

**Consultation Response from KC,
Conservation & Design**

2025/93012 Dewsbury Railway Station, Wellington Road, Dewsbury, WF13 1HF

Listed Building Consent for secondary means of escape (SME) routes, comprising a staircase towards the southern end of Platform 1 and a level access ramp extending from the northern end of Platform 1, including alterations to the platform and retaining wall to the rear of the southern part of the platform

Date Responded: 21/1/26

Responding Officer: SC

Responding Ref:

Under the new fire safety standards, additional Secondary Means of Escape (SME) are required at Dewsbury Station. 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 (not needing LBC but includes a ramp to car park).

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.

The original 1848 station it is assumed was symmetrical in design with a main central gable and two symmetrical wings with smaller gables to the north and south, that were removed in the 1880s. Dewsbury Station was originally constructed in 1848 in a Tudor architectural style.

Works were undertaken to the Station 1887-1889; the subway was made redundant, and the Station platforms were joined by a new footbridge instead. Further facility buildings were installed on Platform 1 and a retaining wall to support the front garden of the County Court and other properties along Eightlands Road. 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.

In 1999, a lift shaft and motor room were constructed on Platform 1 in coursed stone to match the existing 1880s masonry.

Platform 1 Northern end

Options for the SMEs were considered

1a – path to access gate onto Eightlands Rd - preferred

1b – track crossing to car park – dismissed due to safety issues of crossing tracks

Platform 1 Southern end

1a – via staircase to Ashworth Rd – safety risk onto busy road, and heritage interventions needed

1b – via staircase to Milton Walk - preferred

1c – via staircase to Wormald St – difficult and costly due to topography, safety risk busy road

Design options

1. Stone clad encased stair – wall maintenance issues
2. Free standing stair with trestle supports – concerns regarding aesthetics
3. Free standing supported by 2 columns – simplified design, chosen to be minimalist

Gates are proposed up to 2m tall to be steel, painted black to only be used in emergency.

The 2 columns for the staircase would be square with chamfered corners with details and colours to match in with the colour scheme of the historic canopies, white and blue.

The Chevaux De Frise fence/gate details appears quite harsh as a deterrent to access but is required to ensure safety and prevent access.

The less than substantial harm to the heritage of the station would be outweighed by the public benefit of providing the Secondary Means of Escape for safety. The proposals comply with the NPPF (para 215) and Policy LP35 of the Local Plan.

Recommended conditions;

The paint colour finishes for columns and fencing shall match the existing Station colour scheme as closely as possible, in accordance with the Schedule of Materials submitted October 2025.

Appropriate lime mortar to be used in accordance with the Schedule of Materials.

All materials and details to be in accordance with the submitted details including the Schedule of Materials.