

KIRKLEES METROPOLITAN COUNCIL INVESTMENT & REGENERATION SERVICE

DEVELOPMENT MANAGEMENT

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

DELEGATED DECISION TO DETERMINE APPLICATIONS FOR LISTED BUILDING CONSENT

Reference No:	2026/44/90427/E
Site Address:	Operational Railway Station, Railway Station, Wellington Road, Dewsbury
Description:	Discharge of details reserved by condition 11 (CCTV/PA systems/ancillary equipment) 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 (within a Conservation Area)
Recommending Officer:	Liz Chippendale

DECISION – Discharge of Condition (LBC) – 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: 15-Apr-2026

Reference: 2026/90427

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Site address: Operational Railway Station, Railway Station, Wellington Road, Dewsbury

Publicity

The application was advertised by site notice and press notice with the final publicly expiring 02/04/2026.

No representations have been received as a result of this publicity.

Condition 11 (CCTV/PA systems/ancillary equipment)

Condition wording:

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.

Reason: *In the interests of visual amenity and sustaining the architectural significance of the heritage asset in accordance with Chapter 16 of the National Planning Policy Framework and Policy LP35 of the Kirklees Local Plan.*

Documents submitted

- Discharge of Listed Building Consent conditions: Dewsbury Station 2022/65/91212/E Condition 11 Ref: TP/LNE/2026/024 February 2026
- Dewsbury Station SISS Telecoms PA Installation Ref: 151667-TSA-W4-MDL1-DRG-R-TL-135041 P03.3
- Dewsbury Station SISS Telecoms Refuge Help Point Installation Ref: 151667-TSA-W4-MDL1-DRG-R-TL-135031 P03.2
- Dewsbury Station SISS Telecoms Refuge Help VSS Installation 1 of 2 Ref: 151667-TSA-W4-MDL1-DRG-R-TL-135021 P03.2
- Dewsbury Station SISS Telecoms PA General Arrangement Ref: 151667-TSA-W4-MDL1-DRG-R-TL-135001 P04.2
- Dewsbury Station SISS Telecoms VSS, CIS & RHP General Arrangement Ref: 151667-TSA-W4-MDL1-DRG-R-TL-135000 P07.2

- W4 – Area A – Dewsbury Station historic subway entrance proposed sections and details sheet 1 Ref: 151667-TSA-W4-MDL1-DRG-C-ST-171211 P04
- W4 – E&P – Dewsbury Station – Proposed footbridge lighting general arrangement Ref: 151667-TSA-40-MDL1-DRG-E-DS-080019 P02.4
- W4 – E&P – Dewsbury Station – Proposed footbridge lighting general arrangement Ref: 151667-TSA-40-MDL1-DRG-E-DS-080007 P06.3
- Dewsbury Station SISS Telecoms CIS & AFIL Installation Ref: 151667-TSA-40-MDL1-DRG-R-TL-135051 P03.2

Consultation Responses

KC Conservation & Design:

CCTV

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.

Method of Fixing - 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 – on a drop arm system.

Column based - The double camera installation is supported on a 4.5m Altron cabinet-based column, providing a mounting structure for the CCTVs.

Abutment attached cameras - CCTV which is to be fixed to the Ashworth Road Bridge abutment wall will be mounted using appropriate wall plugs and zinc-plated fixings.

Speakers

Platforms 1 and 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.

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. Many will be fixed to M&E lighting columns or the canopy.

Customer information Screens

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, ensuring a neat installation with minimal visual impact.

Audio Frequency induction Loop (AFIL)

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, to be column or pole mounted.

Customer help points

Five customer help points will be installed across Platforms 1 and 2. The help points will be post mounted as well as fixed to walls adjacent to the lift doors on both the platforms.

All telecom columns to adopt a colour scheme that matches the wider Station's colours. So they won't detract or cause negative visual impacts and to ensure consistency in aesthetics throughout the Station.

