

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

2026/90427 Operational Railway Station, Railway Station, Wellington Road, Dewsbury

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)

Date Responded: 15/4/26

Responding Officer: SC

Responding Ref:

Condition 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.

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.

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 (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.

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.

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.

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.