Originator: Louise Bearcroft

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Report of the Head of Planning and Development

STRATEGIC PLANNING COMMITTEE

Date: 12-May-2021

Subject: Planning Application 2021/91336 Listed Building Consent for total infill and deck re-construction of bridge MDL1/14 Ming Hill, Westtown railway bridge, off Huddersfield Road, Westtown, Dewsbury

APPLICANT
Rob McIntosh, Network Rail (Infrastructure) Ltd.

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

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

LOCATION PLAN

Map not to scale – for identification purposes only

Electoral wards affected: Dewsbury West

Ward Councillors consulted: Yes

Public or private: Public

RECOMMENDATION:

Members to note the contents of this report for information

1.0 INTRODUCTION:

1.1 This is an application for Listed building Consent for works to the grade II listed Ming Hill Underbridge (MDL1/14) 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 Ming Hill Underbridge (MDL1/14) 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 application site comprises Ming Hill Underbridge (MDL1/14) constructed in the mid-1840s, between 1845-1847, and which was designated a grade II listed building in 2018. It is located approximately 465m to the south-west of Dewsbury station. The bridge carries two lines, one towards Dewsbury and the other towards Huddersfield. It no longer accommodates any access under the railway as the north western approach to the bridge was infilled, leaving only the parapets exposed, in around 1970 to facilitate the widened A644, located approximately 20m to the north west of the bridge. The south east elevation remains open, although the space underneath the structure is already partially infilled.

2.2 The original structure is a cast iron beam bridge. In the early 1900s, the central portion of the deck was replaced with brick jack arches supported on riveted plate steel girders. The edge girders are surviving features of the bridge's original design and construction. The substructure consists of stone abutments and curving, raked wing walls.

3.0 PROPOSAL:

3.1 The application seeks listed building consent to infill the bridge. The works are required to re-alignment the railway tracks in the horizontal and vertical direction to increase the line speed on the two tracks above the bridge.

3.2 The proposed works relating to the Grade II Listed underbridge comprise:
- Removal of existing partial infill;
- Removal of the central portion of the existing deck, comprising the early 20th century replacement structure; this will be done in a manner which preserves the original edge girders and parapets;
- New infill to be completed from bottom up using granular fill and foam concrete;
- Holes to be cored in the bridge deck, through which the final grouting is to be completed;
- A new masonry blockwork wall to be constructed along the south-facing elevation – this would be slightly recessed to ensure the bridge's form is still legible; and
Sheet piling to support earthworks.

The infilling would retain elements of historic fabric including the structure's parapets, cast iron edge girders and projecting pilasters. Similarly, the masonry retaining wall would be slightly recessed from the face of the existing 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
- The Proposals
- Impact on the grade-II listed Ming Hill Underbridge (MDL1/14)
- Managing the impact on the significance of Ming Hill Underbridge (MDL1/14)
- Balance of heritage impact against the public benefits

10.0 APPRAISAL

Heritage Context

10.1 The proposed works impact on the grade-II listed Ming Hill Underbridge (MDL1/14) which is located on the section of the Transpennine Route constructed by the Leeds, Dewsbury & Manchester Railway. The line opened in stages between 1846 and 1849, built under the oversight of the principal engineer Thomas Grainger. Grainger was one of the leading early-C19th railway engineers in Scotland. His work on Yorkshire-based lines is notable for the imaginative way in which he tailored the lines to the difficult surrounding terrain and his bold masonry and iron bridge designs which include Ming Hill Underbridge (MDL1/14.

