

Discharge of Listed Building Consent Conditions: Dewsbury Station

2022/65/91212/E Condition 11

Document Reference: TP/LNE/2026/024

Network Rail

February 2026



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1. INTRODUCTION

1.1 Background

- 1.1.1 The Scheme is part of a wider programme of works under the Trans-Pennine Route Upgrade (TRU) 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.
- 1.1.2 The works to which this document relate lie within the TRU W4 Scheme between Westtown (Dewsbury) and Leeds which will contribute to the overall TRU aims of increasing service capacity and offering journey time benefits. This will deliver upgrades to the existing railway line including electrification of the line, increase in line speeds and remodelling of stations, as well as various other engineering works necessary to realise the benefits of the scheme including alterations to existing bridge structures.
- 1.1.3 The TRU W4 works necessitate improvements and changes to Dewsbury Station to facilitate the public benefits of the upgraded railway. A Listed Building Consent (LBC) application, referenced 2022/65/91212/E, to undertake works to the Station including extension of platforms and canopies, works to the subway, introducing provisions for Overhead Line electrification (OLE) and installing lighting, CCTV, PA systems and ancillary equipment throughout the Station, was approved subject to conditions on 30 June 2022.
- 1.1.4 This submission sets out details in relation to Condition 11 of the approved Listed Building Consent for the works. This condition relates to the lighting, CCTV, PA systems and ancillary equipment on the platform and footbridge. It requests further information on their detailed design, including size, locations and fixing methods.
- 1.1.5 In addition to Condition 11 being submitted here, a further 11 conditions were attached to the approved Listed Building Consent. These have all been discharged and are tabulated below along with their discharge dates.

Table 1-1 Conditions attached to the approved LBC and status of discharging

Condition number	Condition relating to	Discharge status
2	Adherence to approved drawings	Section-19 Variation application approved by Kirklees Council on 16 January 2026. (ref: 2025/70/91628/E)
3	Securing a Level 2 programme of historic building recording at the Station	Condition discharged on 12 June 2025 (ref 2025/44A/90740/E).
4	Retention of platform stone string course	Condition discharged on 30 April 2025 (ref 2025/44A/90472/E).
5	Material specifications for platform extensions	Condition discharged on 30 April 2025 (ref 2025/44A/90472/E).
6	Platform strengthening	Condition discharged on 30 April 2025 (ref 2025/44A/90472/E).
7	Canopy extension columns and column connections	Section-19 Variation application approved by Kirklees Council on 16 January 2026. (ref: 2025/70/91628/E)

Condition number	Condition relating to	Discharge status
8	Removal of the proposals for wall-top barrier on Platform 2	Section-19 Variation application approved by Kirklees Council on 16 January 2026. (ref: 2025/70/91628/E)
9	Cycle storage details	Condition discharged on 30 April 2025 (ref 2025/44A/90472/E).
10	Waiting Shelter Details	Condition discharged on 26 September 2025 (ref 2025/44A/92154/E).
12	OLE design details	Condition discharged on 30 April 2025 (ref 2025/44A/90472/E).

2. INFORMATION INCLUDED IN THIS SUBMISSION

- 2.1.1 The wording of Condition 11 is reproduced in Table 2-1 below, along with a brief overview of the information submitted in order to discharge the condition.

Table 2-1 Details of relevant conditions

Condition reference	Details of condition	Section reference and material to be submitted
11	Prior to the installation of platform and footbridge lighting, CCTV, PA systems and ancillary equipment, details shall be submitted to and approved in writing by the Local Planning Authority. These shall include size, locations, structures, fixing methods and interventions into the historic fabric	Section 3: This section outlines the proposed platform and footbridge fixtures and fittings, detailing the design, location, and installation methods for the items named in the condition wording. Section 4: This section outlines the proposed subway fixtures and fittings, detailing their design, location and installation methods. Appendix A: Supplementary detailed drawings

3. CONDITON 11: PLATFORM AND FOOTBRIDGE FIXTURES AND FITTINGS

3.1 Background

3.1.1 This section encompasses the range of new fixtures and fittings that will be installed across the Station platforms and footbridge.

3.1.2 To ensure the new equipment is in keeping with the Station's design and is sensitive towards the overall character and appearance of Dewsbury Station, the Local Planning Authority has attached Condition 11 which requests further design details including size, location and fixing methods of all new ancillary equipment at the Station. These are described below and provided in the drawings which accompany this submission (in Appendix A).

3.2 CCTV

Platforms 1 & 2

3.2.1 The inclusion of CCTV in the Station environment is vital for public safety, crime prevention, passenger confidence, operational monitoring, staff safety and compliance and accountability with regulations. The positioning and number of CCTV equipment is dictated by the requirement to achieve sufficient coverage across the Station. Consideration has been given to sensitively integrate the proposed equipment into the historic environment of the Station, whilst ensuring it still achieves its operational aims.

3.2.2 The following section will outline the appearance of cameras to be installed at the Station, their range of fixing methodologies and their locations.

Camera Types

3.2.3 The CCTV cameras to be installed at Dewsbury Station are standard dome cameras. These cameras are compact and discreet, making them well-suited to sensitive heritage environments. Their discrete design and widespread use in public settings mean they are visually unobtrusive and unlikely to detract from the character of the Station. Their positioning avoids key architectural features and where feasible, non-invasive installation methods will be used. The cameras provide essential security coverage with minimal impact on the historic fabric or aesthetic value of the building.

3.2.4 A total of 12 CCTV cameras will be installed along Platforms 1 and 2, 7 CCTVs will be installed on Platform 1 and 5 on Platform 2.

3.2.5 Table 3-1 shows the type of cameras to be installed in the Station.

Table 3-1 - CCTV Camera Types

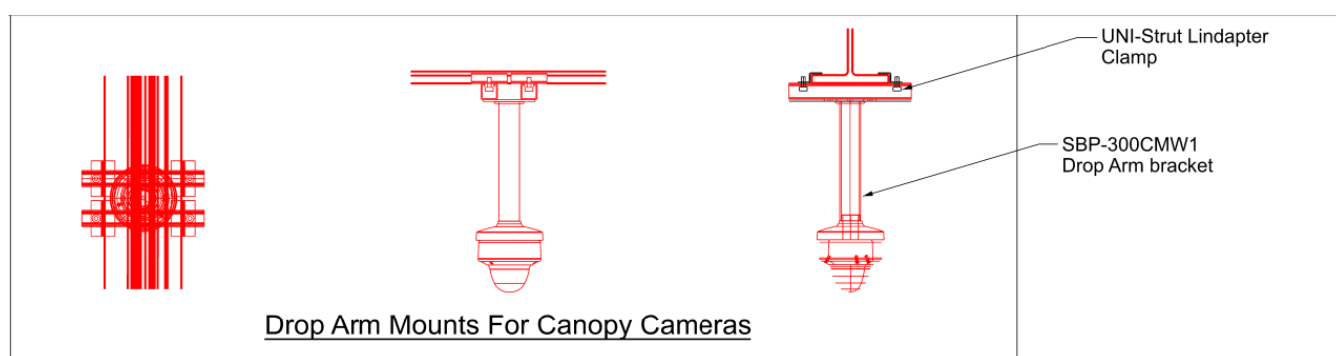
Station area	Model	Image
Various	Fixed dome camera	

Method of Fixing

- 3.2.6 Consideration has been given to minimise the impact on historic fabric that could arise from the installation of the required CCTV equipment. The method of fixing will depend on the location of the equipment, for example whether mounted to a wall or to an ancillary structure.

Canopy mounted cameras

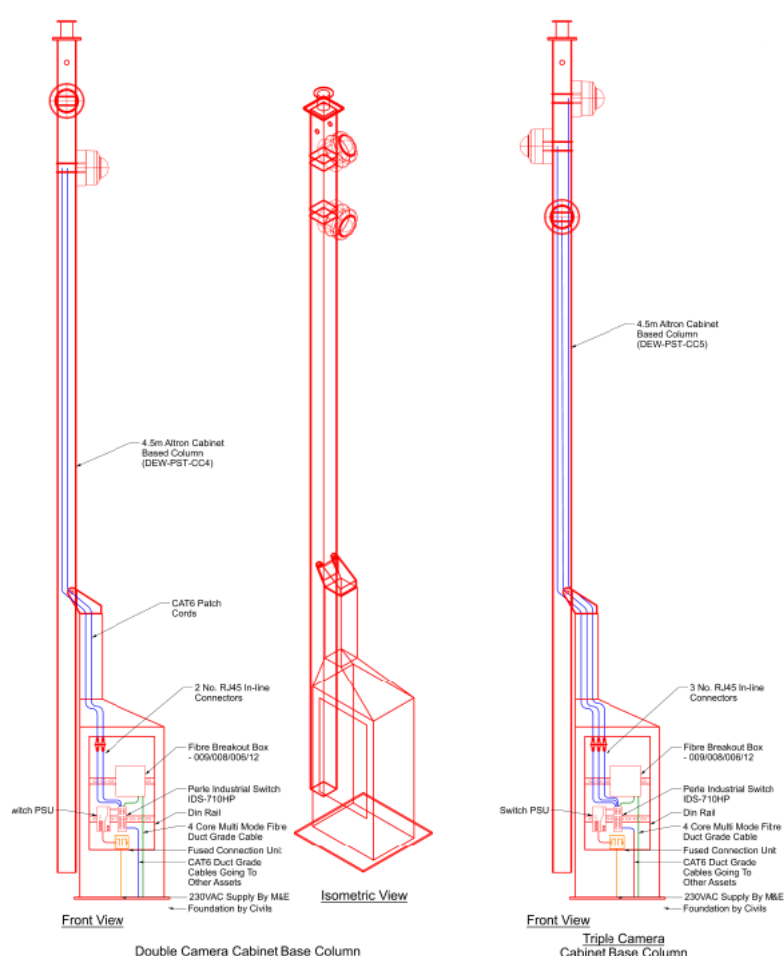
- 3.2.7 Cameras mounted to the new canopy extensions will be supported via a proprietary drop-arm mounting system, secured to the canopy structure using UNI-Strut Lindapter clamp fixings (Insert 3-1).



Insert 3-1 Canopy mounted cameras

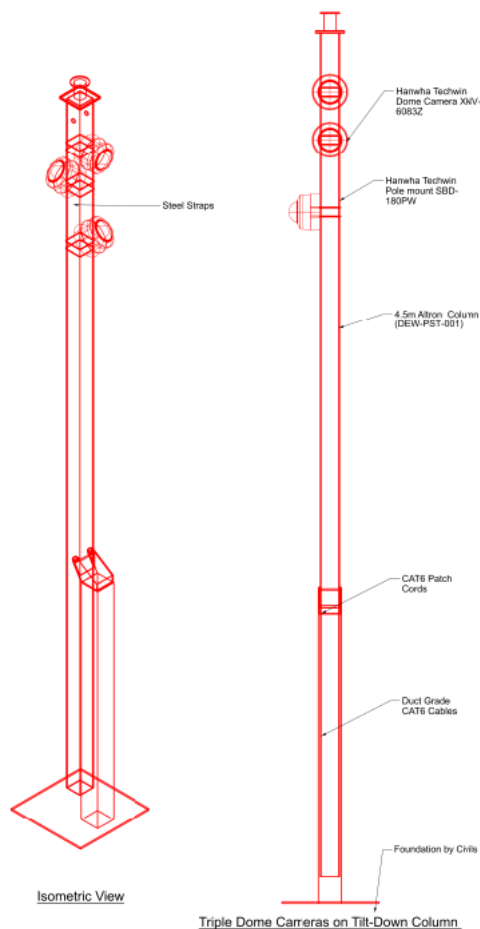
Column based cameras

- 3.2.8 The double camera installation is supported on a 4.5m Altron cabinet-based column, providing a mounting structure for the CCTVs. The column incorporates an integral base cabinet accommodating the switch PSU, industrial network switch, fibre breakout box, CAT6 patch cords for connection between cameras and the cabinet (Insert 3-2).



Insert 3-2 CCTV mounted on Cabinet Based Column

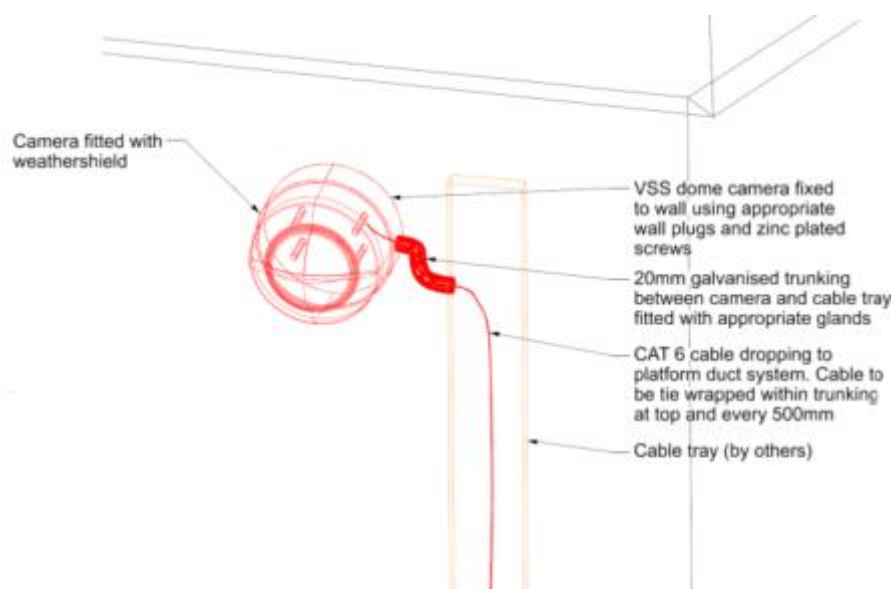
- 3.2.9 Where cameras are to be mounted on a Tilt-Down Column, they are fixed by Hanwha Techwin pole-mount brackets (SOD-180PW), secured with steel straps as indicated on the drawings (Insert 3-3).
- 3.2.10 Power and data connections are provided via CAT 6 patch cords and duct-grade CAT6 cabling routed vertically along the column.



Insert 3-3 CCTV mounted to Tilt-Down Column

Abutment attached cameras

- 3.2.11 CCTV which is to be fixed to the Ashworth Road Bridge abutment wall will be mounted using appropriate wall plugs and zinc-plated fixings. The CCTV will also have a weather-shield provided to the camera head. CAT 6 cabling is routed from the camera via 20mm galvanized trunking between the camera and the cable tray (Insert 3-4).



Insert 3-4 CCTV fixed to bridge abutment wall.

- 3.2.12 Table 3-2 provides an overview of the CCTV equipment to be installed at the Station, including their type, location and fixing method. Locations of each camera are shown on drawing 151667-TSA-W4-MDL1-DRG-R-TL-135000 in Appendix A.1.

Table 3-2 CCTV Summary of location, fixing and camera.

Camera	Fixing Type	Camera Type	Location
DEW-CAM-045	Mounted to bridge abutment wall	Dome	Platform 1
DEW-CAM-046	Mounted on 6m cabinet column DEW-PST-CC4	Dome	Platform 1
DEW-CAM-047	Mounted on 6m cabinet column DEW-PST-CC4	Dome	Platform 1
DEW-CAM-048	Mounted on canopy extension	Dome	Platform 1
DEW-CAM-049	Mounted under canopy extension	Dome	Platform 1
DEW-CAM-050	Mounted on 4.5m tilt-down column DEW-PST-001	Dome	Platform 1
DEW-CAM-051	Mounted on 4.5m tilt-down column DEW-PST-001	Dome	Platform 1
DEW-CAM-052	Mounted under canopy extension	Dome	Platform 2
DEW-CAM-053	Mounted under canopy extension	Dome	Platform 2
DEW-CAM-054	Mounted on 4.5m cabinet column DEW-PST-CC5	Dome	Platform 2

DEW-CAM-055	Mounted on 4.5m cabinet column DEW-PST-CC5	Dome	Platform 2
DEW-CAM-056	Mounted on 4.5m cabinet column DEW-PST-CC5	Dome	Platform 2

3.3 Public Address System

- 3.3.1 As part of the proposed infrastructure, the public address (PA) system plays a key role in ensuring the safe and efficient operation of the railway environment. It facilitates clear and timely communication of travel information, including announcements regarding train arrivals, departures, and service disruptions, whilst also supporting emergency procedures and accessibility notices. The placement of speakers within the Station is informed by a range of parameters, including passenger flow, ambient noise levels and architectural acoustics. These considerations ensure that announcements are audible and comprehensible throughout the Station, contributing to both operational effectiveness and the overall passenger experience.

