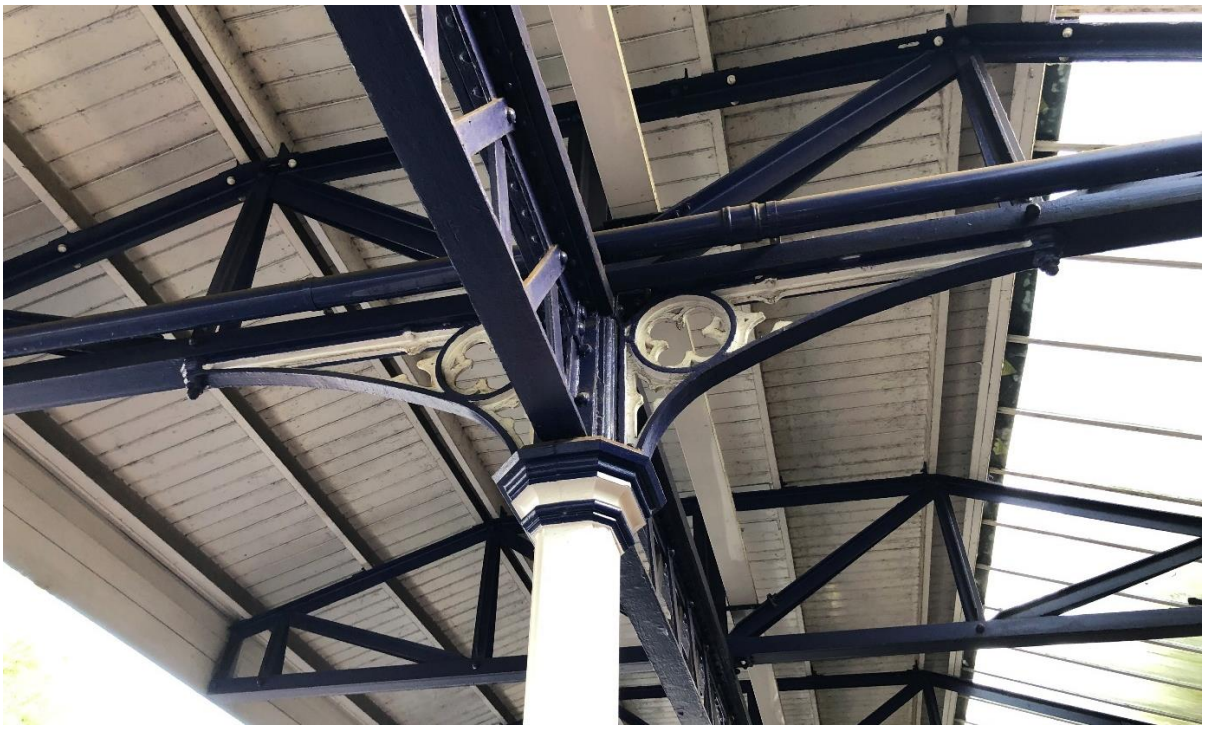
2.1.17 Dewsbury Station is located on the edge of a hillside within a railway cutting. The Station is enveloped by a retaining masonry wall along its western extent for most of the length of Platform 1, and a masonry wall to the east of Platform 2. The design of the Station on the west side, particularly the ramped entrance off Eightlands Road, responds to this topography. Historic linkages to the County Court via stairs off the footbridge and Eightlands Road remain extant albeit not in use. These are identified on historic maps and by the remains of historic gate posts on Eightlands Road.

2.1.18 As previously discussed, Dewsbury Station was originally constructed in 1848 in a Tudor architectural style, until the 1880s when a major phase of works took place to accommodate the expansion of the railway line and increase in passenger traffic. As a result, most of the historic fabric at the Station dates predominantly from this period. The current layout of Dewsbury Station remains largely unchanged from the 1880s footprint (Insert 2-3). The Station comprises two platforms; the eastern Platform 2 and western Platform 1, which are connected via a footbridge adorned with lattice parapets. The platform buildings and canopies were subsequently truncated in the mid-late 20th century which resulted in the shortening of the canopy spans and removal of historic cantilever valances which impacted the original symmetrical truss design. The surface of both platforms is largely asphalt, with no areas of historic paving or platform surface dating to the 19th century surviving. The retaining and boundary walls of the platforms are constructed of masonry, with the Platform 1 wall appearing to have been renewed at the southern end of the Station.

2.1.19 There is a significant portion of the platforms that is sheltered by canopies which extend for much of the lengths of the original 1840s Station building on Platform 2. The canopy over Platform 1 was truncated in the mid-late 20th century and has left approximately 40m of canopy coverage. They are supported by chamfered square columns, hip trusses and diagonal webs across the lateral truss members. They are adorned with Classical influenced capitals, ornate iron work corbels with quatrefoil design, and the timber on the canopy ends terminate in a toothed articulation (Insert 2-5 and Insert 2-6). Along with the Station footbridge, the canopies and their columns are distinctive features of the Station, visible from views along the platform.

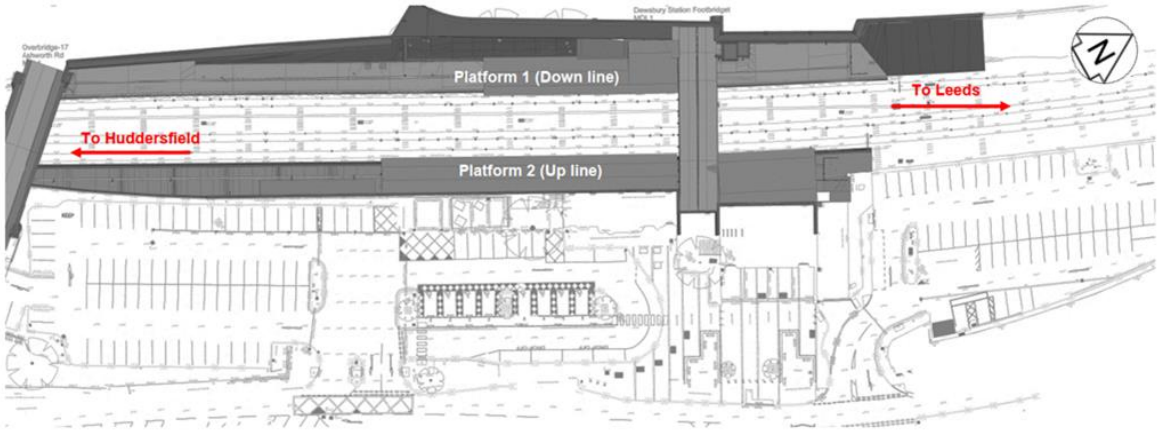


Insert 2-5 Canopy column detail



Insert 2-6 Column capital detail, quatrefoil and trusses

2.1.20 Historic features of the retaining wall behind Platform 1 also remain extant, including arched alcoves at the bottom of the stairs adjacent to the waiting rooms. These arches continue underneath the pathway up to Eightlands Road and are also visible atop the retaining wall further south along the platform.



Insert 2-7 Current Station's general layout

2.1.21 Along the northern extent of Platform 1 are the remains of a historic loading platform. This platform is thought to have been used by the neighbouring goods sheds and could be associated with the 1880s expansion works. What remains of the platform is the stone curved boundary wall and some platform surfacing. Whilst some of the stone on the wall appears similar in texture and appearance to the stone on the retaining wall, other sections have larger blocks of stone with thick mortar joints. The remains of the loading platform reflect the historic purpose of the Station, not only a passenger Station but also for the transportation of goods during the height of industrial activity in the town. Appendix C presents additional photos and historic mapping showing the loading platform.



Insert 2-8 Historic loading platform to the north of Platform 1 (Network Rail, March 2025)

Setting

2.1.22 The setting of Dewsbury Station has undergone some change since it was first established in the mid-19th century. The original setting was largely industrial to the south-east and north-east, commercial to the east, and residential to the west. The decline of the woollen industry in the 20th century has resulted in the removal of a majority of the industrial buildings in its context.

2.1.23 Whilst changes in the Station's wider context have occurred, its relationship with the County Court and properties along Eightlands Road remains intact. Eightlands Road has always retained the same alignment, today reflecting the street layout as at the time of the Station's enhancement in the 1880s. Whilst the street layout has changed, its relationship can still be understood through the secondary entrance to the north-west. Whilst their physical linkages

have since been severed, views towards the Station from this location contribute towards its setting. The adjacent historic townscape which is retained to the west side of the railway is restricted in this respect to the Grade II Listed County Court and the former Eightlands Well Public House to the north-west of the Station. Historic fortuitous visual relationships between the Station and these buildings survive, particularly evidenced in views towards and across the Station buildings from the Ring Road. Though no longer used, the historic walkway and steps connecting the Station and the County Court building also survive at the west end of the footbridge. The topography and retaining wall of the Station, along with vegetation screening, means that there are only limited views from the rear entrance on Eightlands Road down towards the platform. The only view which clearly evidences the platform arrangement of the Station is that afforded from atop Ashworth Road Overbridge (MDL1/17) along the length of the Station, though the height of the bridge parapets restrict this vista to a degree.

2.1.24 Views from within the Station, along the Station platform, also form an element of the Station's setting, though these are a less prominent in comparison to views towards the Station, primarily from the south-east. Nevertheless, such views capture the form of the buildings and structures and evidences the limited change in the station since the 1880s. The other notable views offered from within the Station itself are those from the footbridge out along the railway line where passengers can see down the railway line from both sides of the structure, which has seemingly always been part of its design, and thus such views have some historic legibility. From this vantage point, an appreciation of its setting with the Eightlands Road properties and the County Court can also be appreciated.

2.1.25 One element of the Station's setting which has remained largely unchanged since the enhancement of the Station buildings in the 1880s is the internal movement of those using the Station and their experience of the Station. With so few major changes to the Station buildings, platforms and footbridge during the 20th century, the historic integrity of the experience of those using the Station remains. Entering the Station from either side, and moving through the buildings to the platforms, or between platforms via the footbridge follows the same patterns of movement today as when the 1880s changes were complete. Similarly, the experience of those passing through the Station by train is relatively unchanged, though the alignment of the railway and topography means this comprises largely glimpsed views of the Station buildings and platforms, and some wider filtered views towards the 19th century warehouse and commercial buildings which survive to the east. Movement within the wider environment around, and indeed across, the Station also retains some historic integrity, in spite of the changes which have occurred since the 1880s.

Anticipated works at the Station following the 2020 granted LBC

2.1.26 Dewsbury Station was granted LBC in April 2020 for the alteration to various elements at the Station. This is required for delivering the aims of TRU of increasing service capacity, offering journey time benefits and providing sustainability benefits through line electrification. As part of the granted consent, the following works are currently being undertaken at the Station:

- Platforms extensions and resurfacing;
- Canopies extensions;
- The introduction of Overhead Line Electrification (OLE) throughout the Station;
- Footbridge strengthening and modifications; and
- Subway alterations to accommodate track lowering.