10.2 Ming Hill Underbridge (MDL1/14) was built between 1845-1847 by Grainger and was originally a through bridge provided for Dam Lane leading to Ing Mill. The cast iron beam construction of Ming Hill Underbridge (MDL1/14) originally spanned a single carriageway leading to the cleared former textile mill, on the south-eastern side of the railway line. It is a surviving example of Grainger's cast-iron level beam bridge design. However, Ming Hill Underbridge (MDL1/14) has undergone substantial alteration since its construction. In the early 1900s, the central portion of the deck was replaced with brick jack arches supported on riveted plate steel girders. Later in the 1970s, the clearance of the buildings surrounding the bridge and road realignment to the north-west of the bridge, resulted in the infilling of the north-side of the bridge, removing its through-bridge function and character.

10.3 The currently inaccessible bridge is supported by masonry abutments formed of coursed, squared, rock-faced masonry, finished with a robust moulded ashlar cornice which supports the bridge deck. The exposed underbridge on the south-east side is flanked by projecting panelled ashlar pilasters that rise from rock-faced masonry plinths and are finished with moulded cornices, with parapet end-pillars rising above. These parapet end-pillars have corniced capstones and plain plinths. Iron balustrading spans the parapet between the pillars. The balustrades consist of a plain handrail supported by closely-spaced, simple round balusters, with mirrored tulip-formed midsections.

10.4 The cast iron fascia edge beams of the bridge deck are recorded as the only surviving cast-iron beams of the original bridge. They metal beams are embellished with decorative panels that spring from a moulded ashlar impost band. The bridge deck is a more modern replacement consisting of steel beams and concrete panels, dating from the early-C20th.

10.5 Ming Hill Underbridge (MDL1/14) was listed grade-II in March 2018, as a rare example of a cast iron level beam bridge as well as being the work of notable Scottish railway engineer Thomas Grainger. The listing also notes that despite being a minor accommodation bridge, the inclusion of features such as embellished ashlar pilasters, cornices and ironwork *"lifts the design above the purely functional"*. Ming Hill Underbridge (MDL1/14) is also nationally noted as one of a group of three bridges, comprising Toad Hole Underbridge (MDL1/12) and George Street (MDL1/16), which all share a common design language within a relatively short length of railway line.

10.6 The setting of Ming Hill Underbridge (MDL1/14) is difficult to access due to the topography and landscape surrounding the structure. The infilling of the structure on its north-west elevation has severely degraded the structure's visibility with only screened views of the remaining parapet seen from the A644 Road. On the south-eastern side, the structure's setting has also been degraded following the clearance of the original textile mill buildings and their replacement with a waste management business. The bridge void is also partially infilled with rubble and vegetation on the south-east approach and only visible from within the waste management property and adjacent land parcels (today housing a car wash), with only heavily-filtered, more distant views towards the structure from public rights of way by the River Calder. The relationship with the railway clearly contributes to the asset's setting, although the limited visibility of the structure limits the degree to which this can be appreciated.

<u>The proposals</u>

10.7 Network Rail propose that Ming Hill Underbridge (MDL1/14) is infilled, *"in a sensitive manner that retains the structure's historic significance"* (Heritage Assessment. March 2012, paragraph 3.1.1). The reason is to support the increased capacity and speed along the line.

10.8 The proposed works comprise removing the existing partial infill and a central portion of the existing early-C20th century replacement deck structure, while preserving the original edge girders and parapets. The cleared, former accommodation bridge would then be infilled using granular fill and foam concrete, with holes cored in the bridge deck to complete the final grouting. The access would be closed by a new masonry blockwork wall constructed along the south-facing elevation, recessed within the south-eastern arch to ensure the bridge's architectural remains legible. Sheet piling would also be used to support the earthworks installed on the north-west side during the 1970s roadworks. The piles would be buried in the embankment and not be viewed.

10.9 The infilling methodology is not fully defined but is intended to be undertaken in manner which would retain those architectural elements of the historic fabric which contribute to its significance. This includes the structure's parapets, cast iron edge girders and projecting pilasters. The new masonry retaining wall would be slightly recessed from the face of the existing structure to ensure that the identity of the structure would still be understood in the proposed elevation (read as a blocked bridge).

