
Report of the Head of Planning and Development

STRATEGIC PLANNING COMMITTEE

Date: 12-May-2021

Subject: Planning Application 2021/91333 Listed Building Consent for erection of overhead line structures on MVN2/192 viaduct viaduct at, Newgate, Mirfield

APPLICANT

Rob McIntosh, Network
Rail (Infrastructure) Ltd

DATE VALID

31-Mar-2021

TARGET DATE

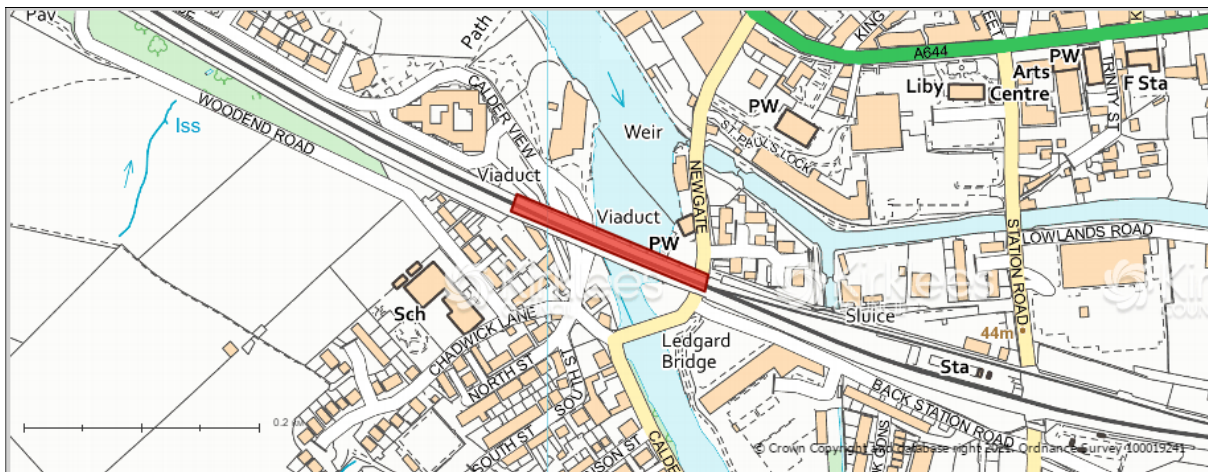
26-May-2021

EXTENSION EXPIRY DATE

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: Mirfield

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 grade II listed Mirfield Viaduct Underbridge (MVN2/192) 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 Mirfield Viaduct Underbridge (MVN2/192) 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 Mirfield Viaduct Underbridge (MVN2/192) which was designated a Grade II listed building in 1985. It is a railway viaduct spanning the River Calder, at the point where the Transpennine Route intersects the river, approximately 300m to the west of the existing Mirfield station. The structure comprises a masonry viaduct structure, partly dating to the Pioneering Age (1825-40) of railway building. The viaduct was built between 1836-39 by the engineer George Stephenson, comprising 12 spans in total; 11 of regularly coursed quarry faced sandstone, with a twelfth span at the eastern end of the structure over Newgate which has a metallic deck. A brick and steel extension to the south was added in the early-mid 20th century and is not included in the listing.
- 2.3 The structure carries three tracks; two on the Listed 1830s northern side of the viaduct and one on the southern side of the non-Listed 1930s Mirfield Viaduct (Steel Spans) Underbridge (MVN2/192A) steel spans side; the alignment of the historic fourth track on the southern side of the structure is currently redundant.

3.0 PROPOSAL:

- 3.1 The proposed works are to allow provision of four tracking and installation of overhead line equipment to enable the viaduct to support the electrified rail service.
- 3.2 To provide overhead electrification to the section of track over Mirfield Viaduct Underbridge, Overhead Line Electrification (OLE) portal structures are required on the viaduct. The distances required between the portals necessitate placing OLE portals on the structure itself, as the length of the viaduct is too great for OLE wires to span across the structure with portals placed at either end. Three OLE portals would be installed on the viaduct. The concrete foundation pads would be supported directly on the deck which would require the local removal of ballast. The OLE portals would be sited in board of the parapet of the Listed viaduct, with no alterations to the masonry parapet required. On the southern extension side of the structure, the OLE would be fixed to the exterior of the parapet.

- 3.3 The proposal is also to increase the number of tracks over the viaduct from three to four, with the new track located on the 1930s Mirfield Viaduct (Steel Spans) Underbridge (MVN2/192A) side of the structure, it is noted this does not itself require Listed Building Consent. Similarly, it is proposed that a 1m high noise barrier is installed at the western end of the later Mirfield Viaduct (Steel Spans) Underbridge (MVN2/192A) steel spans side of the viaduct; this will be approximately the same height as the existing parapet on this part of the structure. Again, Listed Building Consent is not required for this noise barrier as this would sit on the non-listed part of the structure.

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 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 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 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
- Impact on Mirfield Viaduct Underbridge (MVN2/192)
- Managing the impact on the significance of Mirfield Viaduct Underbridge (MVN2/192)
- Balance of heritage impact against the public benefits

10.0 APPRAISAL

Heritage Context

- 10.1 Mirfield Viaduct Underbridge (MVN2/192) was constructed by the Manchester and Leeds Railway between 1836 and 1839 during the Pioneering Age (1825-41) of railway construction.
- 10.2 In common with most of the structures along the Manchester and Leeds Railway, it was jointly engineered by George Stephenson and Thomas Gooch. The viaduct was constructed to carry the railway via 12 spans over the River Calder. The structure forms one of a pair of grade-II listed Stephenson and Gooch-engineered viaducts on the Manchester and Leeds Railway in Mirfield, with the other being Wheatley's Underbridge (MVN2/196) which is located approximately 1.2km to the east.
- 10.3 Mirfield Viaduct Underbridge (MVN2/192) was expanded and altered to the south in 1932 to accommodate two extra tracks, with the easternmost span of the early-C19th structure altered at this date. The expansion was constructed in a very different style to the 1836-39 viaduct, and as a result the structure presents a wholly different character depending on which side it is viewed.
- 10.4 Mirfield Viaduct Underbridge (MVN2/192) survives as an extended and altered operational element of the Transpennine railway and is a prominent local landmark. The viaduct is located approximately 300m to the west of the Mirfield station and carries the railway across the River Calder. The north-facing elevation of the viaduct has changed little since the original construction and is constructed from regularly coursed quarry faced sandstone. The viaduct comprises twelve spans in total, with four of these are used to cross the river. The easternmost span, crossing Newgate, comprises a metallic deck and is contemporary with the 1932 southern extension of the viaduct.

- 10.5 The rock-faced stone structure which comprises the northern part of Mirfield Viaduct Underbridge (MVN2/192) was listed grade-II in July 1985, with the inter-war section (which abuts the original bridge to the south-side) excluded from the listing.
- 10.6 The proposed works subject of the Listed Building Consent application comprise the erection Overhead Line Equipment (OLE) along Mirfield Viaduct Underbridge (MVN2/192) to facilitate the electrification of the line. The works required three OLE portals to be installed on the Viaduct supported on concrete foundation pads fixed directly onto the deck of the listed structure. This would simply require the local removal of ballast materials of no significance, with the OLE portals be sited in board of the parapet of the Viaduct. There will be no alterations to the masonry parapet. On the un-listed side of the Viaduct (the interwar southern extension) the OLE would be fixed to the exterior of the parapet.
- 10.7 The grade-II listed Mirfield Viaduct Underbridge (MVN2/192) is both historically and operationally fundamental to the Transpennine railway route. The viaduct remains an impressive landmark, retaining its primary operational purpose as a major component of the cross Pennine transport line. 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 Kirklees Council's Planning and Conservation Officers over some years. The design development process was premised on the need to minimise the direct (physical) and indirect (visual) impact on the designated heritage asset.
- 10.8 The current TRU-W3 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*".
- 10.9 As a designated heritage asset, the NPPF paragraph 193 requires that the impact of the proposed development on the significance of Mirfield Viaduct Underbridge (MVN2/192) 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 Mirfield Viaduct Underbridge (MVN2/192) is consequently considered with particular reference to these legislative and policy requirements.
- 10.10 The particular heritage value and sensitivity of the Mirfield Viaduct Underbridge (MVN2/192) 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').

- 10.11 Consequently, it is important to understand the impact of the proposed TRU W3 works on the special architectural or historic interest of Mirfield Viaduct Underbridge (MVN2/192) and its context.
- 10.12 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.

Impact on Mirfield Viaduct Underbridge (MVN2/192).

- 10.13 The proposed works would involve the permanent installation of three Overhead Line Equipment (OLE) portals onto the grade-II listed Mirfield Viaduct Underbridge (MVN2/192). This would slightly alter the experience and character of the structure, although its robust appearance and legibility which contributes considerably to its significance would be retained.
- 10.14 The viaduct derives significance from its aesthetic value, due to the high quality of its design, focused on the original 1830s masonry side of the structure. The installation of OLE portals on the structure would have a limited impact on the aesthetic significance of Mirfield Viaduct Underbridge (MVN2/192) and would be tempered by the spacing of the OLE portals and their location behind the parapet, which would lessen their visibility from the north. The siting of the OLE portals directly above the existing piers would serve to retain the symmetry and rhythm of its architectural form and would have a lesser impact on the architectural fluency of the design.
- 10.15 The architectural interest of the structure which contributes to its aesthetic value would, therefore, only be slightly compromised. The necessary alterations would be limited and would not alter the legibility of the historic viaduct's high-quality design. The physical impact of the installation of the OLE portals, would have also have a very limited physical impact on the structure as the foundations would be tied into the deck of the structure, rather than the parapet.
- 10.16 Mirfield Viaduct Underbridge (MVN2/192) also derives its significance from its association with the historic railway and noted engineer George Stephenson. Given the scale and robust architectural form of the structure, the erection of the Overhead Line Equipment (OLE) would have a relatively negligible impact on its heritage values.
- 10.17 The listed viaduct does derive some significance from the views towards the viaduct, particularly from the north bank of the River Calder and from Butt End Mill. The proposals would result in the introduction of OLE in a limited manner into this view from which the viaduct derives significance. However, the OLE portals would be positioned on the river bank ends and within the parapet of the viaduct, resulting in a minimal impact on the extent to which the structure derives significance from its setting. The OLE would also infiltrate on views towards the structure from the south and from Ledgard Bridge. However, these views have only a modest contribution to the grade-II listed viaduct's significance, given the prominence of the later (unlisted) southern extension to the grade-II listed structure in the form of Mirfield Viaduct (Steel Spans) Underbridge (MVN2/192A) which encloses the designated heritage asset. Consequently, the impact on of the proposed works are considered to have a negligible adverse impact on the grade-II listed Viaduct's significance.

10.18 In national and local planning policy terms the proposals would only result in a very low level of harm and the adverse visual impact would be considerably outweighed by the delivery of substantial public benefits by the electrification, speed and capacity improvements resulting from the TRU-W3 initiative. Consequently, the proposals are considered to meet the requirements of NPPF paragraph 196 and Kirklees Council Local Plan Policy LP35.

10.19 The proposals would have no impact on any other designated heritage assets.

Managing the impact on the significance Mirfield Viaduct Underbridge (MVN2/192)

10.20 The proposed interventions would result in a modest degree of change to the character of the monumental grade-II listed building. 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. 4.1.6).

10.21 The mitigation of the identified minor adverse physical and visual impacts will consequently 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). The CIMP is proposed by Network Rail as the means to specify the materials, techniques, and task implementation methodologies necessary which would 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.

10.22 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 Mirfield Viaduct Underbridge (MVN2/192) and the modest impact of the proposed interventions, the resultant CIMP covering these particular works will need to be comprehensive and highly detailed.

10.23 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.

Balance of heritage impact against the public benefits

10.24 The cumulative direct and indirect heritage impact of the proposed TRU-W3 works on Mirfield Viaduct Underbridge (MVN2/192) will present some adverse effects resulting from the erection of the Overhead Line Equipment. The proposals would represent a modest change to the surviving historic fabric of the grade-II listed heritage asset. However, the overall significance of the viaduct would not be adversely impacted to any significant extent and the proposals would enhance its design purpose and optimum viable use as a railway bridge.

- 10.25 The cumulative impact of the fabric interventions (identified as 1-6 above) would amount to a low 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 public benefits which would outweigh the perceived adverse impacts on the heritage asset.
- 10.26 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 Mirfield Viaduct and the electrification of the line. The identified adverse heritage impacts on the Viaduct are relatively modest and would be managed by the use of the Conservation Implementation Management Plan. The public benefits which justify the compromising interventions would result from the completion of the wider Transpennine Route Upgrade and are outlined below.
- 10.27 The proposed works to on Mirfield Viaduct Underbridge (MVN2/192) 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.
- 10.28 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.
- 10.29 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, partially facilitated by the works across on Mirfield Viaduct Underbridge (MVN2/192). The use of longer, more frequent trains, will reduce congestion, increase passenger comfort, and improve overall journey quality.
- 10.30 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 on Mirfield Viaduct Underbridge (MVN2/192) allowing express trains to by-pass passenger 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.
- 10.31 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.

- 10.32 The proposals for on Mirfield Viaduct Underbridge (MVN2/192) will result in a modest but permanent change to the appearance of the grade-II listed building. This 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.
- 10.33 Therefore, the proposals constitute a sustainable approach to the future of on Mirfield Viaduct Underbridge (MVN2/192) 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

- 10.34 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.
- 10.35 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 on Mirfield Viaduct Underbridge (MVN2/192) 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 the 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 on Mirfield Viaduct Underbridge (MVN2/192).
- 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-34-MVN2-DRG-T-LP-163500 Existing and Proposed plan layout
151667-TSA-34-MVN2-DRG-T-LP-163501 Existing and Proposed Elevation 1 (North)
151667-TSA-34-MVN2-DRG-T-LP-163502 Existing and Proposed Elevation 2 (North)
151667-TSA-34-MVN2-DRG-T-LP-163503 Existing and Proposed Elevation 3 (North)
151667-TSA-34-MVN2-DRG-T-LP-163504 Existing and Proposed Elevation 1 (South)
151667-TSA-34-MVN2-DRG-T-LP-163505 Existing and Proposed Elevation 2 (South)
151667-TSA-34-MVN2-DRG-T-LP-163506 Existing and Proposed Elevation 3 (South)
151667-TSA-34-MVN2-DRG-T-LP-163507 Existing and Proposed Typical Section
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. **(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.

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 required (if any)
- f. provision of heritage interpretation boards during construction works
- g. 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%2f91333>

Certificate of Ownership – Certificate A signed