Significance

2.1.27 Dewsbury Station was designated a Grade II Listed Building in November 1977. A full account of the significance of the Station is discussed in the *Dewsbury Station Statement of*

Significance (AtkinsRealis, 2022) which has been submitted as a supporting document to this LBC application. This section provides a summary of the significance of the platforms, retaining wall and canopies in light of the proposed development.

2.1.28 The canopies on Platforms 1 and 2 contribute towards the aesthetic and historic values of the Station. The canopies and their cast iron columns can largely be dated back to the 1880s phase of works at the Station and were typical features across the wider network. Although the canopies have been truncated at the edge of Platform 1 and reduced in length, they have been repaired and repainted to ensure they continue to provide a reference to the original form and function. The ornate features of the columns and trusses also contribute towards the aesthetic value of the Station. The quatrefoil features on the trusses, classically inspired capitals, and chamfered edges have a simple yet artistic quality that forms part of the wider aesthetic value of the Station. The rhythmic arrangement of the parapet columns also contribute towards the setting of the Station and the views along the platform. A small number of the columns have been replaced in the last decade in like-for-like repairs to ensure the retention of the legibility in historic form which can still be appreciated in views along the platforms.

2.1.29 The historic loading platform also makes a contribution towards the historic and evidential value of the Station. The loading platform which would have historically been used by the goods companies in the area is a reminder of the contribution that Dewsbury Station made towards the industrial growth of the town and the wider area. Whilst the loading platform no longer remains in operational use, it remains a part of the historic narrative of the Station.

2.1.30 Contribution to the significance of the Station can also be found in communal values. The arrival of the railway supported the mass development and growing prominence of Dewsbury in the heavy woollen industry. The symbiotic relationship between the railway, the people and industrial growth imbues the Station with a sense of place and identity to the families that have lived here for generations and came to Dewsbury at the height of its population expansion and its subsequent prosperity. The original 1848 building is now in use as a public house and part of the Trans-Pennine Route Real Ale trail. This continued re-use of station buildings for leisure has ensured a wider appreciation of the Station and its historical associations and relationship to the town and therefore further contributes to its significance through communal value. It is also important to recognise that at one stage, this was one of three railway stations that existed in Dewsbury and now is the only surviving one.

Contribution of Setting to Significance

2.1.31 The setting of Dewsbury Station makes only a limited contribution to the Station's overall significance given that changes throughout the 20th and 21st century have limited the legibility of its historic environment and former industrial context. Such changes include the alteration of the immediate surroundings of the Station as a result of the severance caused by the presence of the Ring Road which has reduced the legibility of the historic connectivity between the town and Station. There are, nevertheless, some elements which do make a small contribution to significance, particularly where historic legibility of the Station's surroundings or relationships has been retained or enhanced. However, overall, the Station derives less significance from setting than from other elements such as the surviving elements of the 1840s Station building or historic integrity of the 1880s changes.

2.1.32 Both internal and external views of the Station make limited contributions to the Station's overall significance. This is particularly the case where inter-visibility between the Station and the surrounding townscape denotes historic relationships. The Platform 1 retaining wall is within viewshed up and down the platforms, as are the County Court and the houses along Eightlands Road. These all form part of the mid-late 19th century changes which occurred to Dewsbury Station and its surrounding townscape. Though internal views, for example along the platforms, do capture the historic experience of the Station and evidence

the extent of change in the structure of the Station since the 1880s, these make a slightly lesser contribution than external views.

2.1.33 The Station also derives limited overall significance from internal and external movement towards and through the Station.

Group value

2.1.34 The Station derives some significance from group value through the relationships it retains with other comparative 1840s stations, as well as with surrounding railway infrastructure. The contribution that group value makes towards the overall significance of Dewsbury Station is discussed in the *Dewsbury Station Statement of Significance* (AtkinsRealis, 2020), which will be submitted as a supporting document to this Listed Building Consent application.

2.1.35 With regards to the proposals addressed in this Heritage Statement and LBC, group value does not play any significant contribution towards the areas where SMEs would be introduced and is therefore not further addressed in this assessment.

2.2 Other heritage assets

2.2.1 The location of the designated and non-designated heritage assets discussed below are shown in Appendix A.

Conservation Areas

2.2.2 Dewsbury Station is located within the boundary of Dewsbury Town Centre Conservation Area, designated by Kirklees Council in March 1981 and extended in c.2009. The Conservation Area boundary encompasses the Station, ancillary buildings and platforms, as well as the County Court and the former Eightlands Well public house to the north.

2.2.3 The Conservation Area covers the historic core of Dewsbury, an area of approximately 11ha comprising the majority of the townscape within the Dewsbury Ring Road and remains the principal civic, retail and commercial focus for the area. Containing over 280 buildings which pre-date the Second World War, the area is exceptional in the continuity and integrity of the streetscape, which form a series of attractively scaled streets and urban spaces. Although there has been some loss of the original built environment, predominantly 19th century in date, in general these buildings have been replaced in a scale and form that retains much of the town's inherent historic character. One of the significant characteristics of the Conservation Area is the degree of unity and integration of the built form in respect of the building materials, detailing, scale and overall form.

2.2.4 The Station is located within the sub-character area 5C: Western Character Area, Station/County Court. This area is regarded as having a distinctive character, layout and commercial activity which distinguishes it from the rest of the Conservation Area. The street pattern forms a grid of inter-connected routes, with three and four storey buildings to each side of the narrow streets creating deep 'canyons' of public space, framing views westwards to the railway Station and eastwards, over the town centre, to the wooded hillsides beyond.

2.2.5 Whilst the Conservation Area appraisal does not directly identify the contribution that the Station makes to its special interest, it is acknowledged for its, and the wider railway networks, contribution to the historic development of Dewsbury in the 19th century. It also identifies the Station as being an element of views along the historic streetscape of this part of the town centre, and that views towards the Station are important vistas within the Conservation Area. The Ring Road is identified as a factor in severing the Station from the rest of the historic townscape, and this has a similar effect on the Station's relationship with the Conservation Area as it does on the Station's own setting.

Listed Buildings

2.2.6 Dewsbury Station sits within an area of historic townscape of considerable architectural and historical interest. This is reflected in the density of Listed Buildings within this area of the town. Within a 250m buffer of Dewsbury Station there are 36 Grade II Listed Buildings. However, given the nature of the proposed development, a majority have been excluded from this assessment given that they are located at a distance from the proposed works and are visually obscured by the Station and other built features.

2.2.7 As such, only two assets warrant particular consideration ahead of the proposals given their proximity to the proposed works. These are:

- County Court (NHLE 1300536): located approximately 15m north of Dewsbury Station. It comprises a late 19th century classically inspired building with rusticated ashlar and alternate courses of vermiculated stone on the ground floor. The structure was converted to apartments in 2014. The structure maintains a physical connection to Platform 1 by a separate set of stairs which link to the northern end of the footbridge.
- Former Eightlands Well Public House (NHLE 1134734): located approximately 25m north of Dewsbury Station. It consists of an early to mid-19th century public house, which was formerly a villa and a nursey. It was constructed from thinly coursed stone with rusticated ashlar quoins and an ashlar plinth.

2.2.8 Both the assets have a pre-existing and uninterrupted, southern visual and physical relationship to the Station via a separate set of stairs, and form part of the wider 19th century townscape around the Station.

Non-designated heritage assets

2.2.9 There are 37 non-designated heritage assets within the 250m study area, of which 19 are duplicated entries from the National Heritage List for England and have been identified as part of the 'Listed Buildings' section above. Of the remaining 18 assets, 17 are located to the south-east of Dewsbury Station within the town centre and do not share any intervisibility with the proposed works on Platform 1. The one remaining non-designated asset which shares a visual relationship with the proposed works is as follows:

- Spinkwell Mill Dewsbury (MWY2684) is located approximately 230m north of Dewsbury Station along Halifax Road. The monument recalls the site of the Spinkwell mill which was first established in c.1790 as a scribbling and carding mill. The mill underwent numerous phases of growth, expansion and development before it was largely demolished in the 1980s apart from the substantial six storey spinning block residential conversion.

3. PROPOSALS

3.1 Background to proposals

3.1.1 The Trans-Pennine Route Upgrade (TRU) has been designed to provide upgrade to the existing railway network from Manchester Victoria and York, via Huddersfield and Leeds to increase capacity, reduce journey times, improve reliability and contribute to the sustainability agenda of a carbon neutral Britain by 2050.

3.1.2 In 2022, Listed Building Consent (ref: 2022/65/91212/E, approved on 6 April 2022) was granted for works at Dewsbury Station to help achieve the TRU objectives. The consented works included extending the Station platforms to accommodate increased train lengths and passenger numbers. It also included extending the platform canopies in order to match the existing percentage of coverage on the platforms to ensure the extended platforms are sufficiently covered from the elements.

3.1.3 Subsequent to the granting of these works, a review by Fire Engineers, triggered by new safety standards, identified that some fire safety and radiation risks could be exacerbated by the consented platform and canopy extensions. Whilst these extensions would maintain a good level of ventilation which would assist in dissipating smoke, the longer platforms and canopies would result in fire radiation and smoke build up beneath the canopies. Some of the fire risks that have been identified as a result of the platform and canopy extensions are:

- Risk of worsening the fire which would be trapped beneath the canopies;
- Longer escape times for passenger and Station users on the platforms; and
- Higher chance that a train on fire could stop next to a canopy and thus next to passengers.

3.1.4 As such, given the identified risk to passenger safety in the event of an emergency, proposals for Secondary Means of Escape (SMEs) on Platforms 1 and 2 have been developed as part of the wider Dewsbury Station enhancements, and are considered a crucial element in enabling the canopies to be safely extended. The SME proposals comprise three components: two escapes on Platform 1, one on each end, and one escape on Platform 2.

3.1.5 The design development and description of proposals on Platform 1 are further discussed in the sections below. As previously mentioned in section 1.3, the proposal on Platform 2 falls outside of the Listed Building boundary for Dewsbury Station and is therefore not subject to Listed Building Consent. Although mentioned for context in this Heritage Statement, the Platform 2 proposal is not included in the following assessment and does not form part of this LBC application.

