
Report of the Head of Planning and Development

STRATEGIC PLANNING COMMITTEE

Date: 12-May-2021

Subject: Planning Application 2021/91344 Listed Building Consent for erection of overhead line structures and handrail on MVN2/196 Wheatley's Viaduct, Mirfield viaduct at, Steneard Lane, Mirfield, WF14 8HZ

APPLICANT

Rob McIntosh, Network
Rail (Infrastructure) Ltd.

DATE VALID

31-Mar-2021

TARGET DATE

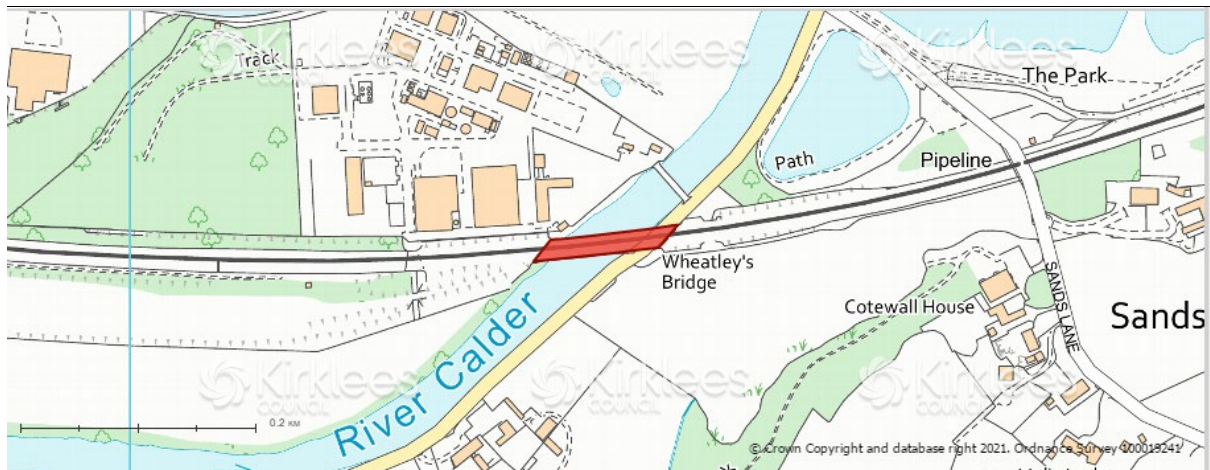
26-May-2021

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 Wheatley's Underbridge (MVN2/196) 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 Wheatley's Underbridge (MVN2/196) 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 grade II listed Wheatley's Underbridge (MVN2/196) which is a railway viaduct spanning the River Calder, at the point where the Scheme intersects the river, approximately 1km to the east of Mirfield Station. The viaduct was built between 1836-39 by the engineer George Stephenson, comprising five segmental arch spans. A brick and masonry extension to the south was added in the early-mid 20th century. The structure is a surviving masonry viaduct structure, carrying two tracks of the Transpennine Route.

3.0 PROPOSAL:

- 3.1 It is proposed that 2no Overhead Line Electrification (OLE) portals would be added to the structure, enabling the viaduct to support an electrified rail service. The construction will require local removal of sections of the parapet, to be reinstated on completion of works with a reduced thickness around the foundations of the OLE portals.
- 3.2 The main elements of the proposals are as follows:
- Two OLE portals would be installed on the viaduct;
 - The portals would be installed on the deck, as opposed to being attached to the outside of the viaduct;
 - Construction of the foundations for the OLE would require removal of the parapet at the point of OLE location, during construction;
 - Once the OLE portal foundations are installed, the parapet would be reinstated with a reduced thickness around the foundations
 - The foundation of the OLE portals would be fixed to the deck of the viaduct, which would require the removal of a small amount of ballast and very limited tie in with the historic deck structure.
- 3.3 The portals would be located as close to the pier centrelines as possible. However, due to the need to orientate the portals perpendicular to the north parapet, and due to the high skew of the structure, the portals would be slightly offset from the pier centrelines.
- 3.4 In addition, a handrail would be constructed on the north parapet to provide enhanced protection to rail workers undertaking maintenance works and rail passengers in case of an emergency. This would be in a similar style to the appearance of the one already in existence atop the southern parapet.

