Originator: Louise Bearcroft

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Report of the Head of Planning and Development

STRATEGIC PLANNING COMMITTEE

Date: 12-May-2021

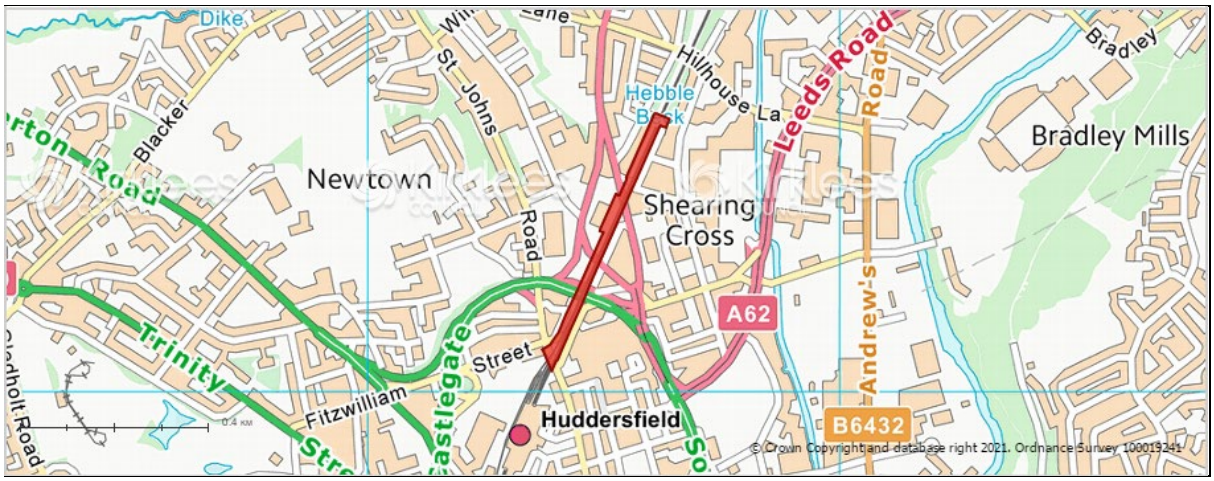
Subject: Planning Application 2021/91329 Listed Building Consent for re-construction of span 1 (MVL3/92(1) John William Street; strengthening works to abutment of span 4 (Fitzwilliam Street); re-construction of part of span 29 (Bradford Road); provision of parapet handrails, pattress plates and installation of overhead electric line equipment and a signal gantry (part within a Conservation Area) viaduct between, John William Street and Alder Street, Huddersfield, HD1 6AJ

APPLICANT
Rob McIntosh, Network Rail (Infrastructure) Ltd

DATE VALID	TARGET DATE	EXTENSION EXPIRY DATE
31-Mar-2021	26-May-2021	

Please click the following link for guidance notes on public speaking at planning committees, including how to pre-register your intention to speak.
http://www.kirklees.gov.uk/beta/planning-applications/pdf/public-speaking-committee.pdf

LOCATION PLAN



Map not to scale – for identification purposes only

Electoral wards affected: Newsome and Dalton

Ward Councillors consulted: Yes

Public or private: Public

RECOMMENDATION:

Members to note the contents of this report for information

1.0 INTRODUCTION:

1.1 This is an application for Listed building Consent for works to the grade II listed Huddersfield Viaduct, submitted by Network Rail in conjunction with their submission to the Secretary of State for Transport for a Transport and Works Act Order for the Trans-Pennine Upgrade (Huddersfield to Westtown) Scheme. The Council is not determining this Listed Building Consent application but may consider it and send any comments to the National Planning Casework Unit within a 42-day period prescribed in the Transport and Works Act 1992 Regulations. Members of the Committee are therefore invited to comment on the proposed Listed Building Consent application.

1.2 Network Rail Infrastructure Limited ("Network Rail") is applying to the Secretary of State for Transport for a Transport and Works Act Order to authorise the construction and operation of the Trans-Pennine Upgrade (Huddersfield to Westtown) Scheme. The Scheme is part of a wider programme of works known as the Transpennine Route Upgrade (TRU) which will improve the Transpennine railway between Manchester, Huddersfield, Leeds and York and improve connections between key towns and cities across the north of England.

1.3 The Scheme will contribute to the overall TRU Programme aims of increasing service capacity and offering journey time benefits through:

- Four tracking and upgrading of the existing railway line including track realignment (currently the majority of the railway in the Scheme area has two tracks);
- Electrification of the line;
- Increase in line speeds;
- Provision of sections of new railway;
- Provision of new grade-separated junction within the Ravensthorpe area;
- Remodelling of stations including platform extension works at Deighton, Mirfield and Huddersfield;
- Provision of replacement station at Ravensthorpe.
- Engineering works including strengthening and replacement of bridge decks (rail and highway); electrification of the line and provision of associated infrastructure will require raising the height, demolition of or replacement of bridge structures.