3.2 Design development and justification

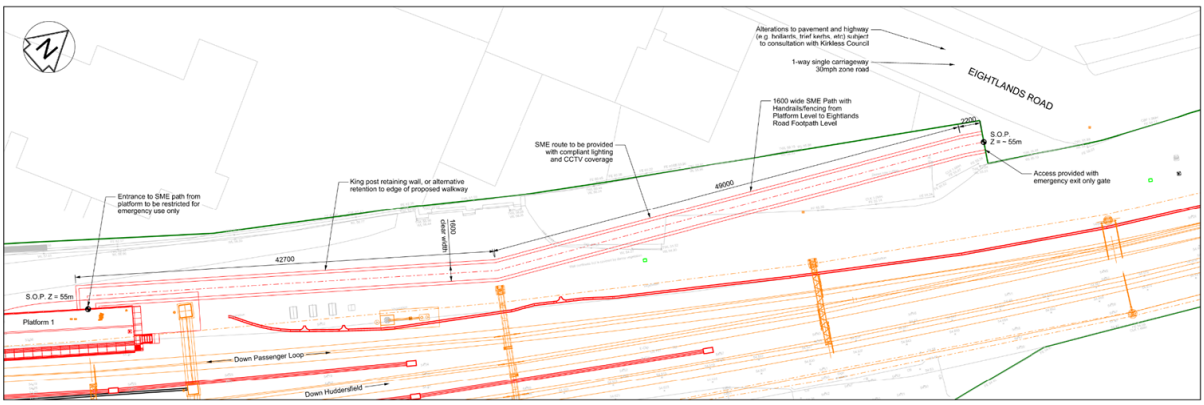
Optioneering for the arrangement and location of the SMEs

3.2.1 The designs for the SMEs have been progressed via a rigorous optioneering process to determine their most suitable arrangement and location on both the northern (Leeds) and southern (Manchester) ends of Platform 1. The designs took into consideration various criteria including the sensitivities of the Grade II Listed Station as well as health and safety, accessibility, feasibility, cost, sustainability and industry standard. The options considered for Platform 1 were:

Platform 1 northern (Leeds) end

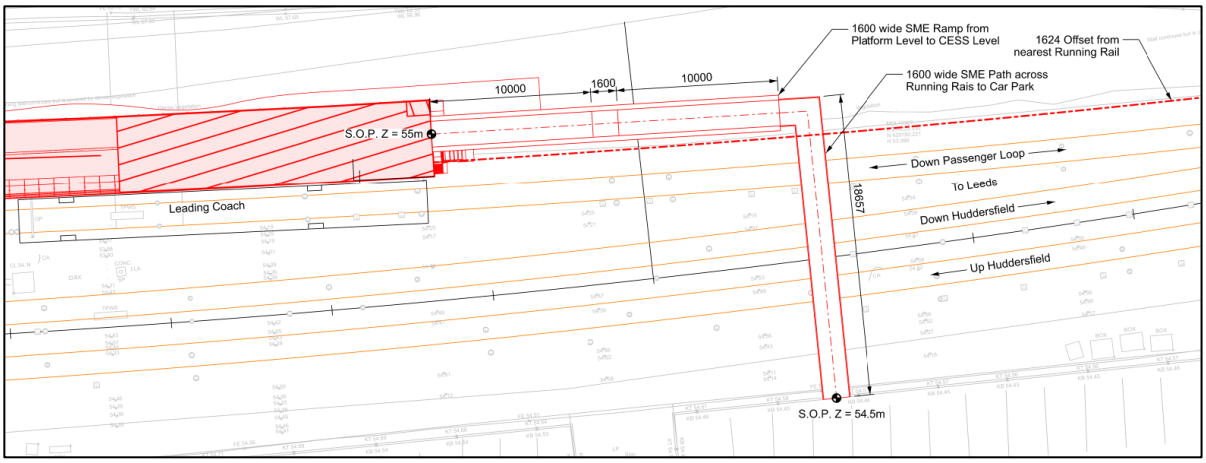
- Option 1a - Provide secondary means of escape via path to the access gate onto Eightlands Road
- Option 1b - Provide a secondary means of escape via track crossing to Kirklees Council owned car park

3.2.2 Option 1a consists of a ramp and walkway parallel to the tracks leading from the northern extent of Platform 1 and directing passengers towards Eightlands Road connecting to a historic gate access (not within the Listed Building boundary). To achieve this, pavement modifications would be made, and the existing access gate would be reinstated. This option would also follow the alignment of the historic loading platform which has been redundant since the late 20th century. This option provides a wholly accessible egress and ensures all users can safely vacate the Platform. (Insert 3-1).



Insert 3-1 Option 1a egress via the access gates on Eightlands Road

3.2.3 Option 1b considers establishing a walkway from the northern extent of Platform 1 which crosses over the railway lines leading towards the Kirklees owned car park to the front of the Station. The public benefits from this option would ensure that passengers can be safely transported outside of the Station. However, this option would be less preferable due to the complexities and safety issues in relation to crossing the tracks (Insert 3-2).



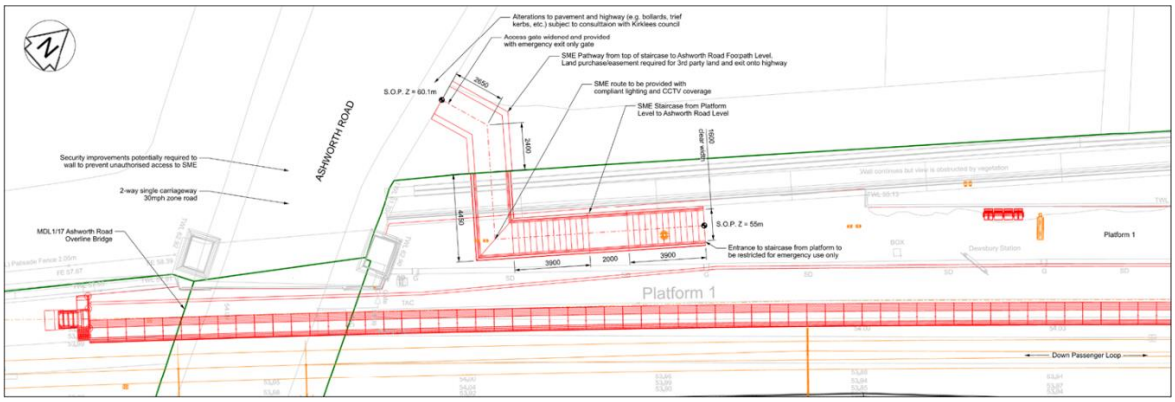
Insert 3-2 Option 1b egress via track crossing to Kirklees car park

3.2.4

Platform 1 southern (Manchester) end

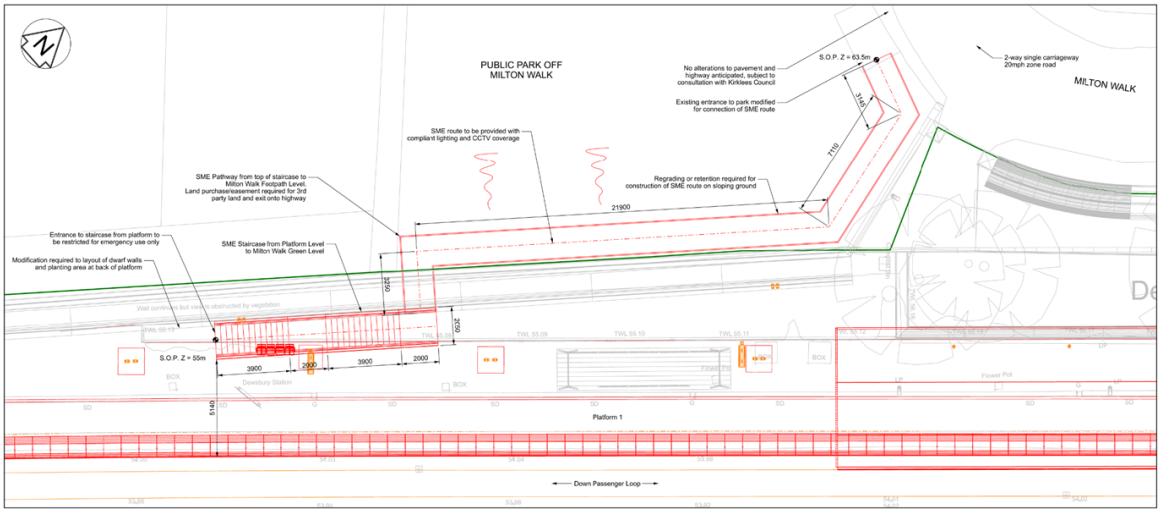
- Option 1a - Provide secondary means of escape via staircase to Ashworth Road
- Option 1b - Provide secondary means of escape via staircase to Milton Walk
- Option 1c - Provide secondary means of escape via staircase to Wormald Street

3.2.5 Option 1a would look to add a staircase abutting the retaining wall at the southern end of Platform 1 and direct Station users towards Ashworth Road/Wellington Road (Insert 3-3). The stairs would lead to an already extant, albeit disused entrance in the parapet enclosing Ashworth Road/Wellington Road. It would however require the creation of new openings within the retaining wall to allow an exit to be constructed. Whilst this option would successfully evacuate Station users, it would in turn pose a safety risk given that it leads users directly onto a busy road. The option would also require intervention into the historic retaining wall. Therefore, this option was discounted.



Insert 3-3 Option 1a- Secondary Means of Escape via staircase to Ashworth Road

3.2.6 Option 1b would look to establish a staircase abutting the Station retaining wall on the southern end of Platform 1 (Insert 3-4). The stairs would lead passengers away from the Station to a path through the small play park at the top of the retaining wall, terminating at Milton Walk[9]. The staircase would be an independent structure that would have minimal interaction with the Station's historic fabric. This option would also be more favourable from a highways perspective due to the escape route feeding into an open park rather than onto a road.