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
- The proposed works
- Impact on Wheatley's Underbridge (MVN2/196)
- Managing the impact on the significance Wheatley's Underbridge (MVN2/196)
- Balance of heritage impact against the public benefits

10.0 APPRAISAL

Heritage Context

- 10.1 Wheatley's Underbridge (MVN2/196) (NHLE 1450703) was constructed by the Manchester and Leeds Railway between 1836 and 1839 during the Pioneering Age (1825-41) of railway construction. The 5-span Viaduct was built to carry the railway over the River Calder. The structure forms one of a pair of Stephenson and Gooch engineered viaducts on the Manchester and Leeds Railway in Mirfield, the other being the main section of Mirfield Viaduct Underbridge (MVN2/192) which is located approximately 1.35km to the west.
- 10.2 The grade-II listed viaduct was expanded and altered to the south in 1884 by the London and Northwest Railway to accommodate two extra tracks. The expansion was constructed in a similar and sympathetic style to the 1836-39 viaduct, which gives the structure. An architecturally unified character on both sides. Unlike the other Mirfield viaduct all sections of the bridge are included in the listing.
- 10.3 Wheatley's Underbridge (MVN 2/196) is located on the section of the Transpennine Route through Mirfield which was constructed and opened between 1839-41 as part of George Stephenson's Manchester and Leeds Railway. Development of the railway was superintended by George Stephenson and principally engineered by Thomas Longbridge Gooch. It was the first railway to link Lancashire and Yorkshire as it connected Manchester to Leeds via Rochdale and Todmorden. The line was 52 miles long and took a meandering northerly route to minimise gradients and the need for tunnelling. However, despite the avoidance of obstacles the northerly route necessitated the engineering of many impressive structures to navigate the tough upland country, such as Wheatley's Underbridge (MVN2/196).
- 10.4 This section of line was incorporated into new Transpennine Route between 1846 and 1849 when connection was made between Leeds, Dewsbury & Manchester Railway to the east and the Manchester & Huddersfield Railway to the west. The new route, engineered by Thomas Grainger (in the case of the Leeds, Dewsbury & Manchester Railway) and Alfred Stanistreet Jee and Joseph Locke (in the case of the Manchester & Huddersfield Railway), formed a more direct route to the West Riding from Manchester. This was enabled partly through the advances in large-scale engineering technology, such as demonstrated at Wheatley's Underbridge (MVN 2/196) and improved travel times between Lancashire and Yorkshire. These lines were two of a number constructed through this period which together form a significant proportion of the Transpennine route today.

- 10.5 Wheatley's Underbridge (MVN2/196) survives as an operational element of the Transpennine Route. The viaduct is located approximately 1km to the east of Mirfield Station and is a prominent landmark which carries the railway across the River Calder. It comprises five spans in total all of which are located within the river, with the westernmost span forming part of the western riverbank. The spans are set at a slight skew to accommodate the flow of the river, with the arches and piers in the river oriented approximately north-east-to-southwest.
- 10.6 The north-facing elevation of the viaduct is relatively unaltered and is constructed from regularly coursed quarry-faced sandstone. The spans over the river consist of segmental arches sitting on bull nosed piers. The piers are also finished with quarry faced stone and feature pronounced rustication bands. They protrude slightly from the deck and the piers are tied-in with stepped pyramidal caps. The segmental arches have voussoirs keyed into the coursing, although the top few either side of the key stone are cut off by a string course. Above the string course is a simple parapet with a simple stone capping.
- 10.7 The viaduct was extended to the south in 1884 to accommodate an extra two tracks. The extension was constructed with masonry piers and contrasting blue brick arches. The stone piers on this side appear to be extensions of the 1830s piers as they sit on the same alignment, protrude slightly and also feature pronounced rustication bands as well as stepped pyramidal caps. In common with the north side, the arches on this extended south-side are segmental, although constructed with seven courses of blue engineering brick with a stone roll moulding above the exposed headers. The brick arches spring from saw-tooth impost blocks. The brick construction of the arches on the south side do not feature voussoirs. Above is a string course and very similarly to the other side a simple stone parapet with plain stone capping.
- 10.8 Wheatley's Underbridge (MVN2/196) is prominent in the view from the east bank of the River Calder to the north of the structure, and the viaduct is also experienced from Steanard Lane along the riverbank and from the access bridge into the adjacent chemical works. The viaduct is also prominent in views from the east bank of the River Calder to its south.