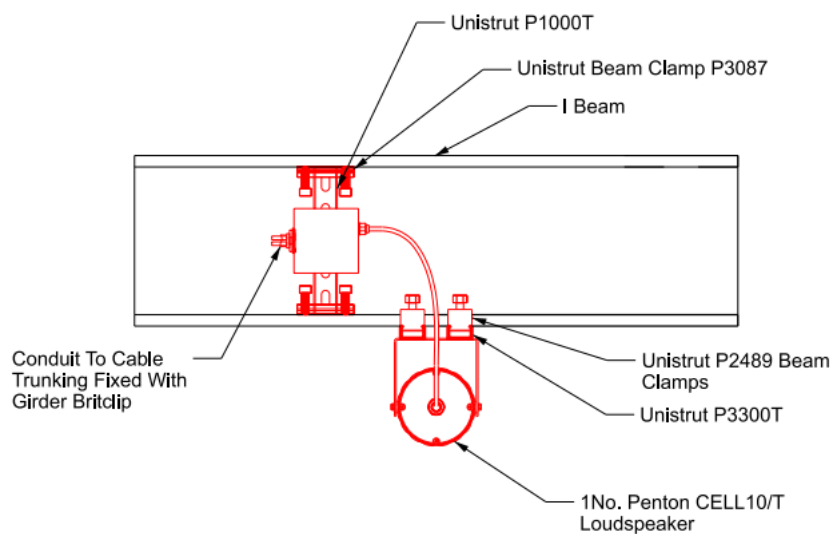
Platforms 1 and 2

- 3.3.2 A total of 59 speakers will be located along Platforms 1 and 2, 26 speakers will be installed on Platform 1 and 33 speakers on Platform 2. 10 existing speakers will be removed. All locations are shown on drawing 151667-TSA-W4-MDL1-DRG-R-TL-135001 in Appendix A.1.
- 3.3.3 The type of loudspeaker to be installed is depicted in Insert 3-5. It can be fixed via multiple methods. The speaker measures 140mm in diameter and 191mm in depth, finished in off-white RAL9016.

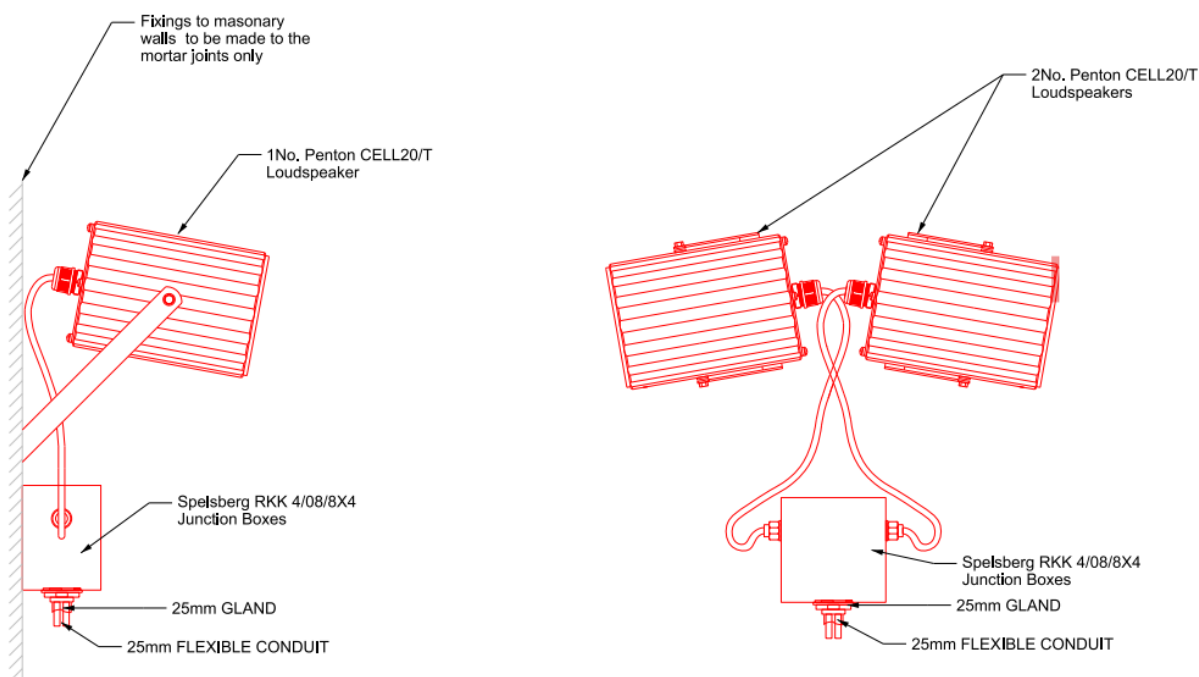


Insert 3-5 Indicative image of the loudspeaker

- 3.3.4 Consideration has been given to minimise the impact on historic fabric that could arise from the installation of the required public address system equipment. The method of fixing will depend on the location of the equipment, for example whether mounted to a wall, girder or to an ancillary structure
- 3.3.5 It is proposed that clamps would be used to attach speakers to beams, where this is feasible. Insert 3-6 shows the proposed arrangement for fixing speakers to beams across the Station.



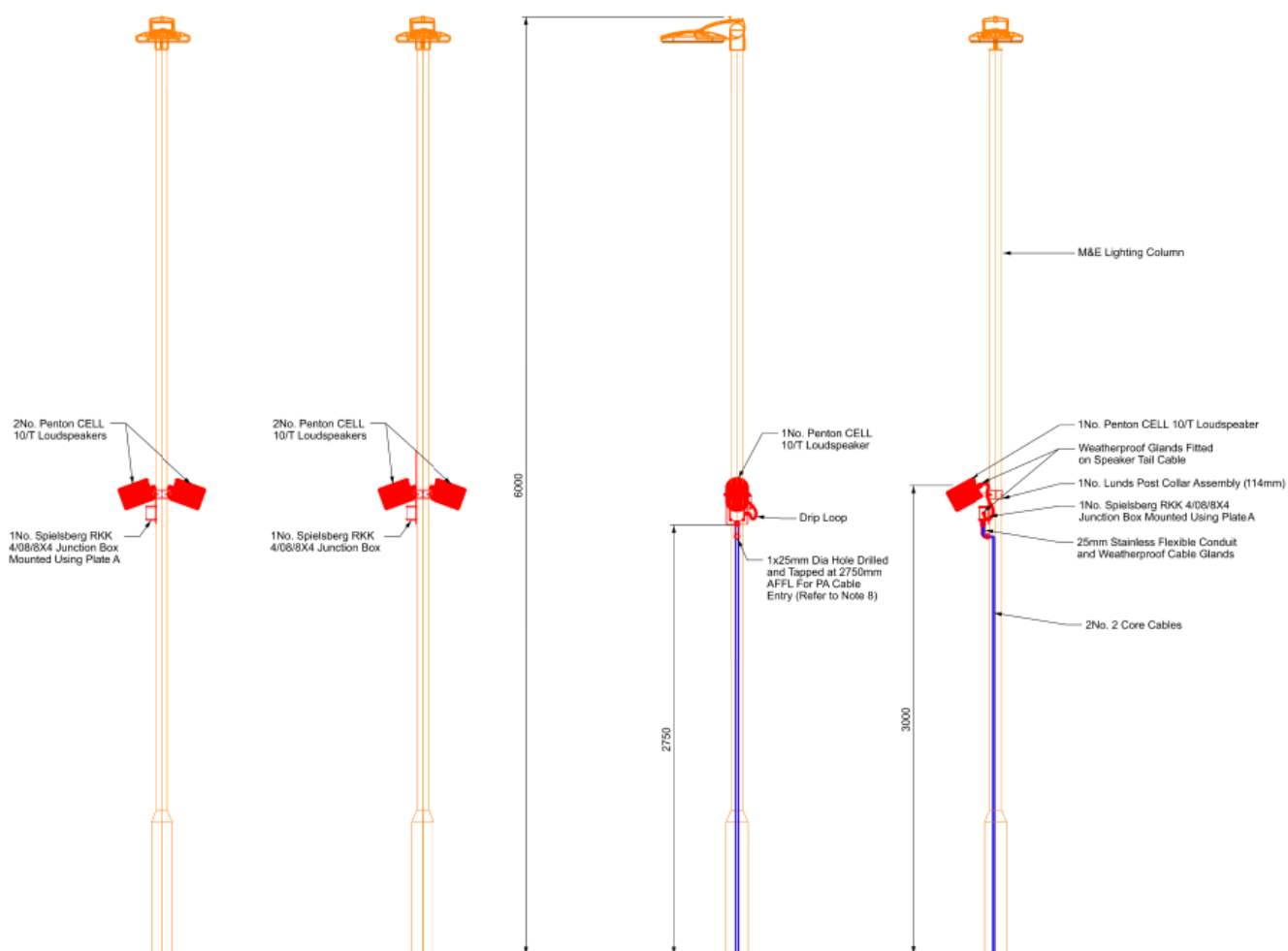
Insert 3-6 Canopy Girder Mounted Loudspeaker Detail