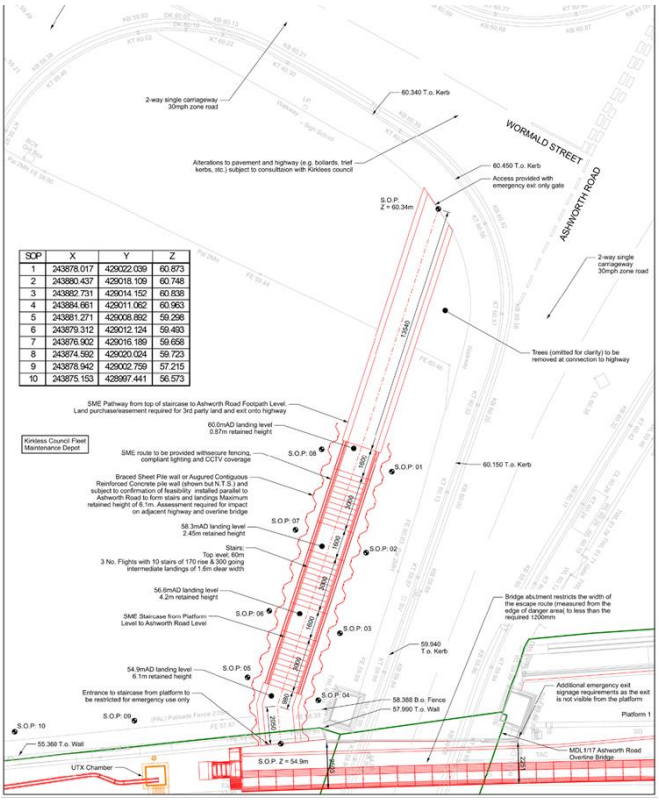


Insert 3-4 Option 1b- Secondary Means of Escape via staircase to Milton Walk

3.2.7 Option 1c, would enable egress from Platform 1 at the southern end via steps guiding passengers towards Wormald Street (Insert 3-5). The steps would be parallel with Ashworth Road/Wellington Road. This option would require acquiring land from a Kirklees

[9] Proposals beyond the retaining wall into Milton Walk fall outside the Listed Building boundary and would not be subject to LBC.

maintenance depot, and is the most difficult and costly to construct due to the topography in that location resulting in the need for complex excavations. Similarly to Option 1a, egress towards Wormald Street presents a safety risk in that passengers would be required to evacuate the Station onto an operational road. Due to the escape stairs being located on the other side of Ashworth Road Bridge, it would also not be visible from the Station Platform and would require more signage to guide users, which is not preferable from a safety perspective. For these reasons, this option was discounted.



SOP	X	Y	Z
1	243878.017	429022.039	60.873
2	243880.437	429018.109	60.748
3	243882.731	429014.152	60.838
4	243884.661	429011.062	60.963
5	243881.271	429008.892	59.298
6	243879.312	429012.124	59.493
7	243876.902	429016.189	59.658
8	243874.592	429020.024	59.723
9	243878.942	429002.759	57.215
10	243875.153	428997.441	56.573

Insert 3-5 Option 1c- Secondary Means of Escape via staircase to Wormald Street

3.2.8 Following on from consultation with Kirklees Council, it was agreed that the preferred options for the Platform 1 SMEs are:

- On the northern end of Platform 1- Option 1a (egress via Eightlands Road); and
- On the southern end of Platform 1- Option 1b (stairs towards Milton Walk).

3.2.9 Both these options take into account the safety and security of the Station users and enable safe refuge, whilst not compromising the ability to appreciate the historic significance and/or setting of Dewsbury Station.

Optioneering for the design and appearance of the Platform 1 southern (Manchester) end staircase (Option 1b)

3.2.10 Upon determining the preferred option for the location of the SME on the southern end of Platform 1, subsequent design optioneering was undertaken to achieve the most suitable appearance for the staircase. This was given particular attention given it would be located against the historic Station retaining wall and within the setting of the Grade II Listed Station (Insert 3-6 and 3-7). Three options were developed and discussed in consultation with the Kirklees Council Conservation team. These comprised:

- Option 1 – Stone clad encased staircase;
- Option 2 – Free standing staircase with trestle supports; and
- Option 3 – Free standing staircase supported by two columns.

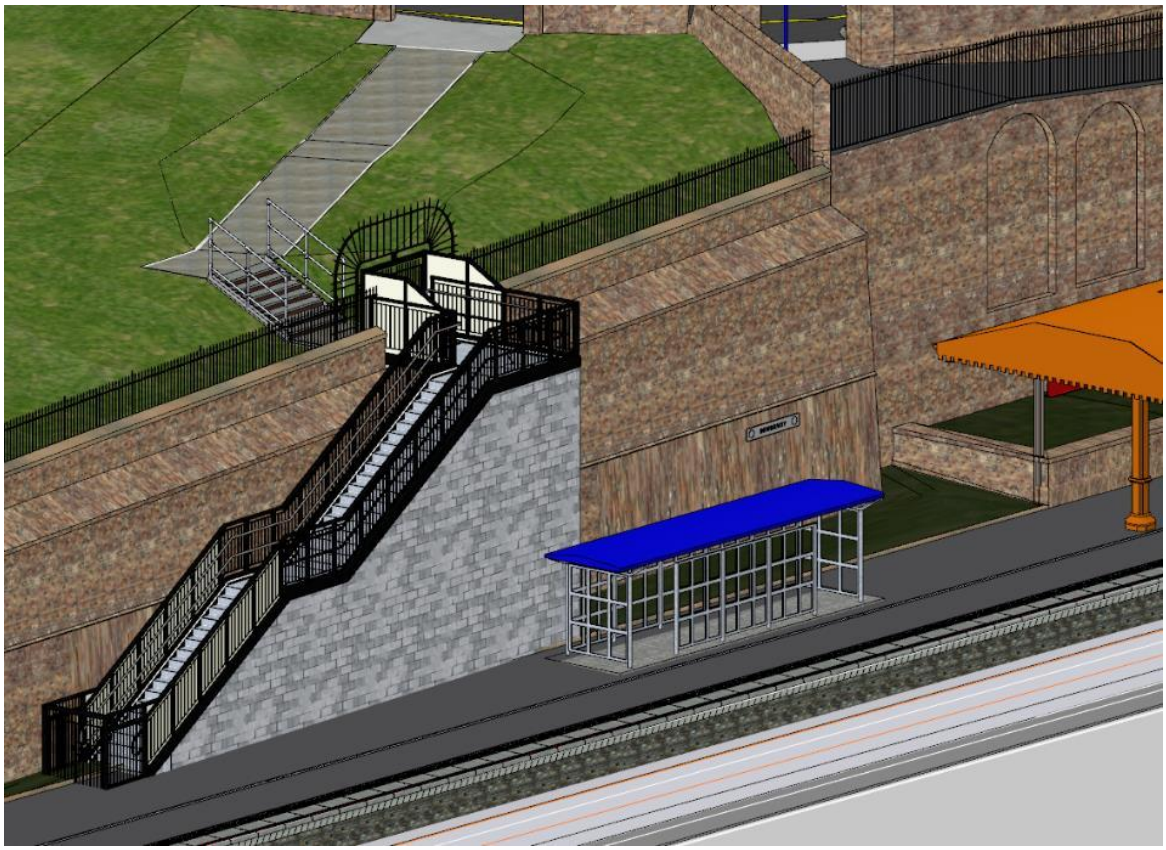


Insert 3-6 View of Platform 1 southern end retaining wall



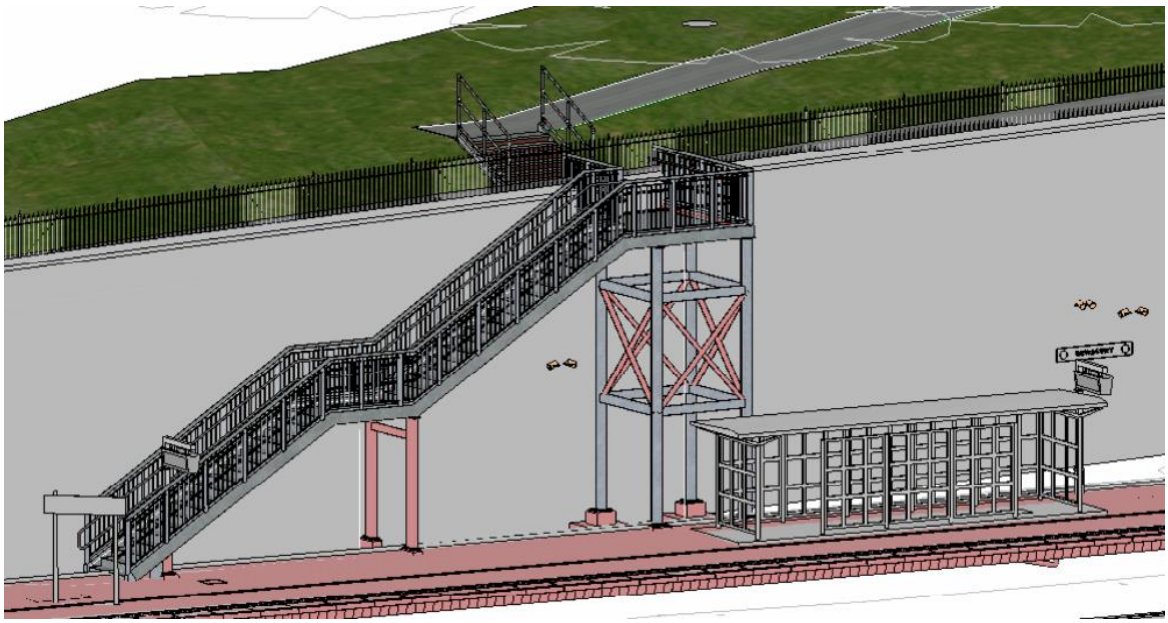
Insert 3-7 Location of the proposed staircase against the Platform 1 retaining wall (currently covered in vegetation)

3.2.11 Option 1- 'stone clad encased staircase' would consist of a fully enclosed staircase against the retaining wall (Insert 3-8). This option presented issues concerning maintenance of the retaining wall given that it would be difficult to clean debris and undertake general upkeep of the historic wall. Although this issue could be mitigated by the addition of a door within the stone clad encasement to enable access to the historic retaining wall, the geometry of the cladding against the retaining wall would make this difficult. The curvature of the retaining wall presented other issues in terms of constructability of the stone clad encasement which would make it labour intensive and time consuming to erect. Ultimately this option would create a very visible and contrasting intervention at the Station and be wholly visible in view sheds across the Platform. It was also noted that despite the use of natural stone for the cladding, it would be difficult to match the masonry of the retaining wall. This would create a contrasting visual impact that would detract from the aesthetic value of the Station. On account of these constraints and the visual impact on the Grade II Listed Station, this option was discounted.



Insert 3-8 Visualisation from Option 1 showing stone clad enclosed staircase

3.2.12 Option 2- 'free standing staircase with trestle supports' would present less difficulties in terms of construction and omit concerns for accommodating the curvature in the retaining wall. The stairs would be enclosed by a fence with the necessary safety measures in place to ensure it remains in use for emergencies only and to prevent passengers without a ticket from accessing (Insert 3-9). This option was presented to the Conservation Officers who were not in favour of the industrial aesthetic that the trestles provided against the character of the historic Station. To this effect, this option was also discounted.



Insert 3-9 Visualisation from Option 2 showing freestanding staircase with trestle supports

3.2.13 Option 3- 'free standing staircase supported by two columns' was introduced as an improvement on option 2 and consists of a free standing structure which would be supported by two columns beneath each landing, providing a simplified design option that would be less intrusive within the Station's setting (Insert 3-10). The column details would be developed to resemble the details on the canopy columns and would be painted to match the existing colour scheme. This design would be less physically intensive and enable continued visibility and legibility of design language along the Platform. The installation of the SME in this location will require the clearance of the dense vegetation currently obscuring the retaining wall. Once cleared, this option would also allow for intervisibility with the newly exposed historic retaining wall, therefore re-displaying the Station's historic fabric to public view. It would also address maintenance concerns by keeping the area beneath the staircase open. The stairs entrance would be enclosed by a fence with the necessary safety measures in place to ensure it remains in use for emergencies only and prevent passengers without a ticket from accessing it.



Insert 3-10 Visualisation from Option 3 showing free standing staircase supported by two columns

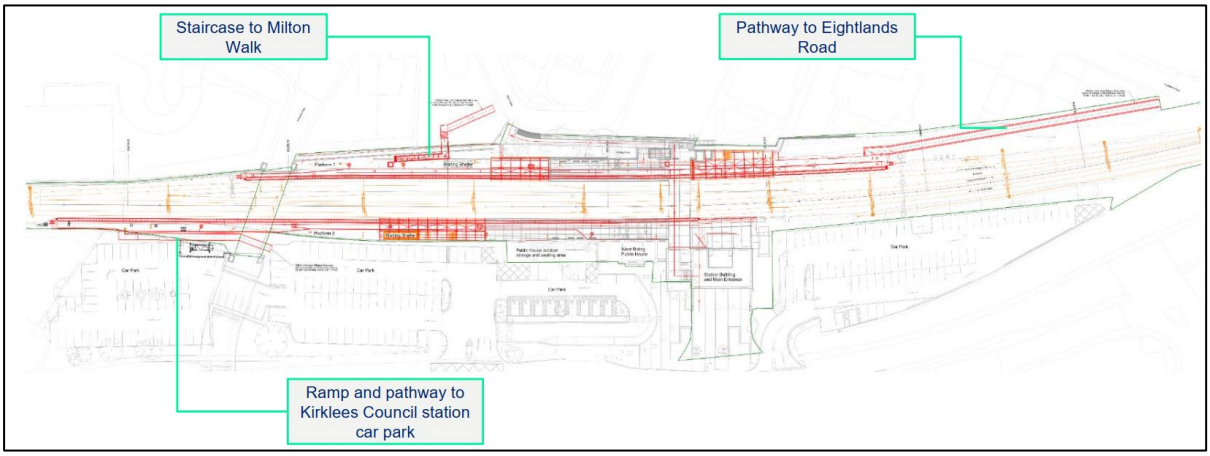
3.2.14 Following consideration from the design team and Kirklees Council conservation team, Option 3 'free standing staircase supported by two columns' was determined to be the preferred option due to the lower amount of new fabric being introduced to the Station and its suitability to meet the safety requirements. This option was therefore progressed to detailed design.

3.3 Description of proposals

3.3.1 The agreed design for the SMEs on Platform 1 of Dewsbury Station consists of (Insert 3-11):

- Northern end- egress via an escape route leading to Eightlands Road (option 1a); and
- Southern end- staircase leading to Milton Walk[10] (options 1b)- with a 'free standing staircase supported by two columns' design (option 3).

3.3.2 These options would ensure safe passenger egress from the Station in the event of an emergency, in keeping with Network Rail Guidance, and have been designed in a way that is sensitive to the historic fabric and aesthetic value of the overall Station.

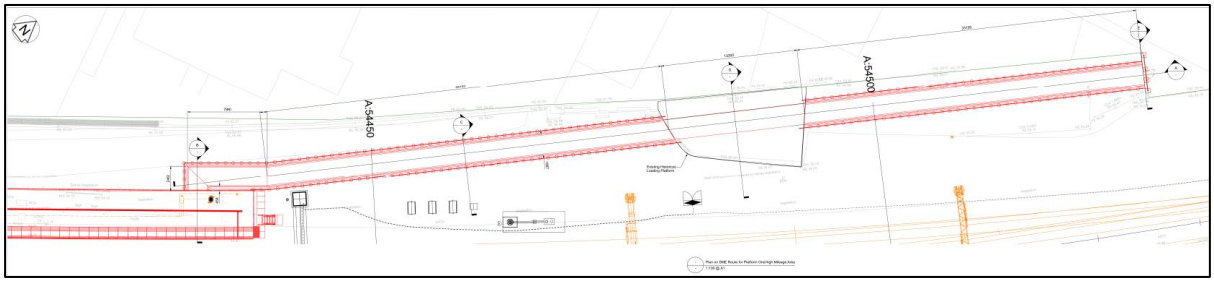


Insert 3-11 Plan illustrating the area for proposed SMEs at Dewsbury Station. (Note: Platform 2 proposal does not form part of this LBC Application.)

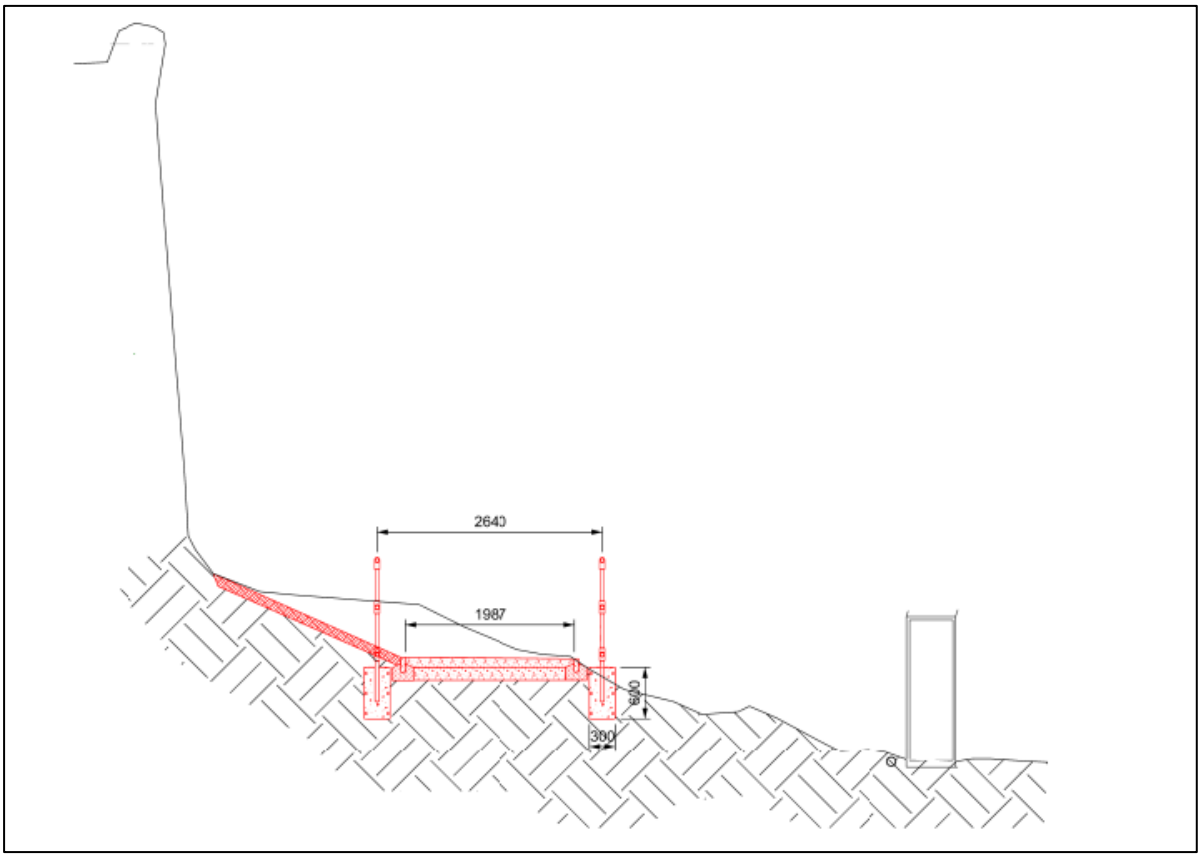
Platform 1 northern end SME

3.3.3 A ramp/walkway is proposed for egress on the northern end of Platform 1, which would guide passengers and Station users from the northern limit of the Platform 1 extension towards Eightlands Road. The ramp/walkway would be established between the retaining wall and railway with sufficient distance from the tracks. It would measure at c.93m in length and c. 2m in width. The alignment of the walkway would pass over the historic loading platform and make use of its former gate on Eightlands Road (both outside the Listed Building boundary). Gates would be installed on either ends of the walkway to ensure that these are only used in an emergency. The gate at the top of Eightlands Road, which would make use of the historic gate access, would measure at c.2m tall and would comprise of steel that will be painted black to match fencing in other parts of the Station. The platform exit gate would measure at c.1.5m tall and would also comprise of a steel gate painted black. This escape route would be fully accessible and would ensure safe passenger egress to all users including those with mobility aids, children, etc.

[10] Proposals beyond the retaining wall into Milton Walk do not form part of this LBC application as they fall outside the Listed Building boundary.



Insert 3-12 Platform 1 Northern SME Plan



Insert 3-13 Platform 1 Northern SME Section

3.3.4 The construction sequence for the installation of the SME walkway at the northern end of Platform 1 would involve the following:

- Hoard off exit to Eightlands Road ahead of removing existing end gate and disused compound fencing.
- Remove vegetation and excess material and backfill any identified soft spots.
- Set out path.
- Install new gate to Eightlands Road and remove hoarding.
- Install cable containment route.
- Install kerb, lighting bollards and gate/handrail post foundations.
- Install well compacted subbase, the cast concrete base and surfacing.
- Attach rails.
- Make good.

3.3.5 Bollard lighting would be added along the walkway towards Eightlands Road. The high-performance lighting would be located along selected areas on the SME, approximately at 6m centres. There will be no telecom equipment along the route. All ancillary equipment has

been designed to have minimal visual intrusion on the character and appearance of the Station. Colour and materiality will be sympathetically selected, where possible (see paragraph 3.3.14).