The proposed works

- 10.9 The proposed works subject of the Listed Building Consent application comprises of the erection of two portals of Overhead Line Equipment (OLE) along Wheatley's Underbridge (MVN2/196). Their construction would require local, temporary removal of sections of the parapet, to be reinstated on completion of works with a reduced thickness around the foundations of the OLE portals.
- 10.10 The two portals would be located as close to the pier centrelines as possible. However, due to the need to orientate the portals perpendicular to the north parapet, and due to the high skew of the structure, the portals would be slightly offset from the pier centrelines.

- 10.11 In addition, a handrail would be constructed on the north parapet to provide enhanced protection to rail workers undertaking maintenance works and rail passengers in case of an emergency. This would be in a similar style to the existing handrail atop the southern parapet.
- 10.12 The grade-II listed Wheatley's Underbridge (MVN2/196) is both historically and operationally fundamental to the Transpennine railway route and remains an impressive landmark, as well as retaining its primary operational purpose as a major component of the cross Pennine transport line.
- 10.13 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.
- 10.14 The current TRU-W3 proposals which impact on Wheatley's Underbridge (MVN2/196) 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*".
- 10.15 As a designated heritage asset, the NPPF paragraph 193 requires that the impact of the proposed development on the significance of Wheatley's Underbridge (MVN2/196) 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 Wheatley's Underbridge (MVN2/196). is consequently considered with particular reference to these legislative and policy requirements.
- 10.16 The particular heritage value and sensitivity of the Wheatley's Underbridge (MVN2/196) 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').
- 10.17 Consequently, it is important to understand the impact of the proposed TRU W3 works on the special architectural or historic interest of Wheatley's Underbridge (MVN2/196) and its context. 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 Wheatley's Underbridge (MVN2/196)

- 10.18 The proposed works would involve the permanent installation of two 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.
- 10.19 The viaduct derives significance from its aesthetic value, due to the prominence of its location and the high quality of its design. The installation of the two OLE portals on the structure would have a limited impact on the aesthetic significance of Wheatley's Underbridge (MVN2/196) and would be tempered by the spacing and alignment of the OLE portals. The spacing would serve to retain the symmetry and rhythm of its architectural form, while the limited number of portals would moderate the visual impact on its architectural character.
- 10.20 Therefore, the aesthetic value of Wheatley's Underbridge (MVN2/196) would only be slightly compromised. The necessary alterations would be limited and would not alter the legibility of the viaduct's high-quality design, or its contribution to the wider riverside landscape. The physical impact of the installation of the OLE portals, would have also have a very limited physical impact on the structure.
- 10.21 Wheatley's Underbridge (MVN2/196) also partially 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. Consequently, the impact on of the proposed works are considered to have a negligible adverse impact on the grade-II listed Viaduct's significance.
- 10.22 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. The proposals would have no impact on any other designated heritage assets.

Managing the impact on the significance Wheatley's Underbridge (MVN2/196).