Wall Mounted Loudspeaker Detail

Back to Back Wall Mounted Loudspeaker Detail

Insert 3-7 Detail of wall mounted speakers



Insert 3-8 Detail of column mounted speakers.

3.3.6 Table 3-3 provides an overview of the speaker equipment, including their location and fixing method. Location of each speaker is shown on drawing 151667-TSA-W4-MDL1-DRG-R-TL-135001 in Appendix A.1.

Table 3-3 Public Address System Summary

Speaker	Location	Fixing Type
DEW-SPK-101	Platform 1	Mounted to lighting column P1C19
DEW-SPK-102	Platform 1	Mounted to lighting column P1C19
DEW-SPK-103	Platform 1	Mounted to lighting column P1C18
DEW-SPK-104	Platform 1	Mounted to lighting column P1C18
DEW-SPK-105	Platform 1	Mounted to lighting column P1C17
DEW-SPK-106	Platform 1	Mounted to lighting column P1C17
DEW-SPK-107	Platform 1	Mounted to lighting column P1C16
DEW-SPK-108	Platform 1	Mounted to lighting column P1C16
DEW-SPK-109	Platform 1	Mounted to Platform 1 Canopy
DEW-SPK-110	Platform 1	Mounted to Platform 1 Canopy
DEW-SPK-111	Platform 1	Mounted to Platform 1 Canopy
DEW-SPK-112	Platform 1	Mounted to Platform 1 Canopy
DEW-SPK-113	Platform 1	Mounted to Platform 1 Canopy
DEW-SPK-114	Platform 1	Mounted to Platform 1 Canopy
DEW-SPK-115	Platform 1	Mounted to Platform 1 Canopy
DEW-SPK-116	Platform 1	Mounted to Platform 1 Canopy
DEW-SPK-117	Platform 1	Mounted to Platform 1 Canopy
DEW-SPK-118	Platform 1	Mounted to Platform 1 Canopy
DEW-SPK-119	Platform 1	Mounted to Platform 1 Canopy
DEW-SPK-120	Platform 1	Mounted to Platform 1 Canopy
DEW-SPK-121	Platform 1	Mounted to Platform 1 Canopy
DEW-SPK-122	Platform 1	Mounted to Platform 1 Canopy
DEW-SPK-123	Platform 1	Mounted to lighting column P1C2
DEW-SPK-124	Platform 1	Mounted to lighting column P1C2
DEW-SPK-125	Platform 1	Mounted to lighting column P1C1
DEW-SPK-126	Platform 1	Mounted to lighting column P1C1
DEW-SPK-201	Platform 2	Mounted to lighting column P2C25
DEW-SPK-202	Platform 2	Mounted to lighting column P2C25

DEW-SPK-203	Platform 2	Mounted to lighting column P2C24
DEW-SPK-204	Platform 2	Mounted to lighting column P2C24
DEW-SPK-205	Platform 2	Mounted to lighting column P2C23
DEW-SPK-206	Platform 2	Mounted to lighting column P2C23
DEW-SPK-207	Platform 2	Mounted to lighting column P2C22
DEW-SPK-208	Platform 2	Mounted to lighting column P2C22
DEW-SPK-209	Platform 2	Mounted to lighting column P2C21
DEW-SPK-210	Platform 2	Mounted to lighting column P2C21
DEW-SPK-211	Platform 2	Mounted to lighting column P2C20
DEW-SPK-212	Platform 2	Mounted to lighting column P2C20
DEW-SPK-213	Platform 2	Mounted to Platform 2 Canopy
DEW-SPK-214	Platform 2	Mounted to Platform 2 Canopy
DEW-SPK-215	Platform 2	Mounted to Platform 2 Canopy
DEW-SPK-216	Platform 2	Mounted to Platform 2 Canopy
DEW-SPK-217	Platform 2	Mounted to Platform 2 Canopy
DEW-SPK-218	Platform 2	Mounted to Platform 2 Canopy
DEW-SPK-219	Platform 2	Mounted to Platform 2 Canopy
DEW-SPK-220	Platform 2	Mounted to Platform 2 Canopy
DEW-SPK-221	Platform 2	Mounted to Platform 2 Canopy
DEW-SPK-222	Platform 2	Mounted to Platform 2 Canopy
DEW-SPK-223	Platform 2	Mounted to Platform 2 Canopy
DEW-SPK-224	Platform 2	Mounted to Platform 2 Canopy
DEW-SPK-225	Platform 2	Mounted to Platform 2 Canopy
DEW-SPK-226	Platform 2	Mounted to Platform 2 Canopy
DEW-SPK-227	Platform 2	Mounted to Platform 2 Canopy
DEW-SPK-228	Platform 2	Mounted to Platform 2 Canopy
DEW-SPK-229	Platform 2	Mounted to Platform 2 Canopy
DEW-SPK-230	Platform 2	Mounted to Platform 2 Canopy
DEW-SPK-231	Platform 2	Mounted to Platform 2 Canopy
DEW-SPK-232	Platform 2	Mounted to Platform 2 Canopy
DEW-SPK-233	Platform 2	Mounted to Platform 2 Canopy

3.4 Customer Information Screens and Summary of Departure Screens

- 3.4.1 Customer Information Screens and Summary of Departure Screens are installed within train stations to provide passengers with clear, real-time information relating to train services and station operations. The displays present essential details including train destinations, departure and arrival times, platform allocations, service status and disruption messages, enabling passengers to make informed travel decisions and move safely and efficiently through the station environment. The display selected for this installation is the FM45P and FM42W Tetras-based LED display with some of the existing displays to be relocated as shown in 151667-TSA-W4-MDL1-DRG-R-TL-135000, found in Appendix A.1.

FM45P: Tetras-based LED Display



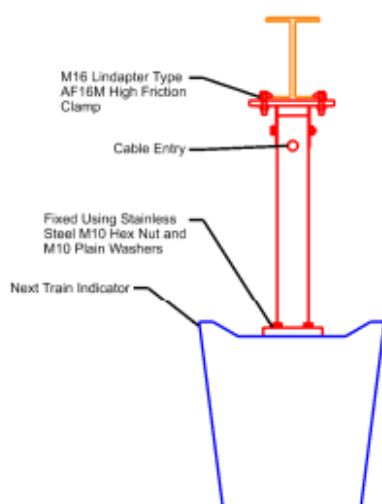
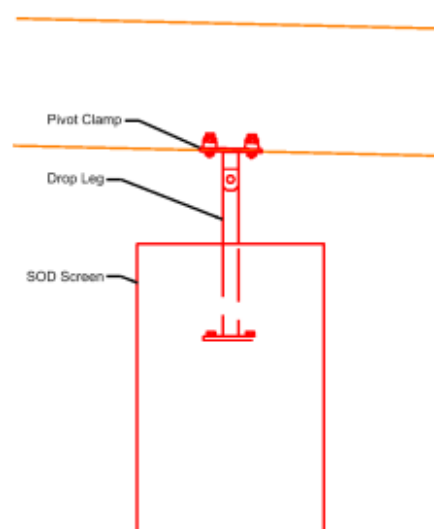
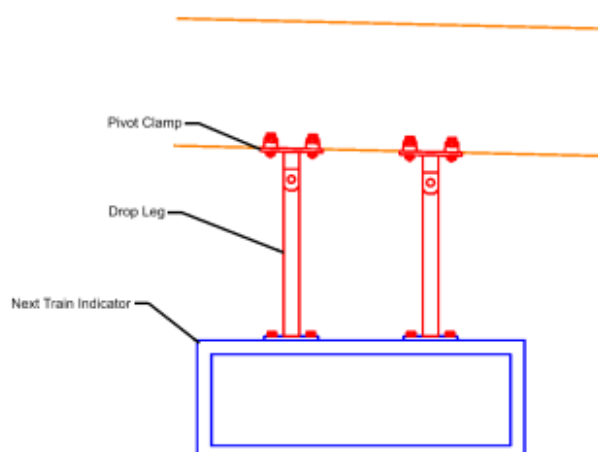
FM42W: Tetras-based LED Display



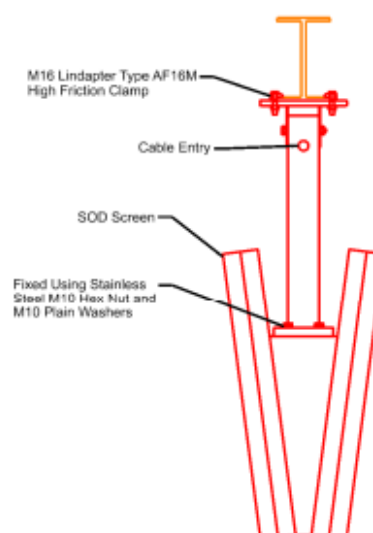
Insert 3-9 LED Displays

Method of Fixing

- 3.4.2 Customer Information Screens (CIS) and next train indicators are mounted to the underside of the canopy using a drop-leg arrangement secured via pivot clamps and M16 Lindapter Type AF16M high friction clamps.
- 3.4.3 Both types of screens are fixed to the drop leg using stainless steel M10 hex nuts and M10 plain washers as shown in Insert 3-10 below. Power and data cabling is routed via a designated cable entry into the drop leg and screen housing, ensuring a neat installation with minimal visual impact.



Dual Sided Next Train Indicator Mounted to the Underside of the Canopy



Dual Sided Portrait CIS Screen Mounted to the Underside of the Canopy

Insert 3-10 Fixing methods for different screens under the canopy

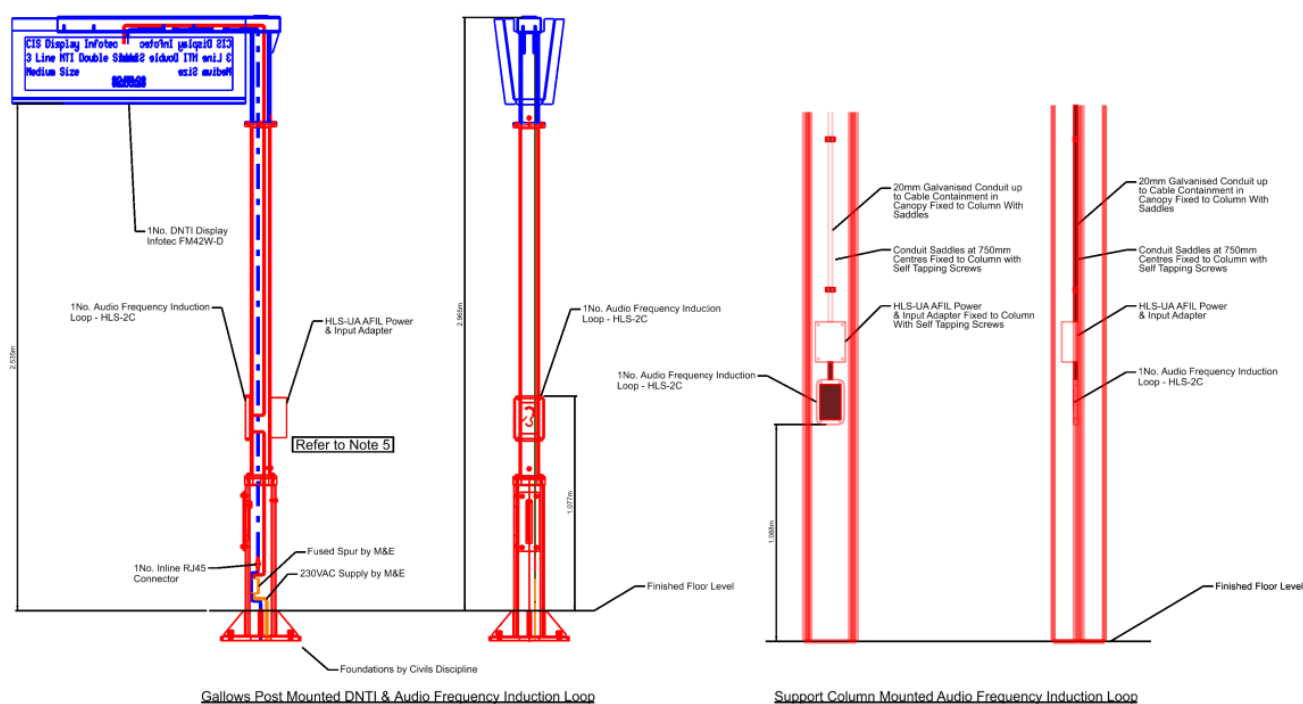
Audio Frequency Induction Loop (AFIL)

Platforms 1 and 2

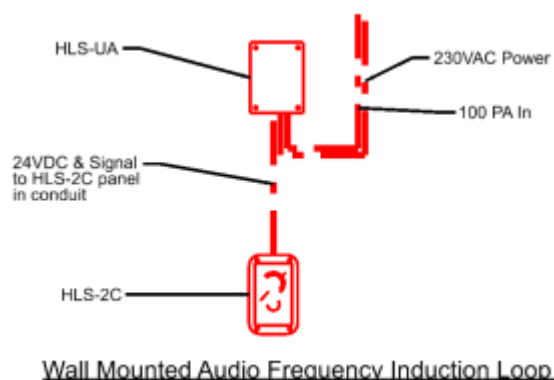
- 3.4.4 To provide the facility for audible announcements on the platforms for persons with hearing aids, Audio Frequency Induction Loop (AFIL) units are required. These units must be placed as far as reasonably practicable from the Overhead Line Equipment (OLE) to mitigate against electromagnetic interference caused by the electrified railway. In total 6 AFIL are needed for the Station with three on Platform 1 and three on Platform 2 as shown in 151667-TSA-W4-MDL1-DRG-R-TL-135001 (Appendix A.1). The fixing details for the AFIL are shown in Insert 3-12 and Insert 3-13.



Insert 3-11 Proposed AFIL Equipment HLS-2C



Insert 3-12 Proposed Support Column Mounted and Pole mounted Audio Frequency Induction Loop

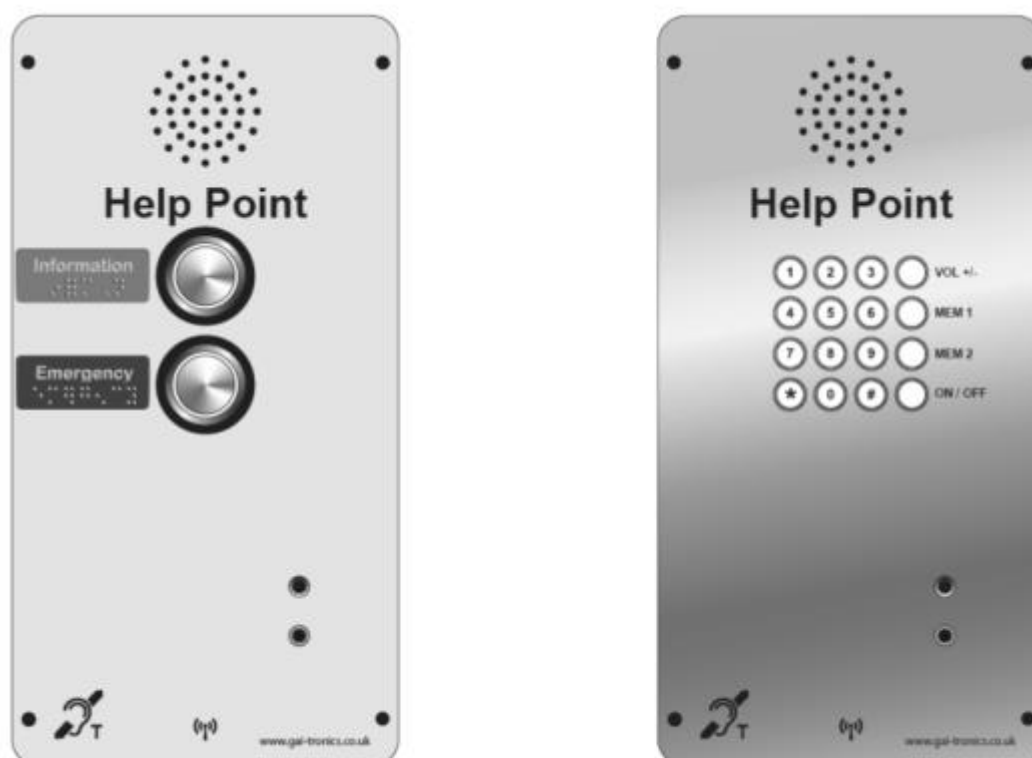


Insert 3-13 Proposed Wall Mounted Audio Frequency Induction Loop

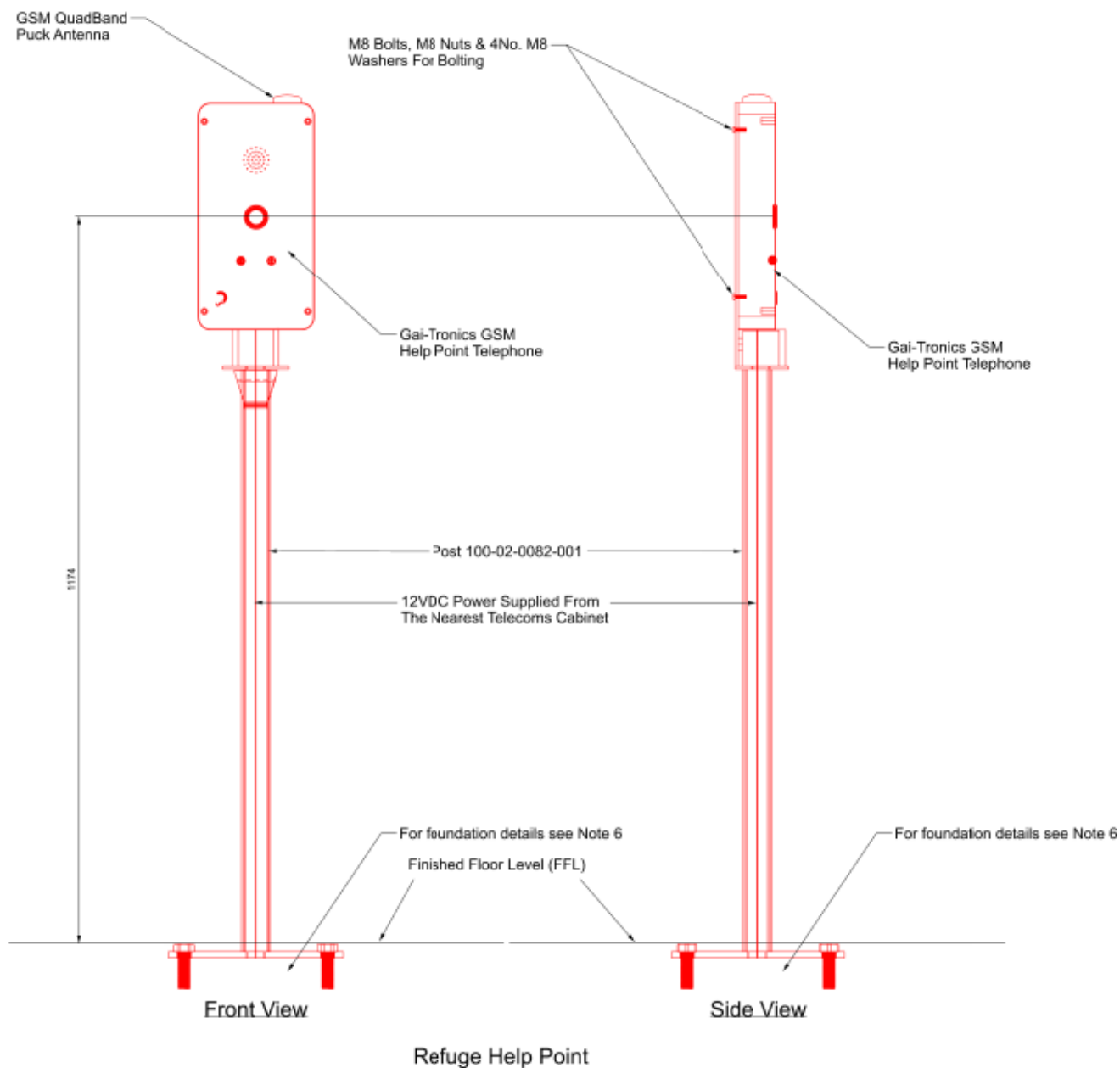
Help Points

Platforms 1 and 2

- 3.4.5 Five customer help points will be installed across Platforms 1 and 2 (see drawing 151667-TSA-W4-MDL1-DRG-R-TL-135000 in Appendix A.1 for location details). These points provide passengers with immediate access to assistance and information. They are equipped with buttons for contacting station staff, allowing users to report emergencies, request help for accessibility needs, or obtain travel information such as train times and platform details. The help points will be post mounted as well as fixed to walls adjacent to the lift doors on both the platforms (Insert 3-15 and Insert 3-16).

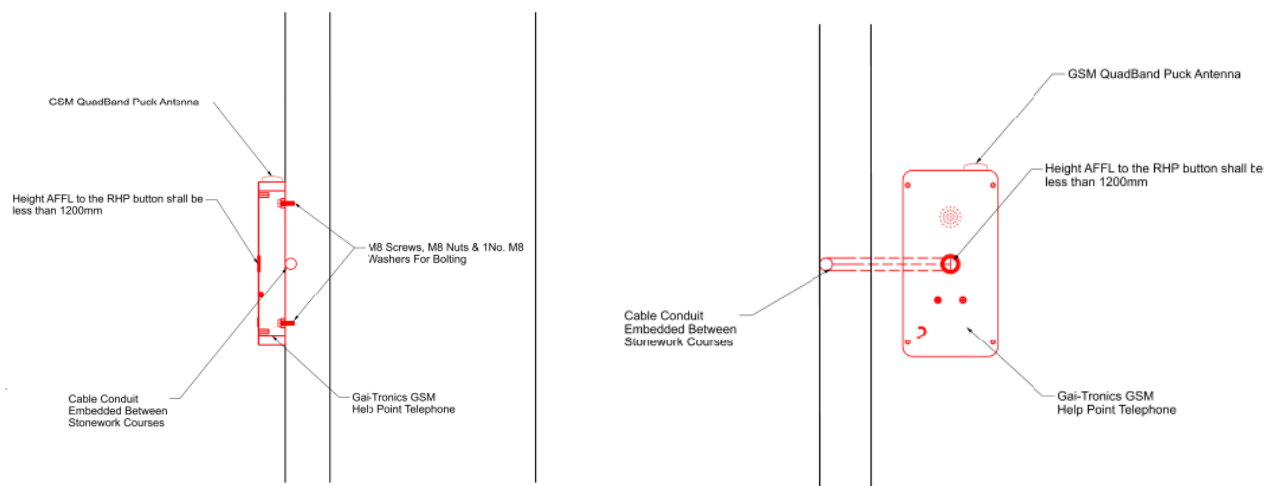


Insert 3-14 Indicative image of the Help Point.



Insert 3-15 Proposed Post Mounted Refuge Help Point

1016



Insert 3-16 Proposed Wall Mounted Help Point (Side and Front View)

- 3.4.6 All telecom columns to adopt a colour scheme that matches the wider Station's colours. This is to detract from visual impacts and ensure consistency in aesthetics throughout the Station.

3.5 Lighting

Platforms 1 and 2

- 3.5.1 The lighting strategy for the platforms is designed to provide safe, efficient, and visually sympathetic illumination, respecting the heritage character of the Station while meeting modern operational standards and efficiencies. The system is based on a modern lighting control system, ensuring energy efficiency, dimming capability and integration with emergency lighting requirements.
- 3.5.2 The lighting scheme incorporates a range of luminaire types; each selected for its suitability to the architectural context and functional requirements. All newly installed luminaires located at P1C1-C19, P2C1-C25, P1W1-W12, P2W2-W6, P1B1-B13 and P2B1-P3 (see drawing 151667-TSA-40-MDL1-DRG-E-DS-080007 in Appendix A.2 for reference) shall incorporate integral batteries for emergency lighting purposes which will be capable for a three hour duration.
- 3.5.3 The lighting controls on Platform 1 and 2 will be controlled via a combination of photocell and a time management clock.
- 3.5.4 Drawing 151667-TSA-40-MDL1-DRG-E-DS-080007 (Appendix A.2) details the positions of each of these luminaires across Platforms 1 and 2. The below table provides a summary of types, locations and fixing arrangements:

Table 3-4 Location and fixing details of lighting on Platform 1 and 2

Luminaire Type	Location and Lighting Number	Mounting/Fixing Arrangement
ASD Lighting PLC HWDNR/#4LED4035-S7A5/NR 	Platform 1: P1C1-C2, P1C16-C17, P1C19 Platform 2: P2C20-C21, P2C23-C25	New Abacus 6m, heavy duty, root mounted, base-hinged columns. P1C16: New Abacus 5m, light duty, root mounted, York-hinged column.
ASD Lighting PLC HWD6NR/#4LED6435-S7A5/NR 	Platform 1: P1C18	New Abacus 6m, heavy duty, root mounted, base-hinged columns.

ASD Lighting PLC HWDNR/#4LED1635-S7A5/NR 	Platform 2: P2C22	New Abacus 3.4m light duty root mounted, York-hinged column.
ASD Lighting PLC TTS6/BK4LED3000 (ASD Titan Luminaires) 	Platform 1 Canopied Platform: P1W1, P1W3 Platform 2 Canopied Platform: P2W1-W2	Mounted to the soffit of the footbridge.
ASD Lighting PLC TTS12/BK4LED75000 (ASD Titan Luminaires) 	Platform 1 Canopied Platform: P1W2 Platform 2 Canopied Platform: P2W3	Mounted to the soffit of the footbridge.
ASD Lighting PLC IVS6NR/BK4LED1500/NR (ASD Lighting Invincible 600mm luminaire) 	Platform 1: P1W4 – W8	Wall Mounted at 2600mm above platform surface.
DW Windsor Strand B 24LED 4k C1 500mA Strand B 24LED 4 	Platform 1: P1C3-C7, P1C11-C15 Platform 2: P2C1-C4	Mounted to the canopy truss.
DW Windsor Strand B 24LED 4k C1 400mA Strand B 24LED 4	Platform 1: P1C9 Platform 2: P2C5 – C19	Mounted to the canopy truss.

		
DW Windsor Strand B 24LED 4k A3 400mA Strand B 24LED 4 	Platform 1: P1C8, P1C10	Mounted to the canopy truss.
Thorlux EPW20422 PASSWAY PATHWAY 1100MM ROOT MOUNT (Bollard luminaires) 	Platform 1 (Secondary Means of Escape route): P1B1-B13 Platform 2 (Secondary Means of Escape route): P2B1-B3	Root mounted
Thorlux ERL09W40 REALTA EMERGENCY EM (Realta luminaires) 	Platform 1: P1W9-W12 Platform 2: P2W4-W5	Fence mounted.
Thorlux ERL18A40 REALTA EMERGENCY EM (Realta luminaires) 	Platform 2: P2W6	Fence mounted.

- 3.5.5 All lighting columns to adopt a colour scheme that matches the wider Station's colours. They will be painted traffic white (RAL9016) and aircraft blue (BS381C 108). This is to detract from visual impacts and ensure consistency in aesthetics throughout the Station.

Footbridge Lighting

- 3.5.6 Lighting to the footbridge will be provided using DW Windsor Kova Surface 600mm luminaires (see Insert 3-17). The selected luminaires are anti-vandal, IP65-rated, manufactured from stainless steel and fitted with thick polycarbonate diffuser, making them

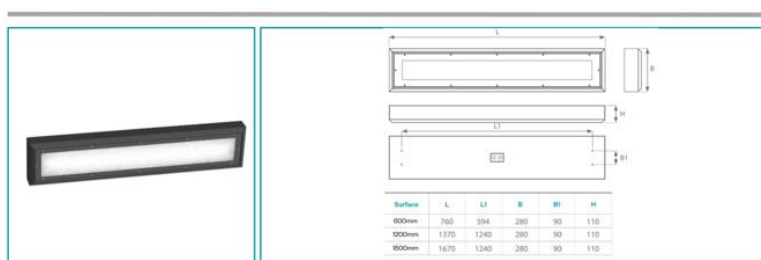
suitable for environmental and operational conditions of the footbridge.

- 3.5.7 The luminaires will be surface mounted to the Glass Reinforced Plastic (GRP) panels and timber roof of the footbridge, replicating existing fixing arrangements. Fixing bolts are located at the rear of the luminaire and will not be visible once installed. Where luminaires are fixed to GRP panels, cabling will enter via the rear of the luminaire housing and therefore will be hidden from view. Where luminaires are fixed to the timber roof, cabling will enter or exit the luminaire via the site, as required to suit the installation.
- 3.5.8 Drawing 151667-TSA-40-MDL1-DRG-E-DS-080019 (Appendix A.2) details the position of these luminaires across the footbridge.



Kova Surface

Default cable entry is on the back centre of the luminaire housing:



Cable entry positions at one/both end(s) are also available (please state the requirement upon order):



Insert 3-17 Kova Surface 600mm

Footbridge Lighting Cabling

- 3.5.9 For the 3 bays at the Platform 1 end of the footbridge and the 6 bays at the Platform 2 end, the lighting cabling will be clipped to the timber roof structure, replicating the existing installation arrangements (Insert 3-18 and 3-19).
- 3.5.10 Along the main span of the footbridge, the cabling will be concealed behind the GRP panels. This will help avoid visual impacts and detracting from the character of the footbridge.



Insert 3-18 Existing cable fixed to the timber roof with cable clips



Insert 3-19 Proposed cable clips to be fixed to the timber roof

4. CONDITION 11: SUBWAY FIXTURES AND FITTINGS

4.1 Background

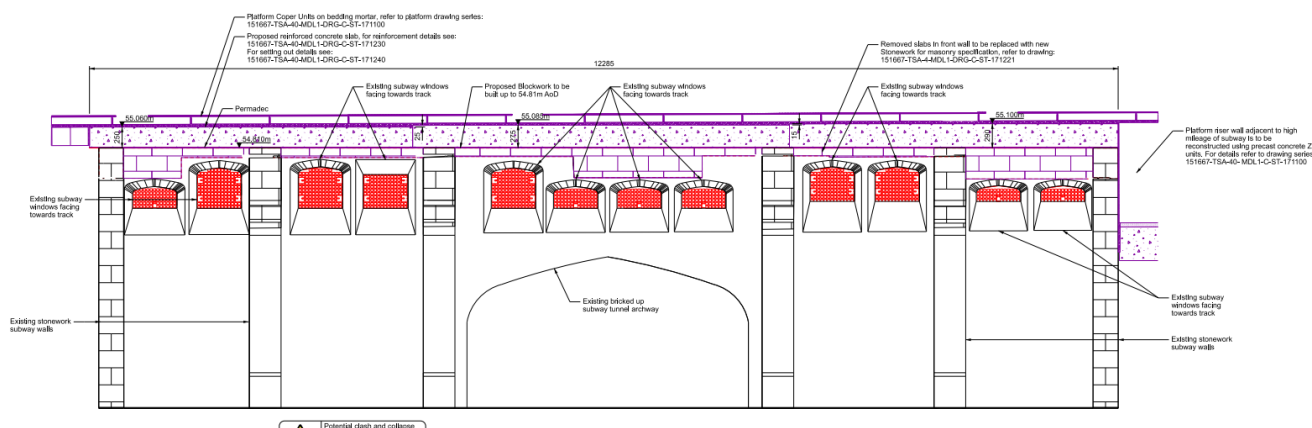
- 4.1.1 Works to the subway, including replacement of its roof and remedial works to its windows, were consented under the under the granted LBC application (ref 2022/65/91212/E) and the subsequent Section 19 variation application (ref 2025/70/91628/E).
- 4.1.2 During the detailed design stage, proposals for the installation of Glass Reinforced Plastic (GRP) Debris Screens were identified as a protection measure. This is to ensure debris and ballast does not fall into the disused historic subway.
- 4.1.3 Details of the proposals are provided below and on drawing 151667-TSA-40-MDL1-DRG-C-ST-171211, provided in Appendix A.3.

4.2 GRP Debris Screens

- 4.2.1 The remains of 12 subway windows on the riser wall at the southern end of Platform 2 can be seen while standing on the opposite platform (see Insert 4-1). There is a requirement to attach GRP Debris Screens to these windows in order to stop ballast being lost by falling into the subway or debris being gathered within it (Insert 4-2).

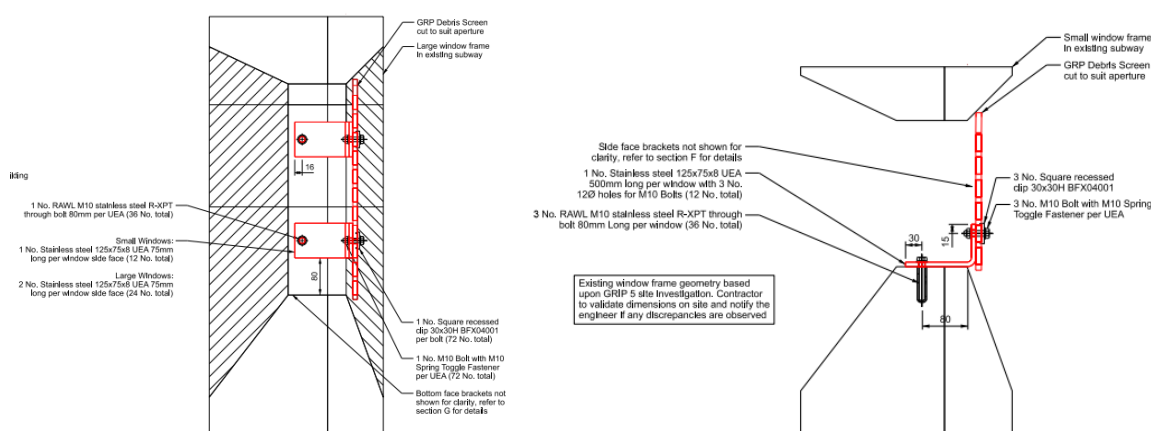


Insert 4-1 View from Platform 1 looking at the subway windows on the riser wall of Platform 2



Insert 4-2 Elevation showing new window screening

- 4.2.2 All newly installed screens will be of GRP and will be cut to suit each window opening.
- 4.2.3 The screens will be fixed to the window frames through a number of small stainless steel plates and bolts on the both sides and the bottom of the windows. For each window, the bottom fixing will comprise a single 500mm plate with three bolts installed into the bottom window stone face. The side fixings will slightly differ between the smaller and larger windows. The smaller windows will have one side plate per window side face installed into the stone face with one bolt each. The larger windows will have two side plates per window side face installed into the stone face with one bolt each. On both the bottom and side, the steel plates will also attach to the GRP screens using bolts, fasteners and recessed clips. See Insert 4-3 for fixing details.
- 4.2.4 To minimise visual impacts, the fixings will be recessed into the tapered window edges so they are hidden from outside views.



Insert 4-3 Sections through window showing side face fixings (left) and bottom face fixings (right)

- 4.2.5 The condition of the subway has deteriorated since its closure in the 1880s when it was replaced by the Station footbridge. Since its partial infilling and closure, the significance of the subway and its contribution to the overall significance of the Station has been degraded. However, the subway windows provide some contribution to the overall significance due to being the only elements of the subway that are visible from the surface and therefore provide legibility of the historic disused space.
- 4.2.6 Although the installation of the screening will constitute change to the windows, the design will still retain legibility of the windows and the subway space beneath, while also providing the protection measures required for the track ballast. The design of the fixings also aimed to minimise visual impacts by having the fixings recessed within the window openings, as opposed to attaching them on the face of the platform riser wall.
- 4.2.7 The retained visibility of the windows and the minimal and sensitive approach taken with the fixings will therefore not impact the overall significance of the Station and will maintain the understanding of the presence of the subway provided for those walking along the opposite platform.

APPENDIX A – ACCOMPANYING DRAWINGS

Appendix A.1 Telecoms drawings

Dewsbury Station SISS Telecoms VSS, CIS & RHP General Arrangement (151667-TSA-W4-MDL1-DRG-R-TL-135000)

Dewsbury Station SISS Telecoms PA General Arrangement (151667-TSA-W4-MDL1-DRG-R-TL-135001)

Dewsbury Station SISS Telecoms VSS Installation 1 of 2 (151667-TSA-W4-MDL1-DRG-R-TL-135021)

Dewsbury Station SISS Telecoms Refuge Help Point Installation (151667-TSA-W4-MDL1-DRG-R-TL-135031)

Dewsbury Station SISS Telecoms PA Installation (151667-TSA-W4-MDL1-DRG-R-TL-135041)

Dewsbury Station CIS & AFIL Installation (151667-TSA-W4-MDL1-DRG-R-TL-135051)

Appendix A.2 Lighting drawings

W4 -W&P – Dewsbury Station – Proposed Platform Lighting General Arrangement (151667-TSA-40-MDL1-DRG-E-DS-080007)

W4 -W&P – Dewsbury Station – Proposed Footbridge Lighting General (151667-TSA-40-MDL1-DRG-E-DS-080019)

Appendix A.3 Subway Windows drawings

W4 – Area A – Dewsbury Station Historic Subway entrance Proposed Section and Detail Sheet 1 (151667-TSA-40-MDL1-DRG-C-ST-171211)

Network Rail
Waterloo General Office
London
SE1 8SW

www.networkrail.co.uk