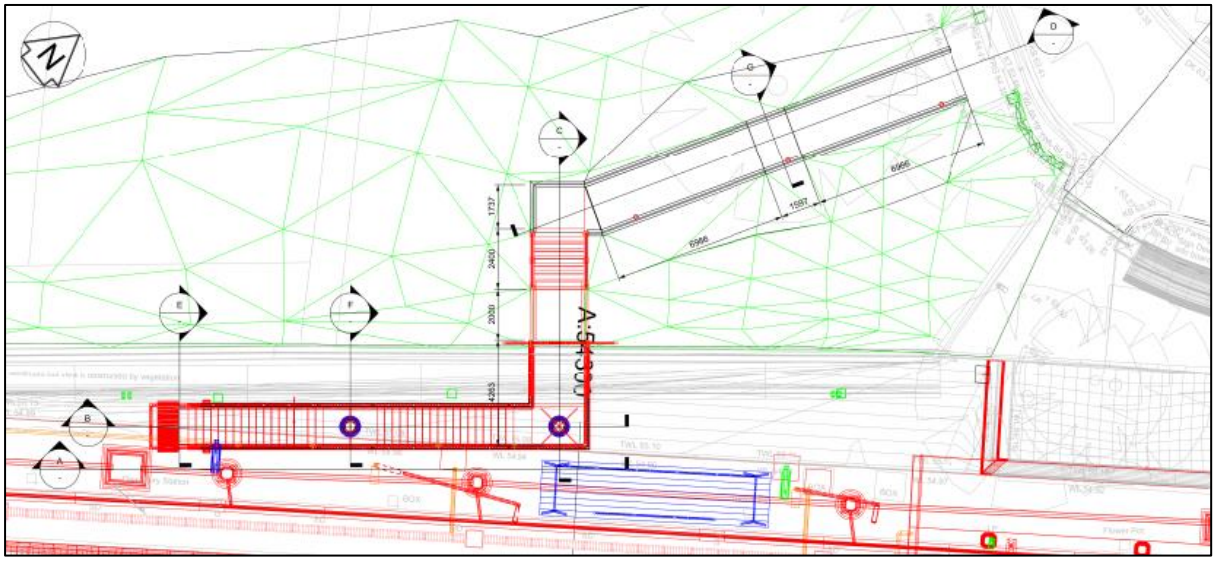
Platform 1 southern end SME

3.3.6 A self-supporting staircase is proposed for the SME on the southern extent of Platform 1. The stairs would be supported by two columns at each landing point, which have been designed with detailing that resembles the architectural features of the historic canopy columns. The columns would be painted white, with the base, mid rings and capitals to be painted blue to match the colour scheme of the historic canopies. The incorporation of these design influences would ensure visual consistency between these columns and the new and existing canopy columns across the Station Platform. The staircase columns would also have a similar geometry as the existing ones by having a square form with chamfered corners, in an effort to maintain the legibility of the architectural integrity which contributes towards the Station's overall significance. The columns would be fixed into the platform surface and secured using a layer of cementitious grout, and the surrounding platform surface would be made good once the works are completed.

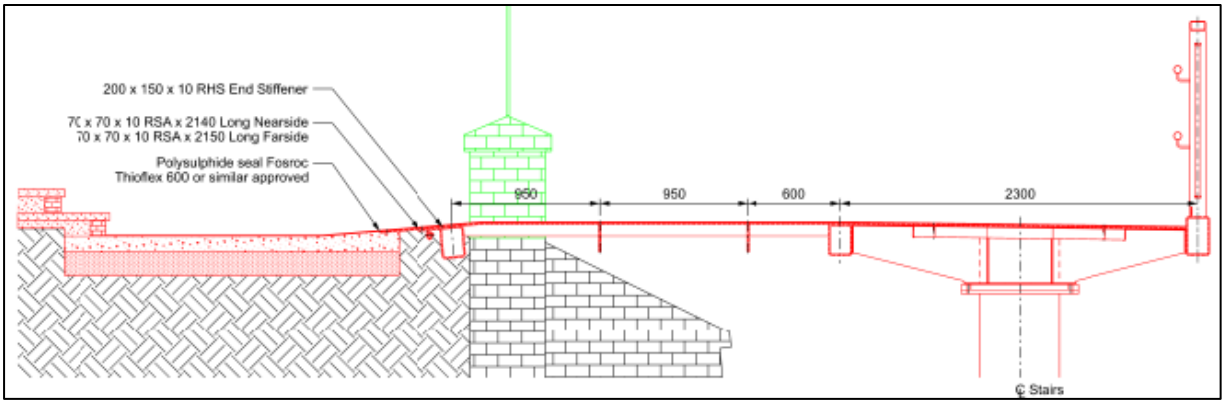
3.3.7 The free standing columns would provide permeability beneath the stairs, once vegetation is cleared, and would ensure visibility along the Platform is clear and that passengers can view the Station's re-exposed historic retaining wall. The intervisibility that's afforded by this design would allow for the continued appreciation of the Station's historic fabric. It would also provide complete access to the wall for maintenance, cleaning and inspections.

3.3.8 The stairs balustrade would consist of GRP railings with anti-climb measures. Corduroy tactile strips would be installed at the staircase approach and at the beginning and end of each landing. This would be textured to identify a hazard warning surface and be buff colour to contrast with its surroundings. The surface of the staircase would have non-slip, waterproof finishing.

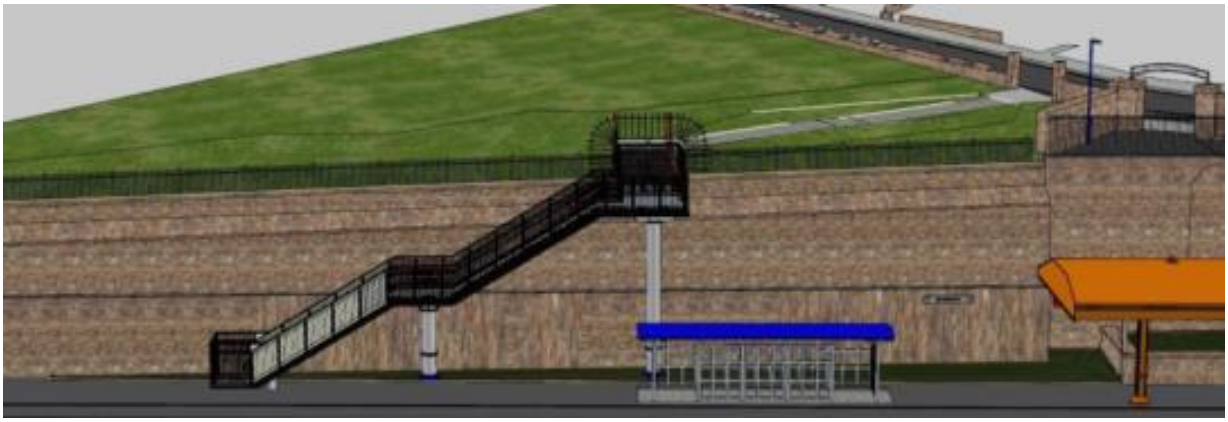
3.3.9 Gates would be installed at the top and bottom of the staircase for security and controlled access. The gate at the top of the staircase would comprise a Chevaux De Frise. The installation of this gate would require the removal of the top few stone courses of the parapet above the retaining wall (see Insert 3-15). Whilst this would result in a local change to the top of the retaining wall, it would enable the top staircase landing to lead directly onto the pathway to Milton Walk. This would constitute the only interaction with the retaining wall. The rest of the staircase is free standing and would not require any fixings into the historic fabric. The gate at the bottom of the staircase would comprise a c.1.7m x 1.7m cage to help control access to the steps outside of emergencies. Anti climb fencing will also be installed around the perimeter of the staircase.



Insert 3-14 Plan showing the staircase on Platform 1 (southern end)



Insert 3-15 Section through staircase connection at the top of the retaining wall (green section to be removed)



Insert 3-16 3D Visualisation of the proposed staircase to Milton Walk (looking towards the staircase from Platform 2)



Insert 3-17 3D Visualisation of the proposed staircase to Milton Walk from Platform 1

3.3.10 The construction sequence for the installation of the staircase at the southern end of Platform 1 would involve the following:

- Preparation of site for construction. This would include clearance of vegetation, removal of obstacles and locating and marking services (services to be protected during construction period).
- Installation of column foundations using bolts.
- Installation of staircase column base and supports.
- Installation of the staircase. The top landing would be installed first followed by the intermediate stairs then the base units.
- Addition of grouting under the column support baseplates.
- When the installation of the stairs, ramps and main span is complete, infill plates would be installed at lighting points, and all joints would be sealed with epoxy sealant.
- Finally, all waterproofing/surfacing would be made good/repaired at joint and lifting point positions.

3.3.11 The construction sequence for the removal of the top courses of the retaining wall would follow the following:

- Set up compound in the park next to Milton Walk.
- Mark out section of retaining wall to be removed.
- Cutback existing ornate fencing to the next post location.
- Sawcut opening in existing retaining wall. Opening to be cut into manageable sized blocks, using a diamond edged circular saw with a dust suppression system, and removed as per the contractor's safe system of work.
- The exposed wall core will be packed and and/or repointed, if required, with a lime-based mortar to match the existing appearance and leave a smooth clean finish.

3.3.12 Low light level fixings will be mounted to the staircase balustrade at c. 3m centres. All ancillary equipment has been designed to have minimal visual intrusion on the character and appearance of the Station. Colour and materiality will be sympathetically selected, where possible (see paragraph 3.3.14).

3.3.13 Both Secondary Means of Escape (SMEs) on the northern and southern ends of Platform 1 have been sympathetically designed to retain the overall historic significance of the Station whilst ensuring its safe operation during emergencies. The minimal interaction with the historic fabric and the simplified column design of the staircase allows for limited impacts and continued appreciation of the original Station fabric. The column's detailed design which resembles the existing canopy columns architectural detailing helps maintain visual continuity and legibility of design language across the Station.

3.3.14 The sympathetic selection of materials was considered and adopted, where practicable, throughout the proposals to reflect the historic character and significance of the Station. Further information on the specification of materials to be used for the Platform 1 northern and southern SMEs has been included in a Materials Schedule which accompanies this application.

3.3.15 The proposed works for the SMEs are shown in the drawings which accompany this application. These include:

- Proposed General Arrangement (151667-TSA-40-MDL1-DRG-T-LP-160103);
- Platform 1 Northern- Proposed Plan, Elevation and Sections (151667-TSA-40-MDL1-DRG-T-LP-160104);
- Platform 1 Southern- Proposed Plan, Elevation and Sections (151667-TSA-40-MDL1-DRG-T-LP-160105);
- Platform 1 Southern- Proposed Surfacing (151667-TSA-40-MDL1-DRG-T-LP-160106);
- Platform 1 Southern- Proposed Column Detail (151667-TSA-40-MDL1-DRG-T-LP-160107);
- Platform 1 Southern- Proposed Staircase Detail (151667-TSA-40-MDL1-DRG-T-LP-160108);
- Platform 1 Southern- Proposed End Ramp Detail (151667-TSA-40-MDL1-DRG-T-LP-160109);
- Platform 1 Southern- Proposed Gate and Fence Detail (151667-TSA-40-MDL1-DRG-T-LP-160110); and
- Platform 1 Southern- Proposed Security Measure Details (151667-TSA-40-MDL1-DRG-T-LP-160111).

4. IMPACT OF PROPOSALS

4.1 Impact on heritage assets

Impact on Dewsbury Station

4.1.1 The proposed works involve the installation of two Secondary Means of Escape (SME) on Platform 1 in order to ensure that the works contained within the Dewsbury Station LBC (ref: 2022/65/91212/E, granted on 6 April 2022), adhere to fire safety regulations. These new SME proposals would ensure the safe operation of the Station in the event of an emergency. The proposals would amount to less than substantial harm to the overall significance of Dewsbury Station.

4.1.2 The designs for the two additional SMEs on Platform 1 have been developed to ensure that passengers can safely and securely evacuate the platforms in the event of an emergency and ensure that these evacuation points can be accessed from both the southern and northern ends of the Station. The northern SME would comprise of a walkway that would extend from the northern limit of the previously consented Platform 1 extension, beyond the Listed Building boundary, towards Eightlands Road, linking with a historic loading platform and its former gate (both currently disused and outside the Listed Building boundary). This walkway would not interfere with historic fabric of the Station, and whilst there would be a minor change in views to the north of the Platform, this would not diminish the ability to the appreciate the Station as a whole. The materiality and colours adopted for the fencing at either end of the walkway are in keeping with the fencing which has previously been granted consent and would therefore be integrated into the contemporary phases of works at the Station.

4.1.3 The design for the SME at the southern end of the Platform has been sensitively designed to ensure that the proposed staircase has minimal intervention with the historic retaining wall it would be situated next to and to reduce any visual obstructions as far as practically possible. The design for the stairs has ensured that it is free standing to reduce the amount of structural attachments to the retaining wall. The top few courses and coping stone of the retaining wall would need to be removed in order to establish the walkway between the stairs and the rest of the SME path towards Milton Walk. Although this would result in a permanent, albeit localised, change it would not detract from the overall significance of the Station. The vegetation clearance and permeable staircase design will also enable the re-exposure of the historic retaining wall, enhancing the ability for passengers to appreciate the Station's historic fabric. The design mitigation measures also incorporated architectural features and colours from the existing canopy columns to ensure that these integrate with the aesthetics of the rest of the Station and would not detract from views across the Platform lengths. The materiality and colours adopted for the security fences at the top and bottom of the stairs are also in keeping with the fencing which has previously been granted consent across the rest of the Station and would therefore be integrated into the contemporary phases of works to the Station. The progressed design therefore re-introduces visibility of the retaining wall as much as practically possible, and adopts ornamental features from the historic canopy columns to maintain continuity and legibility of the design language on the Platform.

4.1.4 As previously mentioned, the setting of Dewsbury Station makes only a limited contribution to the Station's overall significance. The changes which have occurred to the Station's setting over the years since its construction have limited the legibility of many of those elements which make up its setting. External views towards the Station make more of a contribution to the significance derived from setting than internal ones along the platforms. The Station also derives significance to a limited extent from the internal and external movements through and towards the Station. As such, the proposals for the SME on Platform 1 are not anticipated to have any appreciable impact on the setting of the Station

as a whole. These additional exits would result in some minor change to the setting of the Station, however the designs progressed, particularly the southern end proposals, have ensured that they are permeable and enable continued views along the Platform. The pathway on the northern SME would be visible from some minor views outside the Station, however it would not impact on the ability to appreciate the Station's overall significance.

4.1.5 The proposed works would also result in substantial public benefits by ensuring that there are provisions for safe passenger egress in the event of an emergency, particularly a fire, in accordance with NPPF paragraph 215, and 2024 Network Rail Fire Safety at Stations guidance[11]. Following the implementation of the proposals, the overall significance of the Station which mostly derives value from the original Station building and 1880 improvements would remain wholly legible and appreciable.

Impact on other heritage assets

Conservation Areas

4.1.6 Given the nature of the proposals, the establishment of the SMEs on Platform 1 would not have an impact on the contribution the Station makes to the overall significance of the Dewsbury Town Conservation Area.

4.1.7 The establishment of the railway and its associated infrastructure played an important role in the development of the townscape in Dewsbury in the 19th century. However, the introduction of the Ring Road in the 20th century had the effect of severing the relationship between Dewsbury Station and the historic townscape. Whilst Dewsbury Station is not explicitly stated to contribute to the special interest of the Conservation Area, it does feature in some views along its historic streetscape. These proposals would not result in any appreciable changes to these viewsheds, and once the proposals are implemented the ability to appreciate the Station and views towards it would remain wholly legible.

4.1.8 The overall special interest, character and appearance of the Conservation Area which encompasses views of Dewsbury Station would not be subject to any appreciable change from the proposals. Therefore, the proposals would not impact on the overall significance of the Conservation Area.

Listed Buildings

4.1.9 The former Eightlands Well Public House (NHLE 1134734) and the County Court (NHLE 1300536) are the closest Listed Buildings to Dewsbury Station and are in proximity to the proposed Secondary Means of Escape on the northern end of Platform 1. Both Listed Buildings overlook the Station from the south-east,and thus have a pre-existing and uninterrupted visual relationship to the Station as well as a physical relationship given the access routes which link them. The establishment of the SME on the northern end of Platform 1 would be visible from the setting of these Listed Buildings as they look to the south-east towards the Station. However, given the low impact nature of the proposal, it would not alter the overall relationship between the Station and these two Listed Building and the legibility of the historic station in such views would be maintained. There would therefore not be an impact to the significance of either asset or the extent to which they derive significance from their setting, as a result of the proposals.

[11] Network Rail, June 2024, *Fire Safety at Stations: Design Manual (NR/GN/CIV/300/03)*.

Non-Designated Heritage Assets

4.1.10 No appreciable change is anticipated to the setting of Spinkwell Mill Dewsbury (MWY2684). Whilst there is some intervisibility between the existing gate post, which would be altered as part of the proposals, and the former mill, there would be no physical change which would be visible from the structure. As such, these works would not result in any appreciable change to the non-designated asset's setting and would not impact on its overall significance.

4.1.11 Overall, the SME proposals satisfy the National Planning Policy within the NPPF and the Local Planning Policy within the Kirklees Local Plan Policy LP35.

4.2 Mitigation

4.2.1 Mitigation has been used in three separate ways: embedded mitigation; additional mitigation measures and compensation. These are briefly described below and have their basis in the hierarchy of mitigation as detailed in Design Manual for Roads and Bridges (DMRB) LA 104 Environmental Assessment and Monitoring[12].

4.2.2 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. There may also be changes that enhance or improve the historic asset. Embedded mitigation is discussed as part of the design development (see above, Section 3.2).

4.2.3 Additional mitigation measures are applied post-design stage and are intended to include processes and activities that will reduce the level of negative change to the significance of an historic asset.

Mitigation

4.2.4 The design of the proposed SMEs on Platform 1 have been shaped to incorporate elements which mitigate potential impacts to Dewsbury Station as far as possible. These elements have been developed in discussions with Kirklees Council. Additional information with respect to these elements of design development is included above in Section 3.2.

4.2.5 The design development process has resulted in mitigation being embedded within the design proposals which has sought to ensure the historic and aesthetic significance of the Station is retained. The design adopted for the Secondary Means of Escape has been developed in order to comply with the safety requirements from Network Rail without compromising the integrity of the Station's significance. The following design considerations have been taken into account in response to the proposed alterations to the Listed Building:

- Installing free standing stairs to prevent fixing into the retaining wall, as far as practicably possible;
- Adopting a simplified design which exposes the underside of the stairs to enable visibility and maintenance of the historic retaining wall;
- Incorporating architectural detailing in the staircase columns which resembles the design of the columns on the historic canopies to maintain legibility of the design language on the Platform;

[12] Design Manual for Roads and Bridges, LA 104, Sustainability & Environmental Appraisal, Environmental assessment and monitoring. Revision 1 (August 2020).

- Adopting a colour scheme, for the columns and fencing, that matches existing Station features to ensure visual cohesiveness across the Platform.

4.2.6 The design development process for the SMEs has identified further mitigation measures which aim to reduce potential impacts on the significance of heritage assets arising as a result of the Scheme. Network Rail commits to undertaking such additional mitigation measures as part of the implementation of the construction of the Scheme. In the case of Dewsbury Station, the additional mitigation measures would comprise:

- Measures to minimise the visibility of construction activity, plant and hoardings, and to reduce dust and noise; and
- Toolbox talks to disseminate best practice for reducing potential impacts in relation to construction activity associated with Dewsbury Station, for example to help avoid accidental damage.

4.3 Public benefit

4.3.1 The proposals for Secondary Means of Escape are required to realise the public benefits of the W4 Scheme between Dewsbury and Leeds.

4.3.2 The Scheme, as part of the wider TRU Programme and the works that have been granted consent at Dewsbury Station in April 2022, would directly and indirectly play a role in improving passenger experience, capacity and reliability improvements and enhancing some of Britain's busiest rail network. As a key transport corridor, passenger modelling of the Transpennine route indicated that the number of people using the line will increase considerably by the early 2040s.

4.3.3 The Trans-Pennine Route is identified as a key transport corridor for providing connections between cities in the North of England and to support the delivery of economic growth and "levelling up" opportunities across the North of England. The Scheme is vital in supporting the North of England's long-term, low-carbon economic growth, and better-connecting people to jobs, services, education and leisure. The vital connection between effective transport systems and local business productivity and district prosperity as well as the full support of the Trans-Pennine upgrade is recognised in the Kirklees Local Plan 2019 Policy LP19 and the Local Plan Allocations and Designations document (TS7 Public Transport Infrastructure Schemes).

4.3.4 The proposed SME works to Dewsbury Station carry considerable public benefit in terms of ensuring there are adequate provisions for safe passenger egress from the extended platforms in the event of an emergency. The proposals are a crucial Health and Safety element in ensuring that the Platform and canopy extensions, which have previously been granted consent, can be safely undertaken and continue to comply with the relevant fire safety standards. In doing so, these works would therefore contribute towards achieving the overall benefits of the Scheme and wider TRU Programme, and without these changes the Scheme would be unable to go ahead.

4.4 Assessment on Level of Harm

4.4.1 As previously discussed in Section 3, the implementation of Secondary Means of Escape at Dewsbury Station would result in some change to the Station platforms, particularly the implementation of stairs to Milton Walk on the southern end of Platform 1. These changes would only result in very minor interventions into the historic fabric and would therefore result in less than substantial harm to the significance of the Station in accordance with the NPPF (paragraph 215). It is considered that the impacts on the significance of the Station would be limited, and that the implementation of these additional Secondary Means of Escape would ensure that the Station remains operational and safe during emergencies.

4.4.2 The Scheme proposals would preserve the overall significance of the Station, securing its future use as an historic component of the Trans-Pennine Route and allowing its continued appreciation as a nationally important listed historic structure. This accords with less than substantial harm in Kirklees Local Plan Policy LP35 (policy 1). It would also meet policy 3a contributing to the distinct identity of the Kirklees area and policy 3e in accommodating innovative design. It also brings public benefits that, on balance, mitigate any harm to heritage assets.

4.4.3 It is concluded that the proposal would result in less than substantial harm and meet the test of achieving public benefits which outweigh the harm to the significance of the Station, in line with the NPPF (para 215) and Kirklees Council Local Plan Policy LP35.

5. CONCLUSION

5.1.1 Dewsbury Station draws its significance from its association with the Heroic Age (1841-50) of railway construction, its later 1880s enhancement phase and the substantial contribution that the main building makes to its significance. The key elements within the Station, such as the footbridge and canopies, also contribute to its significance through historical, evidential and aesthetical values. The setting of Dewsbury Station makes only a limited contribution to the Station's overall significance due to the degree of change in the surrounding townscape.

5.1.2 Subsequent to the granted LBC (ref: 2022/65/91212/E, approved on 6 April 2022) for numerous works at Dewsbury Station, including the extension of the platforms and canopies, additional fire safety standards were developed to ensure passenger safety in the event of an emergency. The risk of fire radiation and smoke being trapped beneath the extended canopies was identified, and whilst there would be ventilation which would facilitate smoke dissipation, additional safety measures at the Station were required. As such, two additional Secondary Means of Escape (SMEs) on Platform 1, and one on Platform 2[13] were developed to meet the fire safety standards at the Station. These have been sympathetically developed to minimise visual intrusion to the Station and have adopted, where possible, aesthetic and architectural cues from the historic elements of the Station to mitigate any visual impacts. Whilst some intervention into historic fabric of the retaining wall parapet would be required as part of the emergency staircase construction on Platform 1, the proposals would result in less than substantial harm to the overall significance of the Station and would result in substantial public benefits given the safety assurance they provide.

5.1.3 The proposed works at the Station would result in no appreciable impacts on the significance of any other designated or non-designated heritage assets and their overall significance would not be affected.

5.1.4 The design process has been undertaken in a strongly collaborative manner and has sought historic environment professional support from the outset. Every effort was made to limit change to the historic structures within the Station and regular consultation with historic environment stakeholders and the design team were held throughout the development of options.

5.1.5 All of the changes have been considered against the balance of harm and public benefits. Although the proposals do result in some change, the sensitive design approach employed amounts to less than substantial harm in respect of National Planning Policy Framework. It would, as mentioned in paragraph 4.4.2, satisfy the Kirklees Local Plan Policy LP35 in meeting proposals that contribute to the distinct identity of the Kirklees area (policy 3a), and having consideration to the conservation of the significance of the Station.

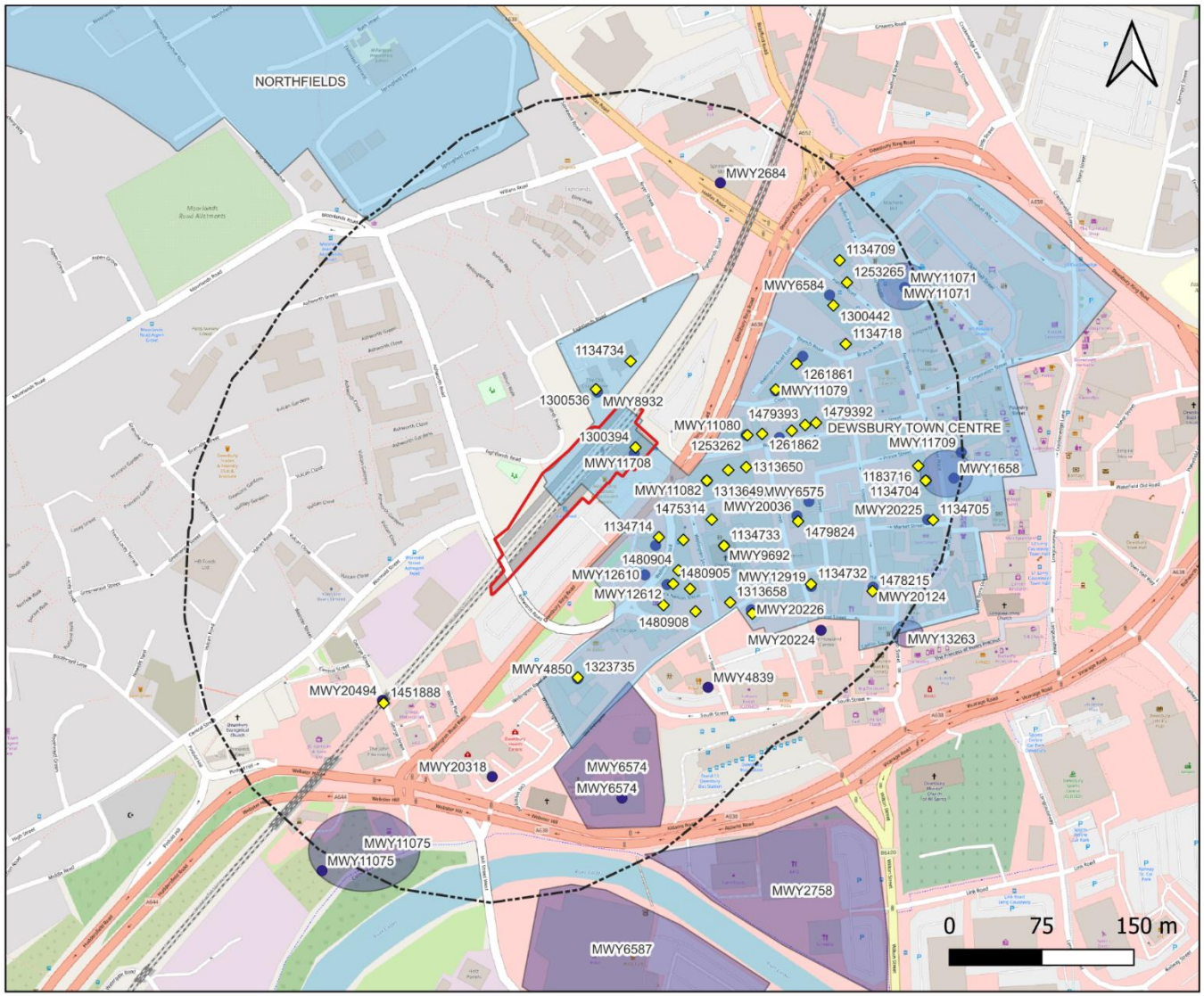
5.1.6 The proposed works will contribute towards the wider Scheme of interventions which will bring significant economic, environmental and social benefits across the north of England through the improvements to the rail line between Leeds and Manchester. The required work to the Grade II Listed Station is integral to the major public benefit realised by the overall TRU Programme, in line with the Kirklees Local Plan Policy LP19. These public benefits delivered by the fulfilment of the objectives of the Scheme would outweigh the level of harm to the significance of the Listed Building.

5.1.7 The proposals therefore satisfy both national and local planning policy regarding the balance test of the impact of development on significance of heritage assets and their setting, and

[13] The Platform 2 proposal falls outside of the Listed Building boundary and does not form part of this LBC application.

the public benefits to be realised.

APPENDIX A – LOCATION PLAN



AtkinsRéalis

Dewsbury Station

Heritage Statement - Secondary Means of Escape

Asset location map

Legend

- Dewsbury Station
- 250m study area

Listed Buildings

- Grade II
- Dewsbury Town Conservation Area

Dewsbury Station HER data

- WYHER_Monuments_region
- WYHER_Monuments_point

OpenStreetMap

Drawn By: TM
Date: 22/08/2025

Base Mapping:© OpenStreetMap contributors

Data Sources: OS data © Crown Copyright and database right (2025).

AtkinsRéalis Limited © Nova North, 11 Bressenden Place, London, SW1E 5BY

APPENDIX B – HISTORIC ENGLAND LIST DESCRIPTION

Overview

Heritage Category: Listed Building

Grade: II

List Entry Number: 1300394

Date first listed: 18-Nov-1977

Statutory Address: DEWSBURY RAILWAY STATION, ENTRANCE BUILDING, PLATFORM BUILDING AND CANOPIES, FOOTBRIDGE AND SOUTH WEST OFFICE, WELLINGTON ROAD

Location

The building or site itself may lie within the boundary of more than one authority.

District: Kirklees (Metropolitan Authority)

Parish: Non-Civil Parish

National Grid Reference: SE 24341 21795

Details

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

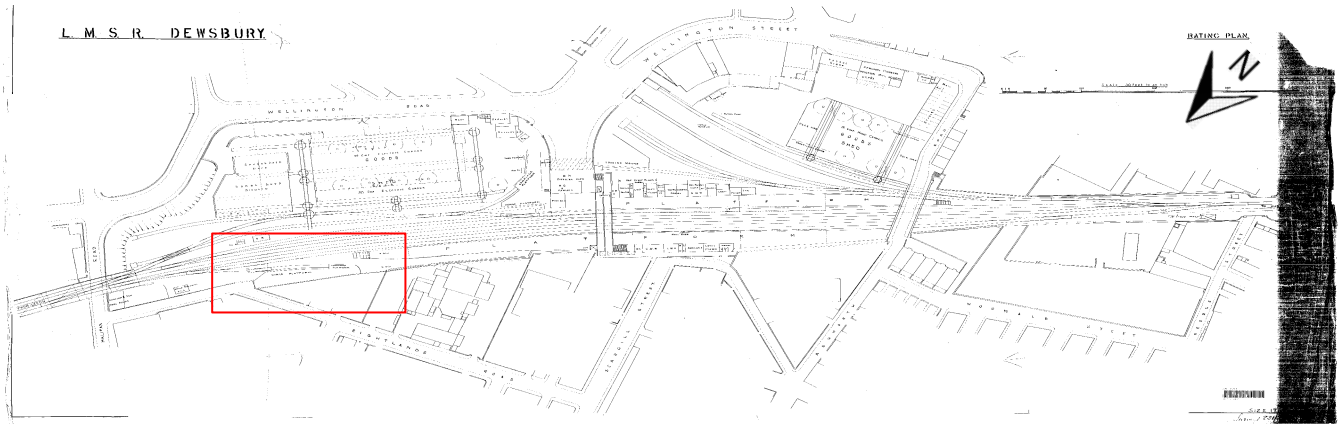
G.V. II

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.

Listing NGR: SE2434121795

APPENDIX C – HISTORIC LOADING PLATFORM PHOTOS

Early 20th Century London, Midland and Scottish Railway (LMSR) Dewsbury Plan showing the location of the historic loading platform



Historic Loading Platform (2025)



View north along the railway tracks from the historic loading platform (2025)



Historic Platform Boundary wall (2020)



View of the historic loading platform from Platform 2, demonstrating the condition and vegetation growth around the platform (2025).



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