Lighting Strategy

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 lighting units are either contemporary and minimalist or a heritage style in keeping with the station.

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.

GRP Debris Screens below platforms.

To minimise visual impacts, the fixings will be recessed into the tapered window edges so they are hidden from outside views. 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.

In conclusion, the submitted details are comprehensive and illustrate the designs which are considered to be sufficiently sympathetic with the station heritage while providing modern facilities required for safe and

efficient use of the station. The details are sufficient to allow the Condition to be discharged.

Assessment

The following assessment will assess the individual additions:

CCTV

The proposed cameras are standard dome cameras which are compact and discrete making them well-suited to sensitive heritage environments. The proposed positioning avoids key architectural features and, where feasible, non-invasive installation methods are proposed.

The proposal includes 12 cameras would be installed on platforms 1 and 2, 7 CCTV cameras installed on platform 1 and 5 on platform 2.

The CCTV fixture details contained within section 3.2 of the Discharge of Listed Building Consent conditions: Dewsbury Station 2022/65/91212/E Condition 11 Ref: TP/LNE/2026/024 February 2026 is considered acceptable.

Public address system

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.

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 public address system details contained within section 3.3 of the Discharge of Listed Building Consent conditions: Dewsbury Station 2022/65/91212/E Condition 11 Ref: TP/LNE/2026/024 February 2026 is considered acceptable.

Customer Information Screens and Summary of departure screens

The display selected for this installation is the FM45P and FM42W Tetras-based LED display with some of the existing displays to be relocated. 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.

The customer information screens and summary of departure screens details contained within section 3.4 of the Discharge of Listed Building Consent conditions: Dewsbury Station 2022/65/91212/E Condition 11 Ref: TP/LNE/2026/024 February 2026 is considered acceptable.

Audio Frequency Induction Loop (AFIL)

Audio frequency induction loop (AFIL) units are proposed which would be placed as far as reasonably possible practicable from the overhead line equipment. Four of the units would be freestanding posts with a fifth unit fixed to the proposed gallows post supporting the customer information screen. In total 6 AFIL are needed for the Station with three on Platform 1 and three on Platform 2.

The AFIL details contained within section 3.4.4 of the Discharge of Listed Building Consent conditions: Dewsbury Station 2022/65/91212/E Condition 11 Ref: TP/LNE/2026/024 February 2026 is considered acceptable.

Customer Help Points

The Customer help point details contained within section 3.4.5 of the Discharge of Listed Building Consent conditions: Dewsbury Station 2022/65/91212/E Condition 11 Ref: TP/LNE/2026/024 February 2026 is considered acceptable.

Lighting Strategy

The lighting scheme incorporates a range of luminaire types; each selected for its suitability to the architectural context and functional requirements.

The lighting controls on Platform 1 and 2 will be controlled via a combination of photocell and a time management clock.

The lighting strategy details contained within section 3.5 of the Discharge of Listed Building Consent conditions: Dewsbury Station 2022/65/91212/E Condition 11 Ref: TP/LNE/2026/024 February 2026 is considered acceptable.

Subway Fixtures and fittings – GRP Debris screens

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). 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.

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. All newly installed screens will be of GRP and will be cut to suit each window opening. 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

The GRP debris screen details contained within section 4.2 of the Discharge of Listed Building Consent conditions: Dewsbury Station 2022/65/91212/E Condition 11 Ref: TP/LNE/2026/024 February 2026 is considered acceptable.

Conclusion

Planning Officers and K.C Conservation and Design conclude that the submitted details are acceptable and recommend that they be approved.

Recommendation: Approve

Report Date: 15/04/2026

Decision Notice Text

Condition 11 (CCTV/PA systems/ancillary equipment)

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You have submitted the above documents. The details therein are considered to be acceptable for the purposes of satisfying condition 11 and are hereby approved. The condition will be fully discharged on completion of the works in accordance with the approved details.