- 10.23 The proposed interventions would result in a minor 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).

- 10.24 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 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. It would also specify the scope of the necessary building recording.
- 10.25 A historic building record of Wheatley's Underbridge (MVN2/196) would be required, prior to the construction phase of the Scheme (as agreed with the appropriate historic environment stakeholders) via the CIMP. This would help to compensate the modest harm to the viaduct's significance resulting from the installation of OLE portals and would provide an opportunity for recording of the structure and furthering understanding of its development and value. The modest interventions only require a relatively low level of Historic Building Record (HBR), to be undertaken to Level-1, in accordance with Historic England's 2016 guidance. The level-1 HBR would include: an annotated/dated photographic record, focusing on the sections of parapet of the structure which are to be alteration, and a descriptive narrative.
- 10.26 Network Rail's proposed use of the Conservation Implementation Management Plans (CIMPs) is considered to be an essential and welcome design-quality moderation tool. The TRU-W3 scheme overall 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.
- 10.27 Despite the relatively modest scope of the proposed works at Wheatley's Underbridge (MVN2/196), given the grade-II listed status and prominence of viaduct, the required CIMP covering these particular works will need to be comprehensive and highly detailed.
- 10.28 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

- 10.29 The cumulative direct and indirect heritage impact of the proposed TRU-W3 works on Wheatley's Underbridge (MVN2/196) will present some minor adverse effects resulting from the erection of the Overhead Line Equipment (OLE). The proposals would represent a modest change to the character and appearance 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.
- 10.30 The cumulative impact of the fabric interventions 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.

- 10.31 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 Wheatley's Underbridge (MVN2/196) and the electrification of the line. The identified adverse heritage impacts on Wheatley's Underbridge (MVN2/196) are relatively modest and would be managed by the use of the Conservation Implementation Management Plan (CIMP). The public benefits which justify the minor but still compromising interventions, which would result from the completion of the wider Transpennine Route Upgrade, are outlined below.
- 10.32 The proposed works to Wheatley's Underbridge (MVN2/196) 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 this viaduct are integral to achieving the overall benefits of the wider Transpennine Route Upgrade scheme.
- 10.33 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.
- 10.34 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 on Wheatley's Underbridge (MVN2/196). The use of longer, more frequent trains, will also reduce congestion, increase passenger comfort, and improve overall journey quality.
- 10.35 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 of four tracking across on Wheatley's Underbridge (MVN2/196), allowing express trains to bypass 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.
- 10.36 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.
- 10.37 The proposals for Wheatley's Underbridge (MVN2/196), will result in a modest but permanent change to the appearance of the grade-II listed building. However, the works will sustain its viable use, securing the future of the heritage asset and the long-term experience and appreciation of its historic structure. The sustainable use of the listed viaduct and its retained historic fabric provides a significant heritage benefit, by ensuring the longevity of the structure for its design purpose.

10.38 Therefore, the proposals constitute a sustainable approach to the future of Wheatley's Underbridge (MVN2/196), 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

10.39 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.

10.40 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 intervention works which impact on Wheatley's Underbridge (MVN2/196) 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 Wheatley's Underbridge (MVN2/196).

11.3 The proposed works subject of the Listed Building Consent application 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-163600 Existing and Proposed plan layout
151667-TSA-34-MVN2-DRG-T-LP-163601 Existing and Proposed Elevation 1 (North)
151667-TSA-34-MVN2-DRG-T-LP-163602 Existing and Proposed Elevation 2 (North)
151667-TSA-34-MVN2-DRG-T-LP-163603 Existing and Proposed Elevation 1 (South)
151667-TSA-34-MVN2-DRG-T-LP-163604 Existing and Proposed Elevation 2 (South)
151667-TSA-34-MVN2-DRG-T-LP-163605 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 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.) (6 is for only one small element of parapet being amended)
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%2f91344>

Certificate of Ownership – Certificate A signed