10.10 Historic England and Kirklees Council have been involved in ongoing stakeholder consultation with Network Rail throughout the development of the Transpennine Route Upgrade between Huddersfield and Westtown (Dewsbury). At the final, pre-application design consultation meeting on 17 September 2020 the stakeholders expressed their acceptance of the principle of the currently proposed works, subject to the full justification and documenting of design choices in a Heritage Assessment. Engagement with Historic England and Kirklees Council with regards to Ming Hill Underbridge (MDL1/14) will continue throughout the period of determination of the TWAO and subsequently the discharge of conditions to be attached to the Listed Building Consents.

Impact on the grade-II listed Ming Hill Underbridge (MDL1/14)

10.11 The proposed works would result in the permanent infill of the altered, grade-II listed Ming Hill Underbridge (MDL1/14), resulting in further compromising change to the form of the partially-infilled structure. However, the bridge is largely both physically and visually inaccessible. The proposed works would retain the appearance and legibility of the south-east facing frontage, which makes an essential contribution to its significance, by means of careful attention to the design of this blocked-up arch.

10.12 The proposed infilling of the bridge would permanently alter the form of the structure, adding to the major changes impacting on Ming Hill Underbridge (MDL1/14) implemented during the late-C20th. The earlier alterations included the replacement of its original deck and the loss of its historic function as an operational accommodation underbridge. The required proposals would cause further change to the structure, but they would not fundamentally remove its significance.

10.13 The existing deck of Ming Hill Underbridge (MDL1/14) is a 1970s replacement with no historic significance. The proposed works to the deck would impact on the modern steel and concrete replacements and any original fabric such as the cast iron edge girders would be left intact. The south-eastern elevation of the structure would be faced with a new masonry wall, using matching, sympathetic materials and finish, complementing the surrounding historic fabric. The new wall would be slightly recessed within the bridge arch. This would maintain an expression of its historic form and function. There would be no change to the cast iron fascia beams, balustrades or pilasters which are key aspects of the structure's significance.

10.14 The historical value of the structure is derived from its associations with the development of the railway and the engineering design of Thomas Grainger. This would still be understood in spite of the altered form and would continue to contribute to the structure's overall significance. The bridge's evidential value would be compromised by the infilling which would remove the ability to easily access and investigate this structure. This is intended to minimise the maintenance requirements for the bridge but could potentially affect the ability to understand its historic engineering design and construction techniques employed in the mid-1840s.

10.15 The proposed works would impact on the structure's group value with the infilling of Toad Holes, Dewsbury Underbridge (MDL1/12), and similar proposals elsewhere along the route resulting in permanent alterations to the appreciation of this group. However, the methodology proposed is potentially reversible and the legibility of the listed bridge's historic form would remain evident. The design approach for the infilling of these structures has been developed with an appreciation for their group value, ensuring the impact is tailored to the individual character and significance of each bridge structure.

10.16 Therefore, the proposed works at Ming Hill Underbridge (MDL1/14) would result in moderate adverse impact on the grade-II listed bridge, resulting from physical alterations that would seriously diminish elements of its significance, as a result of the enclosure of the bridge void. However, despite being extensively altered the surviving structure of the bridge would remain intact and potentially visible and reversible and would not fundamentally alter the significance of the designated heritage asset.

10.17 The impact would consequently result in 'less than substantial harm' to the heritage value and significance of Ming Hill Underbridge (MDL1/14). Therefore, in accordance with the NPPF and Local Plan Policy LP 35 it is necessary to meet the test of delivering substantial public benefits which would outweigh the identified adverse impacts.

<u>Managing the impact on the significance of Ming Hill Underbridge (MDL1/14).</u>

10.18 The proposed interventions would result in a moderate adverse impact on the character and fabric of the 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. 4.1.9).

10.19 The mitigation of the identified moderate 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. It is required to demonstrate that the completed tasks will retain the authenticity, special interest and character of this nationally important heritage asset. In the instance of Ming Hill Underbridge (MDL1/14) it would need to include an appropriate method to protect the encased internal bridge fabric, to potentially facilitate its reversibility should this ever become an option.

10.20 A historic building record of Ming Hill Underbridge (MDL1/14) would also be required, prior to the construction phase, with the scope and level of survey defined by the CIMP. This would partially compensate the moderate adverse harm to the viaduct's significance resulting from the enclosure of the structure and would provide an opportunity to further understand its fabric, development and heritage value. The extensive interventions would require a relatively comprehensive Historic Building Record (HBR), to be undertaken to Level-2, in accordance with Historic England's 2016 guidance. The level-2 HBR would include: an annotated/dated photographic record, collation of archives and current drawings and a descriptive narrative of the bridge's design and development.

10.21 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. Despite its discreet location, the extensive proposed works impacting on the grade-II listed Ming Hill Underbridge (MDL1/14) require that the required CIMP will need to be comprehensive and highly detailed.

10.22 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.

10.23 The cumulative direct and indirect heritage impact of the proposed TRU-W3 works on Ming Hill Underbridge (MDL1/14) will present some moderate adverse effects resulting from its infilling and alteration to support the intensified use of the railway line. The proposals would represent a significant change to the character and appearance of the grade-II listed heritage asset. However, the overall significance of the structure would not be fundamentally compromised and the proposals would retain its basic design purpose (and optimum viable use) as a railway bridge.

10.24 The cumulative impact of the fabric interventions would amount to '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 moderate adverse impacts on the heritage asset.

10.25 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 electrification of the line. The identified moderate adverse heritage impact on Ming Hill Underbridge (MDL1/14) are significant but could be mitigated and managed by the use of the Conservation Implementation Management Plan (CIMP).

10.26 The public benefits which justify the moderate adverse impacts resulting from the completion of the wider Transpennine Route Upgrade are outlined below.

10.27 The proposed works to Ming Hill Underbridge (MDL1/14) forms part of the wider Huddersfield to Westtown (Dewsbury) section of the Transpennine Route Upgrade (TRU) and would support the economic, environmental and social benefits associated with the wider delivery of the TRU programme. The proposed works to this bridge 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 on Ming Hill Underbridge (MDL1/14). The use of longer, more frequent trains, will also 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 of four tracking across Ming Hill Underbridge (MDL1/14) 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, thereby reducing harmful emissions that cause climate change, in line with Council policy and Government targets.

10.32 The proposals for Ming Hill Underbridge (MDL1/14) will result in a moderate adverse and probably permanent change to the appearance of the grade-II listed building. However, the proposed works could be reversible and would sustain its viable use as a bridge, thereby securing the future of the heritage asset in a compromised form. The sustainable use of the listed bridge 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 Ming Hill Underbridge (MDL1/14) 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 be a substantial public benefit. This would provide the necessary justification to enable recommendation of support for the proposed works despite their moderate adverse impacts.

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 intervention works which impact on Ming Hill Underbridge (MDL1/14) would deliver substantial public benefits which would outweigh the identified, moderate adverse heritage impacts. The safeguard proposed by Network Rail to facilitate the careful monitoring and control of the works, using a comprehensive and detailed Conservation Implementation Management Plan (CIMP), would serve to manage the intervention works and temper the identified 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 Ming Hill Underbridge (MDL1/14).

11.3 Consequently, the proposed works, subject of the Listed Building Consent application, are 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-35-MVN2-DRG-T-LP-163920 Existing and Proposed Plan
151667-TSA-35-MVN2-DRG-T-LP-163921 Existing and Proposed Elevation (South side)
151667-TSA-35-MVN2-DRG-T-LP-163922 Existing and Proposed Sections
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. details of any maintenance access regime required (if any)
e. provision of heritage interpretation boards during construction works
f. 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%2f91336

Certificate of Ownership – Certificate A signed: