

KIRKLEES METROPOLITAN COUNCIL INVESTMENT & REGENERATION SERVICE

DEVELOPMENT MANAGEMENT

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

DELEGATED DECISION TO DETERMINE APPLICATIONS FOR LISTED BUILDING CONSENT

| | |
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| Reference No: | 2025/65/93012/E |
| Site Address: | Dewsbury Railway Station, Wellington Road, Dewsbury, WF13 1HF |
| Description: | 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 |
| Recommending Officer: | Liz Chippendale |

DECISION – Listed Building Consent – Approve

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

Nick Hirst

AUTHORISED OFFICER

Date: 02-Feb-2026

Officer Report

Application: 2025/65/93012/E

Site: Dewsbury Railway Station, Wellington Road, Dewsbury, WF13 1HF

Proposal: 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

Site Description

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

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

Description of Proposal

The proposal is for Listed Building Consent for two 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. The proposal also includes alterations to the platform and retaining wall to the rear of the southern part of the platform.

Proposed platform 1 northern end SME

A ramp/walkway is proposed for egress on the northern end of platform 1 which would extend towards Eightlands Road. The ramp/walkway would be established between the retaining wall and railway at a length of approximately 93m and width of 2m. Proposed gates would be installed to restrict the walkway/ramp to emergency use only. A painted black, steel gate at the top of Eightlands Road would make use of the historic gate access and would measure 2m in height. A painted black steel gate at a height of 1.5m would be at the platform exit. Bollard lighting would be added along the walkway.

Proposed platform 1 southern end SME

A self-supporting staircase is proposed for the SME on the southern extent of the platform leading to a path onto Milton Walk. The stairs would be supported by two columns at each landing point. The columns would be painted with white, with the base, mid rings and capitals to be painted blue to match the colour scheme of the historic canopies. The columns would be fixed into the platform surface and secured using a layer of cementitious grout, and the surrounding platform surface would be good once works are completed. The stairs balustrade would consist of GRP railings with anti-climb measures.

Gates are proposed to the top and bottom of the staircase for security and controlled access. The gate at the top would comprise Chevaux De Frise. The installation of the gate would require the removal of the top few stone courses of the parapet of the retaining wall. This is only interaction with the retaining wall. The proposed gate at the bottom would comprise of a 1.7m x 1.7m cage to help control access in emergency situations.

The applicant has provided the following summary of the proposal, for context:

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 21 .

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.

History of negotiations / amendments received

Officers did not enter into negotiations with the applicant as the details were considered to be acceptable on submission following consultation meetings as part of the TRU Heritage and Kirklees planning meetings.

Relevant Planning History

- 2008/90295 Listed Building Consent for alterations to the entrance doors – Refused
- 2008/92950 Listed Building Consent for alterations to the entrance doors – Granted
- 2012/93812 Listed Building Consent for anti-trespass fencing and floor mounted guards –Granted
- 2015/92959 Listed Building Consent for erection of cycle shelter – Granted
- 2017/92488 Listed Building Consent for installation of automatic ticket gates – Granted
- 2019/93681 Listed Building Consent for installation of waiting shelter on platform one – Granted
- 2022/91212 Listed Building Consent for works including platform extensions and re-surfacing, extended canopies to both platforms and screening to rear wall of platform 2, new waiting shelter on platform 2, strengthening of footbridge and full enclosure to Leeds-side elevation, alterations to disused subway, provision of overhead electric catenary throughout the station, new lighting and public address system – Granted
- 2023/90105 Listed Building Consent for installation of new braille tactile map bearing on a reinforced concrete base – Granted
- 2023/91857 Prior Approval for alterations to Dewsbury Railway Station – Details approved
- 2025/90472 Discharge of details reserved by conditions 4 (materials), 5 (materials), 6 (canopy), 9 (cycle store), 12 (OLE) on previous permission 2022/91212 for Listed Building Consent for works including platform extensions and re-surfacing, extended canopies to both platforms and screening to rear wall of platform 2, new waiting shelter on platform 2, strengthening of footbridge and full enclosure to Leeds-side elevation, alterations to disused

subway, provision of overhead electric catenary throughout the station, new lighting and public address system – Approved

2025/90740 Discharge of details reserved by condition 3 (archaeological and architectural recording) on previous permission 2022/91212 for Listed Building Consent for works including platform extensions and re-surfacing, extended canopies to both platforms and screening to rear wall of platform 2, new waiting shelter on platform 2, strengthening of footbridge and full enclosure to Leeds-side elevation, alterations to disused subway, provision of overhead electric catenary throughout the station, new lighting and public address system – Approved

2025/92154 Discharge of details reserved by condition 10 (waiting shelter) on previous permission 2022/91212 for Listed Building Consent for works including platform extensions and re-surfacing, extended canopies to both platforms and screening to rear wall of platform 2, new waiting shelter on platform 2, strengthening of footbridge and full enclosure to Leeds-side elevation, alterations to disused subway, provision of overhead electric catenary throughout the station, new lighting and public address system – Pending decision

2025/91628 Variation of condition 2 (plans and specifications) and condition 7 (canopy extension) and to remove condition 8 (wall-top barrier) of listed building consent 2022/91212 for Listed Building Consent for works including platform extensions and re-surfacing, extended canopies to both platforms and screening to rear wall of Platform 2, new waiting shelter on platform 2, strengthening of footbridge and full enclosure to Leeds-side elevation, alterations to disused subway, provision of overhead electric catenary throughout the station, new lighting and public address system (within a Conservation Area) – Approved

For information, no planning permission has been applied for alongside this Listed Building Consent. The applicant has stated that the works are permitted under permitted development rights under Section 18 of the GPDO, via the Railway Act (Leeds, Dewsbury and Manchester Act 1845).

Access Considerations

The proposed steps and walkway/ramp are provided solely as a secondary means of escape for emergency use only and not for general access. Given

their limited function, the arrangement is considered reasonable and avoids unnecessary intervention to the historic fabric.

Climate Change Emergency

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

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

Consultation Responses

Kirklees Conservation and Design – No Objection, subject to conditions subject to the paint finishes, proposed lime mortar and materials to be in accordance with the Schedule of Materials submitted October 2025.

Historic England – Offered no comment.

Representations

End of representation period: 18/12/2025

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

Policies

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

Kirklees Local Plan

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

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

National Policies and Guidance

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

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

Assessment

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

Paragraph 205 of the NPPF states that:

“When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.”

Paragraph 208 goes on to state that:

“Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.”

The Kirklees Local Plan also reflects this within Local Plan Policy LP35.

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. Three SMEs are proposed, one at either end of Platform 1, with a third at Platform 2 although this does not require LBC, including a ramp to car park, and therefore not part of this application.

An assessment of the impacts of the proposed works on the significance of the heritage asset is set out below.

Dewsbury Railway Station is a Grade II listed building. The listing includes all structures i.e. entrance building and platform buildings. The station includes significant architectural features such as Tudor arched doorways, mullioned and transomed windows and decorative stone detailing. The historic character derives from high quality of the architectural features, including the stone staircases, gothic cast iron railings, original platform buildings, canopies supported by cast iron columns and a covered footbridge. Historic value to the societal aspects of the station and the broader railway is also noted.

Platform 1 Northern Secondary means of escape (SME)

The Northern SME would comprise of a walkway that would extend from the northern limit of the previously consented platform one extension, towards Eightlands Road, linking with the historic loading platform and its former gate (both currently not in use and outside of the Listed building boundary).

The proposed walkway would not interfere with the historic fabric of the station. The materials and colours proposed for the fencing at either end of the walkway would be in keeping with the existing fencing and therefore would be integrated into the setting.

Platform 1 Southern secondary means of escape (SME)

The proposed southern secondary means of escape would sit next to a historic retaining wall. The proposed design would have minimal intervention with the wall due to the free standing design and allow to reduce visual obstructions as

far as possible. The removal of vegetation will also allow the historic wall to be appreciated by passengers.

The proposal involves the removal of the top courses and coping stones of the retaining wall in order to establish a walkway between the stairs and the path towards Milton Walk. Although this would result in a permanent change, it would not be considered to distract from the significance of the station.

The design of the staircase and proposed colour palette (white and blue) reflects the existing canopy columns to ensure that the addition integrates with the aesthetics of the station. The proposed colours and materials for fencing would correspond with those previously approved and therefore integrate with the contemporary works within the station.

Public benefit

The proposed interventions are designed to improve safety in the event of an emergency within the public areas of the building by providing secondary means of escape from the station. The new measures introduced lead to less than substantial harm to the significance of the listed building which is held within the station building, canopies and platform buildings which the proposed development would not impact upon. The public benefits of providing emergency escape routes creating a safe environment, with minimal interventions to the historic fabric, outweighs the slight harm and the proposal is therefore acceptable.

Conclusion

Paragraph 205 of the NPPF states that:

“When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.”

Paragraph 208 goes on to state that:

“Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.”

The proposed interventions are designed to improve safety in the event of an emergency within the public areas of the building by providing secondary means of escape from the station. The new measures introduced lead to less than substantial harm to the significance of the listed building. The public benefits of providing emergency escape routes creating a safe environment, with minimal interventions to the historic fabric, outweighs the slight harm and the proposal is therefore acceptable.

Section 16(2) of the Planning (Listed Buildings and Conservation Areas) Act requires that the Local Planning Authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

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

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

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

It is therefore concluded that the proposed development accords with the requirements of policies LP1, LP2, LP24 and LP35 of the Kirklees Local Plan, policies within Chapters 2, 12 and 16 of the National Planning Policy Framework and Section 16(2) of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended).

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

Recommendation: Grant Consent

Report Dated: 30/01/2026

Decision Authorisation - Delegated Powers

Application Number – 2025/93012

Officer Recommendation – Grant Consent

Conditions and Reasons:

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

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

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

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

3. The paint colour finishes for columns and fencing shall match the existing station colour scheme as close as is practically possible, in accordance with the Dewsbury Station Secondary Means of Escape: Schedule of Materials.

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

4. The use of lime mortar shall be in accordance with the Dewsbury Station Secondary Means of Escape: Schedule of Materials.

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

5. All materials and details shall be in accordance with the submitted details with the Dewsbury Station Secondary Means of Escape: Schedule of Materials.

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

Plans and specifications schedule:

| Plan Type | Reference | Version | Date Received |
|--|--|----------------|----------------------|
| Dewsbury Station Secondary Means of Escape: Schedule of Materials Dated October 2025 | - | - | 12.11.2025 |
| Dewsbury Station Secondary Means of Escape (SME) – Heritage Statement | TP/LNE/2025-112 | - | 12.11.2025 |
| Dewsbury Station statement of significance | - | 1 | 12.11.2025 |
| P1 Northern - Proposed plan, elevations and sections | 151667-TSA-40-MDL1- DRG-T-LP-160104 | P01 | 12.11.2025 |
| P1 Southern – proposed, elevations and sections | 151667-TSA-40-MDL1- DRG-T-LP-160105 | P01 | 12.11.2025 |
| P1 Southern – Proposed surfacing | 151667-TSA-40-MDL1- DRG-T-LP-160106 | P01 | 12.11.2025 |
| Propose general arrangement | 151667-TSA-40-MDL1- DRG-T-LP-160103 | P01 | 12.11.2025 |
| Location Plan | 151667-TSA-40-MDL1- DRG-T-LP-160101 | P01 | 12.11.2025 |
| P1 Southern – proposed security measure details | 151667-TSA-40-MDL1- DRG-T-LP-160111 | P01 | 12.11.2025 |
| P1 Southern – proposed gate and fence details | 151667-TSA-40-MDL1- DRG-T-LP-160110 | P01 | 12.11.2025 |
| P1 Southern – Proposed end ramp detail | 151667-TSA-40-MDL1- DRG-T-LP-160109 | P01 | 12.11.2025 |
| P1 Southern – proposed staircase detail | 151667-TSA-40-MDL1- DRG-T-LP-160108 | P01 | 12.11.2025 |
| P1 Southern – proposed column detail | 151667-TSA-40-MDL1- DRG-T-LP-160107 | P01 | 12.11.2025 |
| SME Block Plan | 151667-TSA-40-MDL1- DRG-T-LP-160102 | P01 | 12.11.2025 |

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

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