1.4 The proposed works to the grade II listed Huddersfield Viaduct for which Listed Building Consent is sought are required in consequence of the proposals included in Network Rail's application, as submitted by Network Rail on 31 March 2021 to the Secretary of State for Transport under section 1 of the Transport and Works Act 1992.

1.5 The Council is required by section 12(3a) of the 1990 Act to refer this Listed Building Consent application to the Secretary of State. Because of this automatic call-in the Council is not processing or determining this Listed Building Consent application. The Council may however, as noted above, consider this Listed Building Consent application for works to the grade II listed Huddersfield Viaduct and send any comments or recommendations to the National Planning Casework Unit within the 42-day period prescribed in the 1992 Regulations.

2.0 SITE AND SURROUNDINGS:

2.1 Huddersfield Viaduct (MVL3/92) was constructed between 1845 and 1847 and is a 47-span viaduct, largely of masonry construction which carries the Transpennine Route across the valley to the north of Huddersfield town centre and Huddersfield Station. The viaduct currently carries two tracks for the majority of its length, increasing in number to five on the approach to Huddersfield Station to service train movement for the platform arrangement of the station. The spans of the viaduct primarily comprise arches accommodating various through roads beneath the structure, as well as some businesses.

3.0 PROPOSAL:

3.1 The application seeks Listed Building consent to undertake a number of works to the Grade II Listed viaduct as follows:

- Increasing the number of tracks along the deck of the viaduct from two to five tracks from the southern end to Span 17 and four tracks from Span 17 to the northern end of the structure;
- The replacement of the deck of John William Street bridge (Huddersfield Viaduct (Span 1) Underbridge (MVL3/92(1))) with a new steel span, widened on the south-eastern side, with parapets either incorporating reused elements of the existing cast iron edge girders, or designed in a style to match the existing structure;
- The replacement of the metallic decks over Northgate / Bradford Road (Huddersfield Viaduct (Span 29) Underbridge (MVL3/92(9))) with new concrete beams, supported on new widened abutments, with both the new parapets and abutments designed in a style to respond to the existing structure;
- The reconstruction of the north-western corner of the abutment at Fitzwilliam Street (Huddersfield Viaduct (Span 4) Underbridge (MVL3/92(3))),to be clad in masonry to match its existing appearance;
- The installation of OLE along the length of the viaduct, with portals attached to the exterior of the structure on the east side and the southern half of the west side, and supported on the track bed of the viaduct on the northern half of the west side;
- The installation of a signal gantry approximately over Spans 2 and 3 (Huddersfield Viaduct (Span 2-3) Underbridge (MVL3/92(2))) to provide signals for train movement into and out from Huddersfield Station; and

- The strengthening of the spandrel walls at localised points along the viaduct where required, achieved through either tie bars and pattress plates or a slab below the track bed.

4.0 RELEVANT PLANNING HISTORY (including enforcement history):

4.1 Historic planning applications include:

2007/90895 – Listed Building Consent for Alterations to arches 18, 22, 23 & 24 – Consent Granted

2010/90453 – Listed Building consent for core drilling as part of structural survey – Consent Granted

5.0 HISTORY OF NEGOTIATIONS (including revisions to the scheme):

5.1 Not applicable as the application for Listed Building Consent is not determined by the Local Planning Authority.

6.0 PLANNING POLICY:

6.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications are determined in accordance with the Development Plan unless material considerations indicate otherwise. The statutory Development Plan for Kirklees is the Local Plan (adopted 27th February 2019).

Kirklees Local Plan (2019):

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

National Planning Guidance:

6.3 Chapter 2 – Achieving Sustainable Development
Chapter 12 – Achieving Well-Designed Places
Chapter 16 – Conserving the Enhancing the Historic Environment

7.0 PUBLIC/LOCAL RESPONSE:

7.1 Under the Regulations it is the responsibility of the Council to post site notices in suitable locations giving details of the Listed Building Consent application and specifying that all representations must be made to the National Planning Casework Unit. The site notices must be in place for no less than 7 days during the 42-day period for representations and were posted on 1st April 2021. In this instance, because of the inclusion of Bank Holidays within the prescribed period, the 42-day limit is extended to 45 days.

8.0 CONSULTATION RESPONSES:

8.1 **Statutory:**

The Local Planning Authority is not processing or determining this Listed Building Consent for reason that the application has an automatic call-in to the Secretary of State. Consequently the Local Planning Authority is not required to carry out statutory consultations.

8.2 **Non-statutory:**

K.C Conservation and Design - No objections

9.0 MAIN ISSUES

- Heritage Context
- Managing the impact on the significance of Huddersfield Viaduct
- Proposed Key Works
- Impact on the grade-II listed Huddersfield Viaduct
- Impact on the setting of Huddersfield Station
- Impact on adjacent listed buildings
- Impact on the character and appearance of the Town Centre Conservation Area
- Balance of Heritage Impacts against the Public Benefits

10.0 APPRAISAL

Heritage context

10.1 The proposed works subject of the Listed Building Consent application impact on the grade-II listed Huddersfield Viaduct (Network Rail bridge reference MVL3/92). This is a 47-span viaduct which carries the Transpennine Route north from Huddersfield station. The viaduct currently carries two tracks for the majority of its length, increasing in number to five on the approach to Huddersfield Station. The spans of the viaduct primarily comprise arches accommodating various through roads beneath the structure, as well as some businesses.

10.2 The viaduct was constructed between 1845 and 1847 as part of the Huddersfield & Manchester Railway, and is largely of masonry construction. The viaduct was widened in the 1880s, to provide additional tracks along much of its length. The majority of the widening was undertaken in masonry closely matching the original structure, however a number of spans were widened with metallic decks of wrought iron, in particular over John William Street (Span 1), Fitzwilliam Street (Span 4) and Northgate/Bradford Road (Span 29). The viaduct survives largely unchanged in fabric and appearance since it was widened during the 1880s.

10.3 The grade-II listed Huddersfield Viaduct is both historically and operationally fundamental to the Transpennine railway route. The viaduct remains an impressive and iconic town centre landmark, retaining its primary operational purpose as a major component of the cross Pennine transport line and is a prominent and positive contributor to the Huddersfield Town Centre Conservation Area.

10.4 The proposals subject of the Listed Building Consent application are a key part of the Transpennine Route Upgrade, Section W3 (TRU W3) and have been developed in consultation with Historic England and Design and Kirklees Council's Conservation Officers over some years. The design development process for the proposals included appraisal of alternative options to identify an approach which delivers the operational requirements, while meeting the national and local policy requirements to minimise the direct (physical) and indirect (visual) impact on the designated heritage asset.

10.5 The current proposals to enhance the operation of the line are thus required to be considered in the context of the legislative and policy requirements impacting on such nationally important designated heritage assets. The legislative requirements are set by Section.66 (1) of the 1990 Act which requires the local planning authority and the Secretary of State (in this case) to 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".* The impact on the conservation area must also be considered in the context of Section 72 of the 1990 Act which also confers a duty to afford, *"special attention. to the desirability or preserving or enhancing the character or appearance of that area".*

10.6 As a designated heritage asset, the NPPF paragraph 193 requires that the impact of the proposed development on the significance of Huddersfield viaduct and the conservation area should be given *"great weight"* when considering development proposals. The policy presumption is that the proposed works should preserve or enhance the heritage asset or at least avoid or minimise any diminution of the special interest of the structure. The conservation requirements of the NPPF are embedded in the Kirklees Local Plan Policy LP35, Historic Environment. The impact on Huddersfield Viaduct is consequently considered with particular reference to these legislative and policy requirements.

10.7 The particular heritage value and sensitivity of the Huddersfield Viaduct is defined in the TRU-W3 ES statement which notes that the designated heritage asset is of 'High Value", thereby defining it to be of, "*High Importance and rarity, national scale and limited potential for substitution"* (see Volume 2i, Ch.6, para. 6.3.11, Table 6-2 'Value of Heritage Assets').

10.8 Consequently, it is important to understand the impact of the proposed TRU W3 works on the special architectural or historic interest of the Huddersfield Viaduct and its context.

10.9 The ES evaluates the level of 'Permanent heritage impact in terms of Table 6-3 Magnitude of Impact (ES Volume 2i, Ch.6 para 6.3.17), with a 9-point range from: '*major, moderate, minor, and negligible adverse*' to '*major, moderate, minor and negligible beneficial*', with 'No change' at the centre point. The following evaluation is set out in these terms.

<u>Managing the impact on the significance of Huddersfield Viaduct</u>

10.10 The proposed interventions would result in a degree of change to the historic fabric of the monumental grade-II listed building, including the loss of some original features, alterations and restoration works. The proposals (discussed below) attempt to minimise the compromise of its historic fabric while

facilitating the proposed enhanced operational requirements. The cumulative impact of the proposed works has been evaluated within Network Rail's Heritage Assessment as resulting in 'less than substantial harm' to the fabric and character of the designated heritage asset (Heritage Assessment. March 2021 para. 4.1.9).

10.11 The successful mitigation of the identified adverse physical and visual impacts will consequently be dependent on the detail to be secured by conditions on the LBC (and the wider TWAO) in the form of a Conservation Implementation Management Plan (CIMP) for the grade-II listed viaduct. The CIMP is proposed by Network Rail as being the means to specify the materials, techniques, and task implementation methodologies necessary to inform the intervention works and demonstrate that the completed tasks will retain the authenticity, special interest and character of this nationally important heritage asset. Network Rail's proposed use of the CIMPs is considered to be an essential and welcome design-quality moderation tool.

10.12 The TRU-W3 scheme will require a series of CIMPs, to demonstrate a conservation-focused framework for the initiative as a whole and provide the detailed specifications to implement works on the various designated heritage assets along the route. Given the grade-II listed status and prominence of Huddersfield Viaduct and the impact of the extent of interventions, the resultant CIMP covering these particular works will need to be comprehensive and highly detailed. It is understood that the approval of the collection of Conservation Implementation Management Plans (CIMPs) by Kirklees Council, as Local Planning Authority, would be a Conditional requirement should Listed Building Consent be granted by the Secretary of State.

10.13 The individual impacts of the key interventions at Huddersfield Station are considered individually below.

Proposed key works

10.14 The proposed works form part of the TRU Programme objectives of increasing capacity and reducing journey times, this requires alterations to be made to the railway line along the length of Huddersfield Viaduct (MVL3/92). It is necessary to provide additional tracks for the length of the viaduct and to install Overhead Line Equipment (OLE) attached to the structure.

10.15 The proposed intervention works to the grade-II listed viaduct vary in the extent of their individual impact and are considered collectively in order to evaluate the overall impact on the special interest of Huddersfield Viaduct. In summary the key intervention works comprise the following:

1. **Increasing the number of tracks** along the deck of the viaduct from two to five tracks, from the southern end to Span 17 and four tracks from Span 17 to the northern end of the structure;

2. The **replacement of the deck** of John William Street bridge (Huddersfield Viaduct (Span Underbridge (MVL3/92(1)) with a new steel span, widened on the south-eastern side, with parapets either incorporating reused elements of the existing cast iron edge girders, or designed in a style to match the existing structure;

3. The **replacement of the metallic decks** over Northgate / Bradford Road (Huddersfield Viaduct (Span 29) Underbridge (MVL3/92(9)) with new concrete beams, supported on new widened abutments, with both the new parapets and abutments designed in a style to respond to the existing structure; The reconstruction of the north-western corner of the abutment at Fitzwilliam Street (Huddersfield Viaduct (Span 4) Underbridge (MVL3/92(3)),to be clad in masonry to match its existing appearance;

4. The **installation of Overhead Line Equipment (OLE)** along the length of the viaduct, with portals attached to the exterior of the structure on the east side and the southern half of the west side, and supported on the track bed of the viaduct on the northern half of the west side;

5. **The installation of a signal gantry** approximately over Spans 2 and 3 (Huddersfield Viaduct (Span 2-3) Underbridge (MVL3/92(2)) to provide signals for train movement into and out from Huddersfield Station; and

6. The **strengthening of the spandrel walls** at localised points along the viaduct where required, achieved through either tie bars and pattress plates or a slab below the track bed.

Impact on the grade-II listed Huddersfield

10.16 The proposed intervention works will involve permanent alterations to the historic fabric and appearance of the grade-II listed viaduct. The impact of the alterations varies along its length and will be most evident where the bridge spans the roads.

10.17 It will be noted that Huddersfield Viaduct was originally designed to accommodate a greater number of lines, with 5 tracks recorded on the OS maps up until the 1960s. Increasing the number of tracks across the deck of the listed viaduct (identified as key intervention 1 above) would consequently go some way to restore the historic character the bridge. This intervention would, therefore, reinstate a functional characteristic of the structure and have a minor beneficial impact.

10.18 The proposed physical alterations (identified as key interventions 2 and 3 above) resulting in the loss of historic fabric are proposed at John William Street bridge (Span 1), where the existing deck would be removed and replaced, as would the metallic decks over Northgate / Bradford Road (Span 29). In both cases, this would result in the loss of elements of the structure's fabric dating to the widening of the structure in the 1880s. The proposed design and materiality of the replacement decks at both locations respond to this loss, reflecting the historic character of the structure while making a clear contrast to express the change.

10.19 At John William Street bridge (Span 1), the replacement deck would closely reflect the design detail of that existing, maintaining the appearance of the structure from the surrounding streets and retaining legibility and consistency with the western side of the bridge (which will remain largely unaltered). At Northgate / Bradford Road (Span 29), the proposed replacement deck would include the use of a different material comprising concrete parapets, designed with relief patterning to attempt to reference the lost metallic spans. The widened abutments at this location would be clad in stone to match the existing masonry of the viaduct. The legibility and appreciation of the widened

structure at Span 29 would be retained, with the abutments and deck offset to the original 1840s arch, thereby continuing to express the structure's historic development.

10.20 In both cases, although key intervention works 2 and 3 would involve the loss of some historic fabric. However, the change to the historic fabric would have a minor adverse impact, as the physical alterations would not noticeably alter the overall character or special interest of the listed Viaduct. The physical impact would be mitigated by careful specification and sensitive design which would be monitored by means of the detailed Conservation Implementation Management Plan (CIMP) which would be required by a Listed Building Consent condition and submitted to the Council for approval prior to works commencing.

10.21 The proposals would also involve localised permanent changes to the fabric of Huddersfield Viaduct, to facilitate the installation of the Overhead Line Equipment (OLE) and signal gantry (identified as key interventions 4 and 5 above). The OLE is fundamental to the electrification of the line. The OLE which crosses the Viaduct would be attached to the exterior of the structure on both sides, which would involve fixing the 'portals' into the masonry fabric of the Viaduct's spandrel walls, with four locations including anchor portals to tie them to the structure.

10.22 The erection of the OLE structures would consequently have a minor adverse physical impact as it would require drilling to support the stanchions. This would not materially affect the understanding or appreciation of the monumental engineering structure. The change to the character of the viaduct would be more evident and would also have a minor adverse visual impact, as the experience and appreciation of the Viaduct would be altered by the addition of the vertical OLE portals. However, the overall change to the Viaduct would not significantly erode its robust architectural character, the appreciation of its function or result in significant harm to its heritage value.

10.23 The signal gantry would be located entirely on the deck of the structure. This would minimise its visual impact and result in the localised loss or alteration of historic fabric.

10.24 The physical impact resulting from interventions 4 and 5 would, therefore, be mitigated by careful specification and sensitive design which would be monitored and subject to scrutiny by means of the detailed Conservation Implementation Management Plan (CIMP). The CIMP would be required by a Listed Building Consent condition and submitted to the Council for approval, prior to works commencing.

10.25 The proposed strengthening works (key intervention work 6 above) would be undertaken to the spandrel walls of the masonry spans would have a beneficial impact on the viaduct. The strengthening works would be relatively discreet works and would not alter the character or appearance of the structure. The strengthening works are necessary to enhance the longevity of the structure and ensure that it could support the OLE and accommodate the increased use resulting from the reinstatement of the tracks over the viaduct. The application states that these works would be undertaken, *"in a manner sensitive to the structure's existing appearance"*, reflecting the historic strengthening work previously undertaken, using ties and pattress plates of a similar style. The detailed physical impact resulting from the strengthening

works has yet to be specified and, would therefore, be careful scrutinised and monitored by means of the detailed Conservation Implementation Management Plan (CIMP), to be submitted to the Council for approval prior to works commencing.

10.26 The special interest of Huddersfield Viaduct is derived from the survival of its historic fabric and appearance and the legibility of its widening in the 1880s. The historical and evidential heritage values which are derived from this survival of historic fabric would be altered by the permanent physical changes detailed above. However, its townscape presence and overall significance would be largely unaltered, subject to the detailed implementation to be monitored by means of the Conservation Implementation Management Plan (CIMP).

10.27 The cumulative impact of the proposed changes to Huddersfield Viaduct (identified as key interventions 1- 6 above), resulting from the various adverse physical and visual impacts, will alter the appearance of the structure but it is considered that this would not significantly erode the appreciation of its architectural character or historic interest. The robust architectural detail of the Viaduct's engineering would still be fully appreciated, despite the addition of the OLE which would both facilitate and express the adaption of the railway lines character.

10.28 The proposals would have some impact on the experience of the Viaduct within local views. However, the appreciation and legibility of its historic form would be maintained while the experience of the Viaduct and its surrounding townscape would also not be altered.

10.29 Therefore, the overall impact of the alterations on the fabric and character of Huddersfield Viaduct would result in 'less than substantial harm' at the lower end of the range. Consequently, in accordance with the requirements of the NPPF (paragraph 196) and Kirklees Local Plan Policy LP35 it is necessary to evaluate the public benefits which would outweigh the identified adverse impacts and thereby justify the extent of the interventions. The public benefits are outlined below.

<u>Impact on the setting of Huddersfield Station.</u>

10.30 Given the functional and physical relationship of Huddersfield Viaduct to the adjacent station the 1990 Act and national and local policy require that its impact on the setting of adjacent grade-I listed Huddersfield station complex is considered when determining development proposals. The significance of the setting of the grade-I listed station complex is primarily understood and appreciated in terms of the relationship with St. George's Square, as well as its relationship with the immediate townscape and the experience and movement of those using the station. The proposed works to Huddersfield Viaduct would have no demonstrable impact on these elements or the experience or appreciation of the significance of the station.

10.31 The Overhead Line Equipment (OLE) located on Huddersfield Viaduct would continue through the station and introduce this modern infrastructure component into wider townscape views. However, the proposed interventions (items 4 and 5 above) will not appreciably detract from the setting of the station complex, nor will they reduce the extent to which it derives significance from its association with the Viaduct.

Impact on adjacent listed buildings.

10.32 The proposals for Huddersfield Viaduct (MVL3/92) will not result in any physical impacts on any other Listed Buildings.

10.33 The proposed works to the viaduct will result in a change to the setting of nearby grade-II listed public house, The Sportsman and Marhaba Takeaway (NHLE 1464388). The principal elevations of the building face the Viaduct, with its corner entrance orientated towards the junction of Fitzwilliam Street and John William Street. The OLE and signal gantry (as well as the replacement of Span 1) would be clearly visible from the listed building, with the former elements adding to the visual prominence of the Viaduct in the setting of the public house/restaurant. This will only slightly alter the relationship between the public house and the surrounding historic streetscape and Viaduct. The visual impact would result in a negligible adverse impact as the change to the setting of the public house would not materially affect the experience or appreciation of its significance. Therefore, the overall significance of the adjacent listed building will be unaltered.

10.34 The proposed key interventions impacting on Huddersfield Viaduct will result in very minor changes to the streetscape setting of other nearby listed buildings. However, the works will have a negligible or no impact on the appreciation or experience of these designated heritage assets.

10.35 The OLE and signal gantry, as well as the proposed replacement deck of John William Street bridge (Span 1) would be visible in views towards, from and across four grade-II listed buildings located between 72 and 84 Fitzwilliam Street (NHLEs 1134224, 1134225, 1134226 and 1134227), as well as the Empire Cinema (Grade II Listed, NHLE 1288963) and 70-78 John William Street (Grade II Listed, NHLE 1313875). However, despite the proposed changes introducing new elements into the townscape, the Viaduct would continue to dominate the streetscape and would not appreciably degrade the extent to which the identified adjacent listed buildings are experienced or appreciated. Therefore, the overall significance of these listed buildings would be unaffected.

Impact on the character and appearance of the Town Centre Conservation Area.

10.36 The proposals for Huddersfield Viaduct (MVL3/92) would result in changes to the appearance of the very northern part of the Huddersfield Town Centre Conservation Area. However, these changes will not compromise the character or appearance of the Conservation Area, or the manner in which the Viaduct makes a positive contribution to its significance.

10.37 The changes to John William Street bridge (Span 1) and the installation of the OLE and signal gantry at the southern end of the structure will alter the appearance of the viaduct in this area and introduce new prominent elements into views into and out of the Conservation Area. The Viaduct would remain the most prominent element of the historic townscape in this part of the Conservation Area, while the legibility of its relationship with Huddersfield Station and associated historic railway infrastructure will also remain unchanged. The proposals will not alter the extent to which the viaduct contributes to the historic character of the area, and its contribution to the

overall significance of the Conservation Area will not be diminished. Therefore, the proposals will result in no appreciable change to the overall significance of the Conservation Area. The proposed works would enhance the functional character of the Viaduct as a significant component of the Conservation Area.

10.38 The impact on the character and appearance of the designated conservation area would consequently be minor beneficial.

Balance of heritage impact against the public benefits.

10.39 The cumulative direct and indirect heritage impact of the proposed TRU-W3 works on Huddersfield Viaduct will present some adverse effects resulting from loss of historic components, permanent change to the fabric of the structure and the integration of new engineering structures. The proposals represent significant change to the surviving historic fabric of the grade-II listed heritage asset. However, the overall significance of Huddersfield Viaduct would not be adversely impacted to any significant extent and the proposals would enhance its design purpose. The proposals will help secure the optimum viable use of the prominent, grade-II listed railway Viaduct station complex.

10.40 The cumulative impact of the fabric interventions (identified as 1-6 above) would amount to allow level of 'less than substantial harm' to the significance of the designated heritage asset. Therefore, in accordance with the requirements of the NPPF, paragraphs 196 and Local Plan Policy LP35 it is necessary to evaluate whether the current proposal can demonstrate substantial public benefits which would outweigh the perceived adverse impacts on the heritage asset.

10.41 Network Rail's design development process was informed by detailed analysis of the significance of the individual heritage assets along the TRU-W3 route. The design objective has been to minimise the adverse heritage impacts while facilitating the return to the multi-line use of the Viaduct and the electrification of the line. The identified adverse heritage impacts on the Viaduct are relatively modest (and would be partially mitigated by the use of the Conservation Implementation Management Plan) but must be demonstrably outweighed by substantial public benefits to justify the interventions. These would largely result from the completion of the wider Transpennine Route Upgrade and are outlined below.

10.42 The proposed works to Huddersfield Viaduct form part of the wider Huddersfield to Westtown (Dewsbury) section of the Transpennine Route Upgrade and would support the economic, environmental and social benefits associated with the wider delivery of the TRU programme. The proposed works to the Viaduct are integral to achieving the overall benefits of the wider Transpennine Route Upgrade scheme.

10.43 The TRU-W3 is considered to be vital in supporting the North of England's long-term, low-carbon economic growth, better-connecting people to jobs, services, education and leisure. The adopted Kirklees Local Plan (paragraph 10.2) recognises the critical connection between effective transport systems and local business productivity and district prosperity.

10.44 The economic and social benefits to be achieved from the improved Transpennine Route proposals include a reduction in journey times along this part of the route. This will be partially facilitated by enhanced train speeds and capacity, with longer, more frequent trains reducing congestion, increasing passenger comfort and improved journey quality.

10.45 Future passenger modelling has indicated that the numbers of people using the Transpennine Route will increase from 5.33 million to 8.22 million in 2042/43. This would be partially achieved through the creation or enhancement of four tracking across Huddersfield Viaduct (MVL3/92), allowing for express trains to by-pass slower trains and freight services. The increased movement of people and goods along this key part of the railway network supports a more economic and socially viable transport solution and forms part of the West Yorkshire Transport Strategy, harnessing economic prosperity through a better-connected transport network.

10.46 The environmental and sustainability benefits of the line's upgrade will arise from the electrification of the line with the Transpennine Upgrade scheme identified as an investment in 'greener' energy technology meeting Network Rail's Decarbonisation Strategy and reducing harmful emissions that cause climate change, in line with Council policy and Government targets.

10.47 The proposals for Huddersfield Viaduct will result in permanent change to the grade-II listed building but will sustain its viable use, securing the future of the heritage asset and the appreciation of its historic structure. The sustainable use of the Viaduct and its retained historic fabric provides a significant heritage benefit, by ensuring the longevity of the structure for its design purpose.

10.48 Therefore, the proposals constitute a sustainable approach to the future of Huddersfield Viaduct as a nationally significant and historic component of the wider Transpennine Route. The delivery of electrification which realises passive and active measures to deliver reduced energy demands and carbon reduction would, therefore, be a substantial public benefit. This would provide the necessary justification to enable recommendation of support for the proposed works subject to Listed Building Consent.

Climate Change

10.49 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 predates 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.

10.50 The works are required in consequence of the proposals included in Network Rail's application, as submitted by Network Rail on 31 March 2021 to the Secretary of State for Transport under section 1 of the Transport and Works Act 1992. The delivery of electrification which realises passive and active measures to deliver reduced energy demands and carbon reduction will assist in helping the climate change emergency.

11.0 CONCLUSION

11.1 The proposed Huddersfield Viaduct intervention works would deliver substantial public benefits which would outweigh the identified, relatively minor adverse heritage impacts. The safeguard proposed by Network Rail to facilitate the careful monitoring and control of the works through the use of a comprehensive and detailed Conservation Implementation Management Plan (CIMP), would also serve to manage the intervention works and temper any adverse heritage impacts.

11.2 The evident public benefits that would arise from the Transpennine Route Upgrade provide the necessary justification in terms of NPPF paragraph 196 and Local plan policy LP35 to support for the proposed Listed Building Consent for works at Huddersfield Viaduct.

11.3 The proposed works are consequently considered to meet the requirements of NPPF paragraphs 189, 193 and 196, as well as Local Plan policy LP35 Historic Environment.

12.0 CONDITIONS

The Local Planning Authority endorse the conditions proposed by Network Rail as set out below:

1. **(Time Limit**) The development must be begun not later than the expiration of five years beginning with the date of this permission.
Reason: To set a reasonable time limit for the commencement of the development.

2. (**Approved Drawings**) The development hereby permitted shall be carried out in accordance with the following drawings:
151667-TSA-30-MVL3-DRG-T-LP-163100 Existing Plan and Proposed Plan (Sheet 1)
151667-TSA-30-MVL3-DRG-T-LP-163101 Existing Plan and Proposed Plan (Sheet 2)
151667-TSA-30-MVL3-DRG-T-LP-163102 Existing Plan and Proposed Plan (Sheet 3)
151667-TSA-30-MVL3-DRG-T-LP-163103 Existing Plan and Proposed Plan (Sheet 4)
151667-TSA-30-MVL3-DRG-T-LP-163104 Existing Plan and Proposed Plan (Sheet 5)
151667-TSA-30-MVL3-DRG-T-LP-163105 Existing & Proposed East Elevation (Sheet 1)
151667-TSA-30-MVL3-DRG-T-LP-163106 Existing & Proposed East Elevation (Sheet 2)
151667-TSA-30-MVL3-DRG-T-LP-163107 Existing & Proposed East Elevation (Sheet 3)
151667-TSA-30-MVL3-DRG-T-LP-163108 Existing & Proposed East Elevation (Sheet 4)
151667-TSA-30-MVL3-DRG-T-LP-163109 Existing & Proposed East Elevation (Sheet 5)
151667-TSA-30-MVL3-DRG-T-LP-163110 Existing & Proposed West Elevation (Sheet 1)

151667-TSA-30-MVL3-DRG-T-LP-163111 Existing & Proposed West Elevation (Sheet 2)
151667-TSA-30-MVL3-DRG-T-LP-163112 Existing & Proposed West Elevation (Sheet 3)
151667-TSA-30-MVL3-DRG-T-LP-163113 Existing & Proposed West Elevation (Sheet 4)
151667-TSA-30-MVL3-DRG-T-LP-163114 Existing & Proposed West Elevation (Sheet 5)
151667-TSA-30-MVL3-DRG-T-LP-163115 Cross Sections with proposed OLE
151667-TSA-30-MVL3-DRG-T-LP-163118 Typical Arch Repair Details
151667-TSA-30-MVL3-DRG-T-LP-163119 Signal Gantry Cross Sections and Fixing Details
Reason: To ensure compliance with the approved plans and for the avoidance of doubt.

3. (**Materials**) Before the development hereby approved commences, or within a timescale to be otherwise agreed in writing by the local planning authority, samples and specifications of all materials to be used on all external elevations of the development shall be submitted to and approved in writing by the local planning authority. The development shall be constructed only using the approved materials unless otherwise agreed in writing by the local authority.
Reason: To ensure the conservation of the historic environment and be consistent with Policy LP35 of the Kirklees Local Plan.

4. (**Huddersfield Viaduct Recording**) No works of demolition shall take place until a methodology for full structure recording has been approved in writing. The subsequent recording will take place prior to demolition and be deposited with the West Yorkshire Archive Service and West Yorkshire Historic Environment Record in accordance with the timescales agreed in the approved methodology. The following structures are the subject of this condition :
   - Huddersfield Viaduct Spans 1, and 29 (level 2); span 4 (level 1);
   - A recording undertaken to Level 1 of the sections of the parapet of the viaduct which are proposed to be altered to accommodate the attachment of OLE and its setting, including a photographic record.

   Reason: In recognition of the architectural and historic significance of the Listed Building and in accordance with Chapter 16 of the NPPF.

5. (**Conservation Implementation Management Plan)** No works including any works of demolition shall commence until a Conservation Implementation Plan (CIMP) has been submitted to and approved in writing by the local planning authority. The approved CIMP shall include methodologies for:
   a. fabric removal, masonry repairs, vegetation removal, repointing, metalwork repairs and application of protective paint systems as appropriate;
   b. the identification of historically or architecturally significant elements of the fabric which once removed may be reused or preserved, and a strategy for their storage or reuse where appropriate;
   c. any improvements to the setting to sustain, enhance and better reveal the heritage asset affected;
   d. exact affixing details of overhead line electrification;

e. details of any maintenance access regime if required;
f. provision of heritage interpretation boards during construction works;
h. provision of heritage interpretation boards during construction works;
i. dissemination of “toolbox talks” to personnel involved in demolition and construction works.
Reason: To ensure the conservation of the historic environment and be consistent with Policy LP35 of the Kirklees Local Plan.

Background Papers:
Application and history files.

https://www.kirklees.gov.uk/beta/planning-applications/search-for-planning-applications/detail.aspx?id=2021%2f91329

Certificate of Ownership –Certificate A signed: