

Comments for Planning Application 23/04387/LI

Application Summary

Application Number: 23/04387/LI

Address: Railway Bridge HUL4/21 Austhorpe Lane Crossgates Leeds LS15 8TP

Proposal: Listed Building Consent for the demolition of the existing Austhorpe Lane bridge (including the adjacent footbridge and gas pipeline) and a new bridge erected in its place

Case Officer: Mr Stuart Daniel

Customer Details

Name: Not Available

Address: Not Available

Comment Details

Commenter Type: Society

Stance: Customer made comments neither objecting to or supporting the Planning Application

Comment Reasons:

- Listed Building/Cons Area/Parks Gardens

Comment:Comments: Statutory Remit: Historic Buildings & Places (HB&P) is a statutory consultee on Listed Building Consent applications, as per the Arrangements for handling heritage applications - notification to Historic England and National Amenity Societies and the Secretary of State (England) Direction 2021.

Comments: Thank you for consulting HB&P on the various applications relating to the demolition of several listed bridges and construction of replacement bridges to enable to the electrification and upgrade of the TransPennine Route. I apologise for the delay in responding.

As Historic England note in their submissions, the original Leeds to Selby Railway is one of the earliest railways in the world. The subject bridges date from 1830, and have considerable group value with the other remaining bridges and structures built along the full length of the line. The demolition of these grade II listed overbridges will result in substantial harm to their significance and cause harm to the historic interest of the Leeds to Selby line as a whole.

HB&P understand that the demolition of the bridges is necessary to allow the TransPennine Route Upgrade which will be electrified to improve operational efficiency along the route, resulting in a clear public benefit that will offset the loss. Historic England have also been involved in the design of certain replacement bridges to ensure the historic building fabric is reused, which is welcomed.

However, there has much uncertainty regarding the guarantee of funding, strategic planning, and government support for the various new rail lines and rail upgrade projects proposed in the region. HB&P therefore recommend the application is conditioned to ensure that demolition does not take

place until all funding and project contracts are in place to ensure the project proceeds and the public benefits are actually realised.

Ross Anthony
HB&P Casework