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**Report of the Head of Planning and Development**

**STRATEGIC PLANNING COMMITTEE**

**Date: 12-May-2021**

**Subject: Planning Application 2021/91330 Listed Building Consent for demolition and replacement of Colne Bridge Road Bridge (MVL3/107) Railway Bridge MVL3/107, Colne Bridge Road, Bradley, Huddersfield**

**APPLICANT**

Rob McIntosh, Network  
Rail (Infrastructure) Ltd.

**DATE VALID**

31-Mar-2021

**TARGET DATE**

26-May-2021

**EXTENSION EXPIRY DATE**

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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**

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**Electoral wards affected: Ashbrow**

**Ward Councillors consulted: Yes**

**Public or private: Public**

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**RECOMMENDATION:**

Members to note the content 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 railway bridge MVL3/107; Colne Bridge Road 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 to the grade II listed railway bridge MVL3/107; Colne Bridge Road 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 Huddersfield Station 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 The site comprises the B6118 Bridge Road Overbridge (MVL3/107) which was designated a grade II Listed building in 2018. It is a 4-span masonry arched bridge carrying the B6118 across the railway close to the settlements of Colne Bridge and Bradley. The highway route carried by the bridge is an important local distributor road linking the east of Huddersfield with Kirkheaton.
- 2.2 The bridge was originally constructed around 1850 and works to widen the structure were undertaken in the 1880s. The three arch spans to the north comprise stone segmental arch barrels. The fourth, smaller, arch to the south comprises a brick-faced segmental arch. The spandrel and parapet walls are stone masonry construction. The second span from the northern end of the bridge currently crosses the existing railway lines running between Huddersfield and Dewsbury. The third span provides an access track for Network Rail.

## **3.0 PROPOSAL:**

- 3.1 The proposed railway upgrade works include the provision of two additional tracks and all four railway lines would be electrified with overhead electrification. There is insufficient clearance for the overhead line equipment (OLE) under the two central arch spans (spans 2 and 3). Additionally, the new fast lines would clash horizontally with the pier between spans 2 and 3. It is proposed to demolish the bridge and construct an offline bridge adjacent to the existing structure to the east.
- 3.2 The proposed works relating to the construction of the new overbridge and partial demolition of the Grade II Listed bridge would comprise:
- Construction of a new bridge fully offline, with approach roads retained with reinforced earth walls and the retention of historic structure abutting the new structure beneath the new deck;
  - The existing structure would remain in place with the exception of the two spans over the railway;
  - New parapets that would be painted steel and would be infilled across the structure in line with Network Rail standards to protect the public from electrified wires below the bridge;
  - A fully integral deck formed from steel beams and a concrete slab;
  - The widening of the carriageway from 5.6m to a highways safety compliant 7.3m with improved wider highway alignment; and

- The infilling of the redundant arches using a slightly recessed stone masonry façade that is sympathetic to the existing structure's aesthetics, thereby retaining the historic character of the surviving elements of the bridge.

3.3 The new structure would have reinforced concrete abutment walls and an integral deck formed from steel beams and a concrete slab. The new parapets would be of painted steel and would be solid across the structure where it crosses the railway lines to protect from electrified wires.

3.4 The two central spans of the existing bridge would need to be demolished. The rest of the structure to the north and south of the track would be mostly retained, with the exception of the south-east wing wall which would be buried below the new highway alignment, and the eastern parapet walls which would be lowered in places to accommodate the new highway alignment. The two remaining arches (one to the north-west and one to the south-east) would require infilling to support the new highway alignment. The infill would have a masonry façade.

#### **4.0 RELEVANT PLANNING HISTORY (including enforcement history):**

4.1 None

#### **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 27<sup>th</sup> 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 1992 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 1<sup>st</sup> 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
- The Proposal
- Demolition of the grade-II listed Railway Bridge Road (MVL3/107)
- Architectural value of the replacement building
- Impact on adjacent listed buildings
- Historic Building Record
- Managing the major adverse impact
- Balance of heritage impact against the public benefits

## **10.0 APPRAISAL**

### Heritage context

- 10.1 The works subject of the Listed Building Consent application relate to the demolition and replacement of the grade-II listed Railway Bridge, Colne Bridge Road (MVL3/107).
- 10.2 This is a three-span segmental arch overbridge with an associated footpath arch. The bridge carries the B6118 Bridge Road over the railway and is located close to the settlements of Colne Bridge and Bradley. Railway Bridge, Colne Bridge Road (MVL3/107) was designed by Alfred Stanistreet Jee for the Huddersfield and Manchester Railway and widened in 1884 by the London and North Western Railway.
- 10.3 The arches on each span are of v-jointed sandstone with blunted vermiculated voussoirs springing from a squared, ashlar impost band. Elsewhere on the structure, the walling is of squared and coursed quarry-faced sandstone. Railway Bridge, Colne Bridge Road (MVL3/107) incorporates a semi-circular span in the south approach which carries the roadway over what was once a footpath. Both faces are topped by an ashlar moulded string course, but the coping to the wing walls is of plain squared ashlar. The 1884 widening of the bridge was undertaken in a sympathetic manner, exactly matching the material and style of the original 1840s bridge, to the extent that it is now indistinguishable as an addition.

- 10.4 There are three designated heritage assets located within the immediate vicinity of the C19th Railway Bridge, Colne Bridge Road (MVL3/107). Colne Bridge Road is also carried to the south-east of the railway by the grade-II listed Canal Bridge (NHLE 1221180) which dates from 1775 and crosses the Huddersfield Broad Canal. Further to the south-east is the grade-II listed Colne Bridge which spans the river (NHLE 1134290) and dates from the early C18th. To the north-east of Railway Bridge, Colne Bridge Road (MVL3/107) lies the grade-II listed Lock Number 2 of the Calder and Hebble Navigation (NHLE 1313801).
- 10.5 There is an evident historic inter-relationship between Railway Bridge, Colne Bridge Road (MVL3/107), and the Canal and River bridges as they all carry Colne Bridge Road, connecting Bradley to the village of Colne Bridge. The topography and enclosed setting of Colne Bridge Road mean that the listed railway bridge subject of the proposed works is only appreciated and experienced within the narrow road corridor and its immediate setting.
- 10.6 Railway Bridge, Colne Bridge Road (MVL3/107) was grade-II listed as a building of special architectural and historic interest in March 2018, as an original 1840s overbridge and a good example of the work of noted railway engineer Alfred Stanistreet Jee. The bridge is one 22, mainly masonry, bridge structures designed by Jee for the Huddersfield & Manchester Railway between 1845 and 1849, of which 20 are grade-II listed. This group of bridges are nationally recognised in their listings for the quality of their design. The group value of Railway Bridge, Colne Bridge Road (MVL3/107) is also noted as a reason for its significance and listing, as it shares stylistic similarities with the surviving group of structures associated with Alfred Stanistreet Jee on the Transpennine Route and the forms part of the cluster of historic bridges on Colne Bridge Road which span the railway, canal and river.

### The Proposal

- 10.7 The proposal subject of the Listed Building Consent application is a key part of the Transpennine Route Upgrade, Section W3 (TRU W3) and has been developed in consultation with Historic England and Design and Kirklees Council's Planning and Conservation Officers over some years.
- 10.8 In order to deliver the objectives of the TRU-W3 initiative, two additional tracks would be introduced along its length and all four railway lines would have overhead electrification installed. This would require the demolition of the grade-II listed Railway Bridge, Colne Bridge Road (MVL3/107) as there is insufficient clearance for the Overhead Line Equipment (OLE) to be accommodated under its two central arch spans (spans 2 and 3). Additionally, the realignment of the line, to facilitate the new fast lines, would clash horizontally with the pier between spans 2 and 3.
- 10.9 Railway Bridge, Colne Bridge Road (MVL3/107) is currently part of a busy road network and has limited pedestrian accessibility with a single, narrow footway on its north-east side. Therefore, the replacement bridge would be constructed off-site, in order to minimise the disruption to the road network during works and minimise the duration of road closures. Off site construction would also be safer during construction, reducing work required within the active road network and above a live railway.

- 10.10 Network Rail's proposed solution is essentially to by-pass the grade-II listed structure, realigning the road and construct a new railway-bridge abutting the designated heritage asset. Locating the new road and bridge to the east of Railway Bridge, Colne Bridge Road (MVL3/107) is also intended to minimise impact on local businesses, including disruption from road closure during construction.
- 10.11 The new bridge structure would comprise reinforced concrete abutment walls and a fully integral deck formed off-site from steel beams and a concrete slab. The new parapets would be of painted steel and would be raised in height to become a 1.8m to become a solid metal enclosure across the structure, creating a visually enclosed corridor where it crosses the railway lines to meet Network Rail's safety requirements and restricting the public from the electrified wires below the bridge.
- 10.12 On completion of the new concrete and metal bridge, the central section of the grade-II listed structure would be demolished to accommodate the Overhead Line Equipment (OLE) which would otherwise clash with the existing masonry structure. The two flanking abutment arches would remain, although these would be infilled and modified. Parts of the original structural elements to the north and south of the track would be retained in a modified form, with the exception of the south-east wing wall which would be buried below the new highway alignment. The eastern parapet walls would be partially lowered to accommodate the new highway alignment.
- 10.13 The remaining arches (north-west and south-east) would require infilling in order to add structural support for the new highway alignment. The infilled arches would have a masonry façade, intended to reference the lost historic fabric and to tie into the remaining original masonry.
- 10.14 The design development process for Railway Bridge, Colne Bridge Road (MVL3/107) included the appraisal of options to deliver the TRU-W3 operational requirements, framed by the objective to minimise impacts on the heritage significance of the structure. The evaluated options focused on the achievement of the required horizontal and vertical clearances for the additional tracks and OLE. The evaluated options included:
- Option 1 – Track lower to fit the railway alignment under the existing arched bridge spans;
  - Option 2 – Jack the existing bridge, increasing the height of the arches over the lines to provide sufficient clearances.
  - Option 3 – Replace with a single span bridge deck, on the same alignment as the existing;
  - Option 4 – Replace spans 2 and 3 and the central pier with a new, wider bridge deck. The abutments would be extended to support the widened bridge deck; and
  - Option 5 – Replace with a new bridge constructed offline to the existing alignment.
- 10.15 However, all these options were deemed by National Rail to be unable to meet the necessary safety, operational and buildability requirements. Therefore, the current proposal was deemed to be the preferred best option.

- 10.16 The preferred design option was developed in consultation with Historic England and officers from Kirklees Council. The final presentation on 13 August 2020 included indicative visualisations and a concept design for the off-site constructed bridge, including an outline of the widened and enhanced highway. It was established that this proposal would require the removal of the two central arch spans and the infilling of redundant arches at the north and south ends (potentially using salvaged historic materials) and illustrated the form of the retained historic wing walls. Historic England stated that they were comfortable with the rationale and the proposed solution, subject to the need for a robust justification and explanation of the public benefits associated with this option.
- 10.17 The stakeholders also noted that they were content to remain working with the preferred design option and developing it further in consultation with the design team. Consequently, Network Rail propose that it will continue to engage with both Historic England and Kirklees Council to refine the details of the submission during the determination of the TWAO and subsequently during the discharge of conditions to be attached to the Listed Building Consents.
- 10.18 The demolition of Railway Bridge, Colne Bridge Road (MVL3/107) and loss of its contribution to the significance of the Transpennine railway, would amount to substantial harm in terms of national and local planning. The NPPF (paragraph 194a) states that the total loss of grade-II listed building “*should be exceptional*” and must be measured against the delivery of “*substantial public benefits.*”
- 10.19 Therefore, the current proposals are 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 that the local planning authority and the Secretary of State (in this case) 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*”.
- 10.20 As the proposal would involve the total loss of significance of the designated heritage asset the NPPF (paragraph 195) states that local planning authorities (or the Secretary of State in this case) should refuse consent, “*unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm.*” This requirement is reflected in Kirklees Local Plan Policy LP35.

Demolition of the grade-II listed Railway Bridge, Colne Bridge Road (MVL3/107)

- 10.21 The heritage value and sensitivity of the Railway Bridge, Colne Bridge Road (MVL3/107) 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’).



- 10.22 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 proposed demolition is evaluated as a "Major adverse" impact. The following evaluation is set out in these terms.
- 10.23 The proposed works will require the demolition and replacement of the grade-II listed Railway Bridge, Colne Bridge Road (MVL3/107). This will result in total loss of the grade-II listed structure, which, in accordance with the 1990 and national and local planning policy should only be considered in "exceptional" circumstances.
- 10.24 The TRU Programme objectives for electrification and increased speed and capacity require the railway lines to be realigned and increased from two to four lines at the location of Railway Bridge, Colne Bridge Road (MVL3/107). This proposed new track alignment would clash with the central arch as the bridge's existing arches have inadequate headroom to accommodate the proposed Overhead Line Equipment (OLE). The works would result in the retention only parts of the abutment arches, so would amount to the total loss of the special interest and significance of the listed bridge.
- 10.25 The loss of the two central spans would remove much of the bridge's historic and aesthetic value as an example of a surviving element of historic railway infrastructure that was originally part of the Huddersfield and Manchester Railway (1846-49) and the Heroic Age (1841-50) of railway development. This which would mean substantial harm to the significance of the structure, as defined in NPPF paragraph 194(a).
- 10.26 The proposed demolition of Railway Bridge, Colne Bridge Road (MVL3/107), would also have a significant impact on the group value of the bridges designed by Alfred Stanistreet Jee, removing one of the group of 20 listed bridges he designed and one of the six bridges which share a common design language. Nevertheless, significant examples of the engineer's work would survive the TRU-W3 proposals, with Huddersfield Viaduct being a notable example.

Architectural value of the replacement building.

- 10.27 In accordance with NPPF paragraph 195 and Local plan Policy LP35, the loss of the grade-II listed Railway Bridge, Colne Bridge Road (MVL3/107) can only be justified by the substantial public benefits that would result. This should include the architectural merit of its replacement, both in functional and aesthetic terms.
- 10.28 The new bridge would be built adjacent to the listed structure to retain the crossing during the works. The new bridge's design adopts retains some elements of the bridge's historic fabric, infilling the redundant arches in a manner intended to retain their legibility. The choice of materials and finishes such as light-weight, weathering steel for the replacement bridge's structure is intended by National Rail to express the area's historic industrial character. The proposed design aesthetic of the bridge is proposed in a simplistic, functional form to meet current National Rail standards, with a 1850mm solid metal parapet to restrict views along the line and enhance pedestrian safety. The new bridge would have a widened highway deck (7300mm) and a 2000mm wide footway to improve both vehicular and pedestrian access.

- 10.29 The preferred design option also balances the costs and impacts from the temporary and permanent diversions of the regional road network. This allows for a shorter period of highway closure, which would minimise disruption to road and path users
- 10.30 The detailed design of the bridge and the abutments have yet to be defined or specified. Consequently, it is not possible to fully evaluate the aesthetic value of the proposed replacement bridge, as the submission is focused on its functionality. The material form and design detail of the bridge is, therefore, proposed by National Rail as being included in a Conservation Implementation Management Plan (CIMP) which will be required to be submitted for consideration and approval by the local planning authority by a condition, should the Secretary of State approve Listed Building Consent.

#### Impact on adjacent listed buildings.

- 10.31 The proposed demolition of the grade-II listed Railway Bridge, Colne Bridge Road (MVL3/107) would have no direct impact on any other nearby designated heritage assets, although the demolition would diminish the interest of the collection of historic bridges which carry Colne Bridge Road across the railway, canal and river. The indirect impact would also erode of the group value of the structures design by noted railway engineer Alfred Stanistreet Jee.

#### Historic Building Record.

- 10.32 National Rail propose that a detailed 'Historic Building Record' of the extant Railway Bridge, Colne Bridge Road (MVL3/107) is completed, prior to any works commencing, to provide a publicly accessible record of the demolished listed bridge. The scope and delivery of the record will be defined in the Conservation Implementation Management Plan (CIMP), which will be required as a Listed Building Consent condition, and would follow the format defined by Historic England as a 'Level 3 Historic Building Record'. It would comprise: a collation of detailed archives, current measured drawings, detailed photographs, and a written account of the origin and lifespan of the bridge.
- 10.33 The production of a detailed Historic Building Record in advance of the demolition of the listed building is a minimum national and local policy requirement and should not be taken to compensate for the substantial harm caused by the demolition of the bridge. The NPPF (paragraph 199) states that, "*the ability to record evidence of our past should not be a factor in deciding whether such loss should be permitted*". The major adverse impact of the loss of the bridge should, therefore, only be measured against the demonstrable delivery of "*substantial public benefits,*" as discussed below.

#### Managing the major adverse impact.

- 10.34 The exploration of alternatives by National Rail concluded that the demolition and replacement of the Railway Bridge, Colne Bridge Road (MVL3/107) is the only practical way to deliver the operational requirements and objectives of the TRU-W3. The impact will result in substantial harm, as defined by the NPPF paragraph 194(a). A degree of mitigation of the identified major adverse impact on the grade-II listed bridge (MVL3/107) would be dependent

on the detail to be secured by conditions on the Listed Building Consent (and the wider TWAO) in the form of a Conservation Implementation Management Plan (CIMP).

- 10.35 The TRU-W3 scheme as a whole will require a series of Conservation Implementation Management Plans (CIMPs) to demonstrate a conservation-focused framework for the initiative and provide the detailed specifications to implement works on the individual designated heritage assets along the route.
- 10.36 The CIMP proposed for Railway Bridge, Colne Bridge Road (MVL3/107) would need to specify the scope of the recording of the extant bridge, as well as the detailed design and materials of its replacement. Given the current lack of design detail and the proposed total loss of significance (and the diminution of the special interest and character of the group of bridges with which it is associated) a comprehensive and highly detailed Conservation Implementation Management Plan (CIMP) for Railway Bridge, Colne Bridge Road (MVL3/107), is considered to be a fundamental design-quality moderation tool.

Balance of heritage impact against the public benefits.

- 10.37 The proposed TRU-W3 works on for Railway Bridge, Colne Bridge Road (MVL3/107) would result in a major adverse heritage impact, resulting from the complete loss of its significance as a designated heritage asset. The loss of the bridge would also contribute to the erosion of the collective value of the bridges located along Colne Bridge Road and those designed by a celebrated C19th engineer which are all noted for their design quality. Therefore, in accordance with the requirements of the NPPF, paragraphs 195 and Local Plan Policy LP35 it is necessary to evaluate whether the current proposals demonstrate the necessary “*substantial public benefits that outweigh that harm*”.
- 10.38 Network Rail’s design development process has been 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 overall adverse heritage impacts while facilitating the electrification of the line. However, the impact on Railway Bridge, Colne Bridge Road (MVL3/107) will be permanent and profound.
- 10.39 It will be understood that, in accordance with the NPPF, the ability to record the structure in advance of its demolition should not be taken as part of the planning balance, as this is a minimum requirement not a means of mitigation. It will also be understood that the achievement of a high level of design quality for the replacement, both in functional and aesthetic terms, is not a justification for the loss of the listed building, as this is also a fundamental requirement and has yet to be demonstrated (with details reserved for the proposed Conservation Implementation Management Plan).
- 10.40 Therefore, the major adverse heritage impact must be measured against the perceived value of the public benefits which would result from completion of the wider Transpennine Route Upgrade.

- 10.41 The proposed demolition works to Railway Bridge, Colne Bridge Road (MVL3/107), 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 exploration of alternatives by National Rail concluded that the demolition and replacement of this road bridge is necessary to deliver the operational requirements and objectives of the TRU-W3 and thereby achieve the overall benefits of the wider Transpennine Route Upgrade scheme. 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.
- 10.42 The economic and social benefits to be achieved from the improved Transpennine Route proposals also 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. 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.
- 10.43 The increased speed and capacity would partially be achieved through the newly aligned tracks along the section of line currently spanned by Railway Bridge, Colne Bridge Road (MVL3/107), with the reinstated four-line track allowing for express trains to by-pass slower passenger and freight services. Although the existing bridge was designed to span four tracks the arches could not accommodate the proposed Overhead Line Equipment (OLE) or the new line alignment.
- 10.45 The increased movement of people and goods along this key part of the railway network would support a more economic and socially viable transport solution. This aligns with part of the West Yorkshire Transport Strategy, which aims to harness economic prosperity through a better-connected transport network.
- 10.46 The environmental and sustainability benefits of the line's upgrade will arise primarily from the electrification of the line. The Transpennine Route Upgrade (TRU) scheme is identified by National Rail as an investment in 'greener' energy technology intended to meet its Decarbonisation Strategy, reducing harmful emissions that cause climate change (in line with Council policy and Government targets).
- 10.47 The new design proposals for Railway Bridge, Colne Bridge Road (MVL3/107) would also provide public benefits with respect to the improvement of the highway for both vehicles and pedestrians. The new alignment of the bridge would enable the road to be widened to the required standard width for a highway subject to the current use (7.3m), with improvements to visibility for drivers, as well as a widened and improved footway. The replacement structure would therefore offer an improved highway layout for users that is compliant with current standards. The B6118 is an important local route and upgrading the highway through this section of the road would constitute a significant public benefit.

- 10.48 The demolition of Railway Bridge, Colne Bridge Road (MVL3/107) would mean the loss of an irreplaceable piece of historic railway infrastructure, and diminution of the collection of bridges designed by Alfred Stanistreet Jee located along this section of the Transpennine route. While the demolition of Railway Bridge, Colne Bridge Road (MVL3/107) is regrettable, its loss may be considered to be outweighed by the substantial public benefits that would be facilitated by its removal. The major adverse impact may be partially tempered by managing the delivery of a high level of design quality for its replacement through the Conservation Implementation Management Plan (CIMP).

### 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 significance of Railway Bridge, Colne Bridge Road (MVL3/107) lies in its design integrity and association with the Huddersfield & Manchester Railway and noted engineer Alfred Stanistreet Jee. The bridge also derives some significance from its evidential value in terms of its demonstration of 19th century construction techniques and associations with the area's industrial history. Its aesthetic value derives from its surviving triple-arched form and the sympathetic design alterations during the 1884 widening phase which demonstrated a great degree of care and effort in duplicating the original structure.
- 11.2 The design development process was undertaken by National Rail in a collaborative manner with Historic England and officers from Kirklees Council and was informed by detailed heritage analysis of the line. However, in this instance, the fundamental objective to minimise adverse harm to the designated heritage asset was deemed to be unachievable within the operational parameters set by the TRU-W3. In these terms it is understood that Historic England have accepted that the demolition of Railway Bridge, Colne Bridge Road (MVL3/107) is necessary to deliver the wider benefits of the TRU-W3 initiative, and that alternative approaches are not viable.

- 11.3 The major adverse impact is proposed as being partially compensated, mitigated and managed by detailed measures to be defined in the proposed Conservation Implementation Management Plan (CIMP). This will be an essential Planning tool, necessary to ensure a degree of design quality and would be secured as a condition imposed on the Listed Building Consent, should it be granted by the Secretary of State.
- 11.4 The demolition of Railway Bridge, Colne Bridge Road (MVL3/107) is regrettable, however its loss may be considered to be outweighed by the considerable public benefits that would be delivered by the Transpennine Route Upgrade and the more local highway improvements. In these terms, the proposed demolition and replacement bridge works would meet the requirements of NPPF paragraphs 189, 193, 194(a) and 195, 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-33-MVL3-DRG-T-LP-163400 Structures Existing Plan (LBC)  
151667-TSA-32-MVL3-DRG-T-LP-163401 Structures Proposed Plan (LBC)  
151667-TSA-32-MVL3-DRG-T-LP-163402 Structures West Elevation (LBC)  
151667-TSA-32-MVL3-DRG-T-LP-163403 Structures East Elevation and Sections (LBC)  
**Reason:** To ensure compliance with the approved plans and for the avoidance of doubt.
3. **(Historic Structures Recording)** No works of demolition shall take place until an approved methodology for full structure recording including the appropriate level of recording has been approved in writing. Subsequent recording will take place prior to demolition and be deposited with the West Yorkshire Archive Service and West Yorkshire Historic Environment Record.  
**Reason:** In recognition of the architectural and historic significance of the Listed Building and in accordance with Chapter 16 of the NPPF.
4. **(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. details of any maintenance access regime required (if any)

- d. provision of heritage interpretation boards during construction works
- e. 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%2f91330>

Certificate of Ownership – Certificate A signed