TRANSPORT AND WORKS ACT 1992

TRANSPORT AND WORKS (INQUIRIES PROCEDURES) RULES 2004

NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) IMPROVEMENTS) ORDER

HISTORIC ENVIRONMENT

PROOF OF EVIDENCE

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Abbreviation	Definition
Abutment	A structure built to support the lateral pressure of an arch or span.
Additional mitigation	Where embedded mitigation measures do not fully avoid or mitigate impacts, and the environmental topic assessments identify potential significant effects due to construction and/or operation of the Scheme, further mitigation measures are outlined to minimise potential impacts.
Archaeological investigation	Archaeological works comprising one or more of the following: • Evaluation - A limited programme of non-intrusive and/or intrusive fieldwork, which determines the presence or absence of archaeological features, structures, deposits, artefacts or ecofacts within a specified area. This may take the form of an intrusive investigation of a percentage of the site, geophysical or topographical survey. The results of this investigation will establish the requirements for any further work. • Excavation - Intrusive fieldwork with a clear purpose, which examines and records archaeological deposits, features and structures and recovers artefacts, ecofacts and other remains within a specified area or site. This will lead to both a further programme of Post Excavation and Publication and perhaps further excavation. • Field survey: multi-disciplinary study of the long-term settlement history of a region and its environmental setting; closely related to landscape archaeology • Fieldwalking: A form of evaluation that provides details of surface features visible during a physical search and systematic observation of the ground surface of a site area. The recovery of artefacts that may indicate periods of occupation is also an important part of this evaluation (also termed walkover survey) • Geophysical survey: A method of seeing beneath the ground surface using a number of specialist methodologies, including Ground Penetrating Radar (GPR), Resistivity and Magnetometry. When used with Topographic survey the results can be very effective, though it is very dependent on soil and geological conditions within the site area.
Ashlar	Class of masonry consisting of blocks of accurately dressed, cut, squared, and finished stone
Ballast	The material used to support and secure the railway track, usually made up of granular material.
Baseline	The conditions that exist without a scheme at the time an assessment or survey is undertaken.
Bridge deck	A bridge deck is the surface of the bridge.
Capital	Head or topmost member of a colonette, column, pilaster, pier etc.
CIfA	Chartered Institute for Archaeologists
CIMP	Conservation Implementation Management Plan
Classical architecture	Style of architecture, derived from Antique precedents based on the principles of Greek and Roman art and architecture

Abbreviation	Definition
Coal drop	Structure to facilitate the transfer of coal, designed to carry railway tracks from which wagons can drop coal into storage hoppers sited in alcoves below.
CoCP	Code of Construction Practice
Code of Construction Practice	The document that outlines how the Scheme will reduce or mitigate construction effects on the environment
Compensation (heritage mitigation)	Compensation measures are applied post design stage and recognise that the impacts cannot be removed or reduced. These measures are intended as a means of recording the negative change to the significance of an historic asset; enabling future dissemination of information about this change.
Construction Phase	The period in which construction of the Scheme takes place.
Cornice	Crowning projecting moulded horizontal top of a building or some part of it; often representing the uppermost division of a Classical entablature
Cutting	Where material (generally rock or soil) is removed to make way for the railway below the surrounding ground level to avoid a change in level of the railway itself. A cutting is open at the top thereby differentiating it from a tunnel. It can be considered the opposite to an embankment.
Decarbonisation	Reducing, and ultimately eliminating, carbon dioxide emissions. It is essential in tackling climate change and a fundamental issue facing all industries.
Deemed planning permission	On making an order under the Transport and Works Act 1992, the Secretary of State may direct that planning permission shall be deemed to be granted, subject to such conditions (if any) as may be specified in the direction.
DMRB	Design Manual for Roads and Bridges A suite of technical documents produced by Highways England that include guidance for environmental appraisal and assessment that are also used for non-highways schemes and as such are commonly used in EIA.
Eaves cornice	Classical cornice forming the transition between the face of a wall and the edge of the eaves above
Effect	Outcome to an environmental feature from an impact. For example, killing / injury of bats and reducing the availability of breeding habitat as a result of the loss of a bat roost may lead to an adverse effect on the conservation status of the population concerned
EIA	Environmental Impact Assessment
Environmental Impact Assessment	The process by which the anticipated effects on the environment of a proposed development or Scheme are measures
EIA Regulations	A document which sets out the procedures for identifying those projects which should be subject to an EIA. The full title of the document is The Environmental Impact Assessment

Abbreviation	Definition
	(Miscellaneous Amendments Relating to Harbours, Highways and Transport) Regulations 2017.
Embankment	Where the railway is raised up on a bank (generally soil or rock based) in relation to the surrounding ground level to avoid a change in level of the railway itself. Can be considered opposite to a cutting.
Embedded mitigation	Mitigation measures integrated into the design of the Scheme (i.e., the Scheme could not be delivered without them) and are intended to prevent, reduce and where possible offset any significant adverse impacts on the environment as well as measures such as compliance with statutory requirements. These measures are considered part of the Scheme when assessing the potential effects.
Entablature	In Classical Orders the entire horizontal mass of material carried on columns and pilasters above the capital
ES	Environmental Statement The report setting out the process and findings of an Environmental Impact Assessment.
Euston Roof	A style of trainshed roof comprising a pitched truss, usually of cast or wrought iron, and utilised particularly by the London North Western Railway (LNWR) in the mid-late 19th century. Named after Euston station where the roof was first used.
Façade	Building or structure face
Floodplain	The area of land adjacent to a stream or river which is subject to flooding when river levels are high.
Gothic	Architectural style, also called Pointed, that evolved in Europe (starting with France) from the late 12th century until the 16th century. Characterised by pointed and/or ogee arch openings and traceried windows. Style was revived in the conscious movement that originated in England mostly in the second half of the 18th century and through the 19th century, termed the Gothic Revival.
Group value	The contribution made to, and significance derived from, the architectural and historic interest of a group of heritage assets, by a single constituent heritage asset of that group.
HER	Historic Environment Record Information services that seek to provide access to comprehensive and dynamic resources relating to the historic environment of a defined geographic area for public benefit and use.
Heritage asset	A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. It includes designated heritage assets and assets identified by the local planning authority (including local listing). Heritage assets can be either designated or non-designated. Designated heritage assets comprise those protected under legislation, including World Heritage Sites, Scheduled Monuments, Listed Buildings, Protected Wreck Sites, Registered Parks and Gardens, Registered Battlefields or Conservation Areas. Non-designated heritage assets are those not afforded statutory protection, but which are recorded on the West Yorkshire Historic

Abbreviation	Definition
	Environment Record (HER), or which have been identified during the baseline assessment (e.g., historic maps) as being potentially affected by the Scheme and/or identified as having a degree of significance by the local planning authority meriting consideration in the planning process.
Historic building recording	The production of a record of a historic building, generally compiled to inform management, understanding of the buildings' significance, and/or document elements which will be lost as a result of demolition, alteration or neglect
Historic landscape character	Historic landscape characterisation is a method of identification and interpretation of the varying historic character within an area that looks beyond individual heritage assets as it brigades understanding of the whole landscape and townscape into repeating types.
Historic environment	All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.
Impact	Actions resulting in changes to an environmental feature. For example, demolition activities leading to the removal of a building used as a bat roost.
Impost band	A moulding linking the imposts (capitals which support arches) of openings
Interpretation (Heritage)	The full range of potential activities intended to heighten public awareness and enhance understanding of cultural heritage site. These can include print and electronic publications, public lectures, on-site and directly related off-site installations, educational programmes, community activities, and ongoing research, training, and evaluation of the interpretation process itself.
Jack arch	A small arch, often only one brick in thickness and used as a structural element in masonry construction, especially as used in numbers to support a floor or beam.
Land take	The acquisition of land requirement for the Scheme.
LNWR	London North Western Railway
Magnitude	Refers to the size of an impact (e.g., high, medium, low or no change).
Mitigation	Measures identified to reduce potential environmental impacts and effects arising from the construction and or operation of the Scheme.
Monitoring	A formal programme of observation and investigation conducted during any operation carried out for non-archaeological/heritage reasons. This will be within a specified building, area or site on land, inter-tidal zone or underwater, where there is a possibility that archaeological deposits may be disturbed or destroyed or that impacts may occur on historic buildings. The programme will result in the preparation of a report and ordered archive
Mph	Miles per hour
NHLE	National Heritage List for England
NPPF	National Planning Policy Framework
OLE	Overhead Line Equipment

Abbreviation	Definition
Operation or Operational Phase	The period when the Scheme is in operation. Day to day functioning of the Scheme following the completion of construction.
Overbridge	An overbridge is defined as a structure which carries a highway, footpath or other amenity over the railway.
Overhead Line Equipment	Overhead line electrification equipment, which supplies electric power to the trains.
Parapet	A wall at the top of a building or structure, such as a bridge.
Public Right of Way	Paths on which the public have legally protected rights to pass
PSP	Principal Supply Point Provides power to overhead contact lines and other infrastructure (e.g., signalling).
Route Section	For reporting purposes, the Scheme has been split into six distinct areas (Route Sections) based on geography.
Scheme	The works authorised under the Order and permitted development rights which are referred to in this ES.
Significant effects	This applies when an effect is large enough to be important or affect a situation to a noticeable degree, as identified in the EIA regulations. Professional judgement is necessary to determine whether an effect is significant based on the evidence presented.
SoC	Statement of Case
SoCG	Statement of Common Ground
Spandrel	The roughly triangular area between the outer curve of an arch a horizontal line above it, e.g., an arch carrying a bridge deck.
Statement of Case	Sets out the case to be made at the Public Inquiry, identifying the main issues and the evidence to be called.
Statement of Common Ground	The Statement of Common Ground is a document that provides a succinct summary of the matters that have been resolved Network Rail and individual objectors/representations to the Order Scheme. It is also intended to provide a succinct summary of the matters that remain unresolved between the same parties.
Switches and Crossing	A mechanical installation enabling trains to be guided from one railway track to another, such as at a junction or at a siding.
The Order	The TWAO authorising the Scheme: The Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order.
TRU	Transpennine Route Upgrade Series of projects to improve the Transpennine railway between Manchester, Huddersfield, Leeds and York and improve connections between key towns and cities across the north of England.
TWA	Transport Works Act
TWAO	Transport and Works Act Order The mechanism by which authorisation is given for the construction and operation of certain transport systems, such as railways. An order gives the promoter the necessary powers to put such a Scheme into practice.
UK	United Kingdom
Underbridge	A structure which carries the railway over a highway, footpath or other amenity.
WSI	Written Scheme of Investigation

Abbreviation	Definition
WYAAS	West Yorkshire Archaeological Advisory Service
ZTV	Zone of Theoretical Visibility A map produced to illustrate the theoretical visibility of the Scheme. It illustrates the Scheme's visibility viewed from a height of 1.8m above ground level to be representative of approximate adult eye height.

1. INTRODUCTION

1.1 Qualifications and Experience

1.1.1 I am an Associate Director with Atkins Ltd. I have a BA in History and Archaeology (University of Southampton); an MA in Archaeological Heritage Management (University of York) and am a full member of the Chartered Institute for Archaeology. I have 21 years' experience of working within the historic environment profession.

1.1.2 I have been the Lead Heritage Consultant for the proposed Huddersfield to Westtown (Dewsbury) Improvements Scheme since April 2018. I have managed a team of heritage professionals in writing 9 Heritage Assessments to accompany Listed Building Consents; 6 Route Section chapters and 1 Scheme-wide chapter for the Environmental Statement submitted in support of the Order Scheme.

1.1.3 My evidence is concerned with the likely impacts and effects on the historic environment in relation to the Environmental Statement submitted with the application for the TWA Order and in relation to the applications for Listed Building Consents.

2. STRUCTURE OF PROOF OF EVIDENCE

2.1 Scope of Evidence

2.1.1 My evidence provides an overview of the residual effects on the historic environment[1] and individual or groups of heritage assets[2] from the construction and operation of the Order scheme. I will discuss:

- key aspects and significance of the historic environment along this part of the Transpennine Route;
- methodology for historic environment assessment, the mitigation proposals to manage historic environment impacts and the significant residual effects remaining;
- engagement process with historic environment stakeholders, namely Historic England and Kirklees Council; and
- delivery and implementation of historic environment management within the scheme.

2.1.2 The legislative and policy framework on which my evidence is provided is given below:

- *Planning (Listed Building and Conservation Areas) Act*, 1990 (as amended);
- *National Planning Policy Framework*, 2021: *Chapter 16 Conserving and Enhancing the historic environment*; and
- *Kirklees Local Plan*, *Policy LP35: Historic Environment,* 2019

Planning (Listed Building and Conservation Areas) Act, 1990 (as amended)

2.1.3 My evidence particularly takes account of the following referenced sections of this legislation.

2.1.4 In section 16, under the Act, no one is permitted to undertake or cause to be undertaken any works that would affect the character of a listed building unless the works are authorised. The Act identifies that whether such works can be carried out is determined by the local planning authority or the Secretary of State.

[1] The historic environment is defined as: *All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora*. Ministry of Housing, Communities & Local Government (July 2021) National Planning Policy Framework, Annex 2, p.67.

[2] Heritage assets are defined as: *A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. It includes designated heritage assets and assets identified by the local planning authority (including local listing).* Ministry of Housing, Communities & Local Government (July 2021) National Planning Policy Framework, Annex 2, p.67.

2.1.5 In relation to the granting of Listed Building Consent, section 17 of the Act stipulates that conditions attached to Listed Building Consent may include those with respect to:

- *(a) the preservation of particular features of the building, either as part of it or after severance from it;*
- *(b) the making good, after the works are completed, of any damage caused to the building by the works; [and]*
- *(c) the reconstruction of the building or any part of it following the execution of any works, with the use of original materials so far as practicable and with such alterations of the interior of the building as may be specified in the conditions.*

2.1.6 It is also defined in section 17 (2) that a condition *'may also be imposed requiring specified details of the works (whether or not set out in the application) to be approved subsequently by the local planning authority or, in the case of consent granted by the Secretary of State, specifying whether such details are to be approved by the local planning authority or by him'*.

2.1.7 In section 66 (1) it states that in considering whether to grant planning permission for a development that affects a listed building or its setting, there should be special regard to the desirability of preserving the building and / or its setting or any features of special architectural or historic interest which it possesses.

2.1.8 In section 72 (1), there is a general duty *'…with respect to any buildings or other land in a conservation area… special attention shall be paid to the desirability or preserving or enhancing the character or appearance of that area'*.

National Planning Policy Framework, 2021

2.1.9 NPPF 2021, sets out guidance in respect of assessing potential impacts and how the level of harm should be considered when taking account of the importance of an historic asset and the public benefits that are achievable from a proposed development.

2.1.10 Para 199 states that when examining the impact of a proposed development on the significance of designated heritage assets: *'… great weight should be given to the asset's conservation (and the more important the assets, the greater the weight should be)'*.

2.1.11 NPPF 2021 continues by stating that harm or loss of the significance of designation heritage assets *'should require clear and convincing justification'*. Substantial harm or loss of grade II Listed Buildings and Registered park and

Gardens should be exceptional. Highly significant designated assets (i.e., Grade I and II* Listed Buildings) should be wholly exceptional. (Para 200).

2.1.12 If a development is judged to cause substantial harm (or total loss of significance) to the significance of a designated heritage asset, in order for the development to proceed and consent given, it has to be demonstrated that substantial public benefits would be achieved and that they outweigh the harm or loss to the designated heritage asset. (Para 201).

2.1.13 A development which would result in less than substantial harm to the significance of a designated heritage asset, the harm should be weighed against the public benefit to be achieved from the proposal. (Para 202).

Kirklees Local Plan, Policy LP35: Historic Environment, 2019

2.1.14 Kirklees Council recognises that heritage assets are an irreplaceable resource and should aim to conserve them in a manner appropriate to their significance. Policy LP35 relating to the historic environment is aligned with NPPF 2021 and states: *Development proposals affecting a designated heritage asset (or an archaeological site of national importance) should preserve or enhance the significance of the asset. In cases likely to result in substantial harm or loss, development will only be permitted where it can be demonstrated that the proposals would bring substantial public benefits that clearly outweigh the harm…'*

Statement of Matters

2.1.15 In response to the Statement of Matters (dated 29th September 2021) in relation to the application for the TWA Order and deemed planning permission, my evidence will support Item 9: *The extent to which the scheme is consistent with the National Planning Policy Framework, National Transport Policy, and local planning, transport and environmental policies Including the West Yorkshire Carbon Emission Reduction Pathways and Kirklees Council's 2038 Carbon Neutral Vision*.

2.1.16 The policy and statutory requirements listed in 2.1.2 have been applied in assessing the nature of impacts and identifying the most appropriate mitigation and compensatory measures. The purpose of the historic environment Assessment within the ES has been to understand the importance of the historic environment and the potential impacts on historic assets and their settings from the construction and operation of the Scheme. Where the impacts from Scheme would result in significant effects to the historic environment, standards and policy have been applied to determine appropriate mitigation approaches.

2.1.17 The historic environment assessment is sufficient to enable an understanding of the value and significance of the historic environment; the identification of heritage assets affected and where appropriate mitigation measures are required.

2.1.18 In response to the Statement of Matters in relation to the applications for Listed Building Consent, my evidence will support items:

- *14. The extent to which the proposed works affecting the Listed Buildings ("the works") are in accordance with the development plan for the area including any 'saved policies'.*
- *15. The weight that should be attached to the development plan and any emerging plans.*
- *16. The extent to which the works would accord with the heritage and other provisions of the National Planning Policy Framework and in particular the desirability of sustaining or enhancing the character or appearance of the heritage assets.*
- *17. If consent for the works is granted, the need for any conditions to ensure they are carried out in a satisfactory manner.*

2.1.19 Nine Listed Building Consent applications have been submitted with accompanying Heritage Assessments. The purpose of these Heritage Assessments is to understand what makes these listed structures important; to address the nature of impacts; and to define the best mitigation and / or compensatory approaches. In all cases embedded mitigation, through design, has attempted to reduce impacts and achieve enhancements to the Listed Buildings, where possible. Relevant policies of the Kirklees Local Plan and NPPF 2021 have been applied throughout this process and the Heritage Assessments are sufficiently robust to enable decision-making.

2.1.20 A list of putative conditions is attached to the Listed Building Consent applications. A number of these have been amended following consultation with Kirklees Council and Historic England. This has achieved the assurances required in delivering the heritage and public benefits of the Scheme.

2.2 Responses to Representations and Objections

2.2.1 There has been one representation (REP S02) received from Historic England in respect of the historic environment and this is considered in Section 5.1.

2.2.2 There has been an objection (OBJ 33 Kirklees Council) made in respect of the historic environment and this is considered in Section 5.2.

2.2.3 There has been an objection (OBJ 35 Canal & River Trust) which includes matters related to the historic environment. This is considered in Section 5.3.

2.2.4 There has been an objection (OBJ 23 HD1 Developments Ltd) which includes matters related to the Grade II Listed large brick warehouse to the west of Huddersfield Station and this is considered in Section 5.4.

2.2.5 There has been an objection (OBJ 44) to the Listed Building Consent application for MDL1/10 Occupation Underbridge (Mrs Newton) which includes matters relating to the Grade II Listed Underbridge and this is considered in Section 5.5

3. KEY ASPECTS OF HISTORIC ENVIRONMENT

3.1 Understanding the Historic Environment

3.1.1 The historic environment considered in the assessment is largely focused on the railway line and the other transport infrastructure systems that lie in proximity to it, such as the Huddersfield Broad canal. The importance of the Transpennine Route lies in its diverse design influences having been planned and constructed in various phases between 1836-1849 by different companies, engineers and architects; and then subject to widening in the 1880s and 1890s. It therefore contains structures of the highest historic importance, related to the Pioneering phase (1825-41) and Heroic phase (1841-50) of railway development in the UK[3]. The railway line between Huddersfield and Westtown (Dewsbury) is characterised by large scale and pioneering engineering structures including tunnels, viaducts, masonry and cast-iron bridges; many of which are recognised as being of historic value and designated as Listed Buildings. The significance of these structures lies in part in their signature design related to the individual companies that constructed them. Huddersfield Station, Grade I, built in 1850 embodies the sophistication of new railway design: combining the classical architectural aesthetics of a northern country house with those of a modern transportation hub. The arrival of the train line into Huddersfield was much celebrated by the local community with a public holiday declared when the foundation stone for the Station was laid down. It's architectural quality and style set the high standard for the subsequent development of St George's Square and the urban and civic planning of this part of Huddersfield town.

<u>Listed Buildings requiring Consent</u>

3.1.2 The Huddersfield to Westtown (Dewsbury) Scheme will affect nine Listed Buildings which require Listed Building Consent. These are all railway structures situated on-line of the route and are described below.

Huddersfield Station Grade I

3.1.3 Huddersfield Station was fully completed in 1850, designed by the architect JP Pritchett and financed by two railway companies: the London North Western and the Lancashire & Yorkshire Railways. The Station is built from Sandstone ashlar and contains a two-storey central block with single-storey wings. The Central block has 11 bays and within the centre of this is a pedimented portico with a clock. The wings have 9 bays each fronted by a colonnade and end with blocks 5 bays each with free-standing portico. These

[3] Historic England, 2011 (Revised 2017), *Infrastructure: Transport Listing Selection Guide*

end blocks housed the ticket offices of two separate railway companies and the crests for these companies are still in place today. The original Station had a single platform that accommodated trains travelling in both directions.

3.1.4 The Station was expanded by 1886 to accommodate growing passengers, train services and offer improved comfort and facilities. The additional platforms being created required a new roof system to shelter passengers and this resulted in the major engineering achievement of the Euston Roof (main trainshed) and the building of an island tea room. It also necessitated the construction of a passenger subway to enable access to the new platforms. The roof is constructed of wrought iron trusses with longitudinal lattice. It has 2 spans: a principal span of 24m which stretches from the main Station building to the current platform 4; the smaller span of 12m covers current platforms 4-8. The smaller span mirrors the form of the principal roof, although it still retains its lantern, which has been lost on the principal roof. Most of the roof columns are wrought iron and date to the construction of the roof.

3.1.5 The tea rooms are built from timber boarding with 12 bays. It remains accessible from all sides, as was its design intention, with each bay providing a door or window opening to café and toilets and waiting areas as it would have done in the late 19th century. The interior of the building has been changed considerably.

3.1.6 Platform and subway arrangement is as constructed in the 1886 expansion and the York stone flags floor of the subway have been retained in place. The stairs to the subway have cast iron balustrades and moulded banister and appear to be original despite both sets of the stairs having been moved since 1886.

3.1.7 The principal setting of the Station is St George's Square with its open plaza edged by prominent buildings, which were built in a style to reflect the grandeur of Huddersfield Station and many of which are Listed.

Huddersfield Viaduct (MVL3/92) Grade II

3.1.8 Huddersfield Viaduct was constructed between 1845 and 1847 and is largely built from rock faced stone. It extends to a length of 600m and contains 47 spans, carrying 2 tracks for most of its length which increases to 5 on the approach to Huddersfield Station. John William Street bridge (Span 1), Fitzwilliam Street (Span 4) and Northgate / Bradford Road (Span 29) were widened with metallic girders in the 1880s expansion.

Wheatley's Overbridge (MVL1/103) Grade II

3.1.9 Wheatley's Overbridge is a two span masonry bridge which was constructed in two phases. The original phase was in 1849 as a single arch designed by AS Jee, and the second phase was in the 1880s when another arch was sympathetically added to the south.

B6118 Bridge Road Overbridge (MVL3/107) Grade II

3.1.10 The B6118 Bridge Road Overbridge was constructed by 1850 by AS Jee and thought to have been a double-span sandstone masonry bridge. As with Wheatley's Overbridge (MVL3/103), it was sympathetically widened in the 1880s. This created a three-span bridge, with an additional subsidiary span.

Mirfield Viaduct (MVN2/192) Grade II

3.1.11 Mirfield Viaduct was originally constructed in 1836-39 by the engineer George Stephenson during the Pioneering Age (1825-41). It has eleven spans built of quarry faced sandstone and with a 12th span over Newgate which has a metallic deck. A brick and steel extension was built on the southern side of the Viaduct in the 1930s to accommodate two additional tracks. Only the masonry half of the original viaduct is included in the listing.

Wheatley's Viaduct (MVN2/196) Grade II

3.1.12 Wheatley's Viaduct carries two tracks spanning the River Calder and was built between 1836-39 by George Stephenson during the Pioneering Age (1825-41). It comprises five segmental masonry arch spans with a brick and masonry extension added to the south in the mid-20th century, completed in a similar style.

Occupation Underbridge (MDL1/10) Grade II

3.1.13 Occupation Underbridge (MDL1/10) was built between 1845-47 within the Heroic Age of railway construction and designed by Thomas Grainger. It is a single span accommodation underbridge providing access to private property. It is made from quarry-faced sandstone and curved wing walls flank the semi-circular arch.

Toad Holes Underbridge (MDL1/12) Grade II

3.1.14 Toads Holes (MDL1/12) is an access underbridge constructed between 1845-47 by Thomas Grainger and sits within the Heroic Age of railway development. It was originally constructed with cast iron beam, but the central deck was replaced with steel cross-girders and concrete deck in the early

1900s.The edge girders and parapet are of original design, as are the stone abutments and wing walls.

Ming Hill Underbridge (MDL1/14) Grade II

3.1.15 Ming Hill Underbridge (MDL1/14) is an access bridge which was constructed between 1845-47 by Thomas Grainger. It was originally a cast iron bridge, but the central portion of the deck was replaced with brick jack arches on plate steel girders in the early 1900s. The edge girders, parapet, stone abutments, and wing walls are surviving elements from its original build.

Other Historic Assets of interest

3.1.16 The Huddersfield to Westtown (Dewsbury) Scheme will affect a number of historic assets, some of which have been identified as of key interest by statutory stakeholders. These are described below.

Huddersfield Town Conservation Area

3.1.17 The Huddersfield Town Centre Conservation Area comprises the majority of Huddersfield's historic core including Huddersfield Station, the buildings around it and St George's Square, as well as the western end of Huddersfield Viaduct. The Conservation Area is bordered by the Ring Road in its northern half and extends down New Street and Queen Street to the south. The Conservation Area contains a large number of Listed Buildings, largely of commercial character and dating to the late 18th and 19th centuries, very much defining the townscape of the centre of Huddersfield.

Calder and Hebble Canal Underbridge (MDL1/6) and River Calder Underbridge (MDL1/8) Grade II

3.1.18 The Calder and Hebble Underbridge (MDL1/6) and River Calder Underbridge (MDL1/8) were designed by Thomas Grainger and constructed in the Heroic Age (1841-50) between 1846 and 1848. Both bridges are of cast iron with stone abutments and have gothic arcading to the spandrels. The Calder and Hebble Underbridge (MDL1/6) is skewed with a single span whilst the River Calder Underbridge (MDL1/8) has two spans with a stone pier in the River Calder.

The Railway Coal Chutes and Tramway with Walls and Gates Grade II

3.1.19 The Coal Chutes and Tramway were built in 1900 and consist of 40 coal drops using timber, iron, and blue engineering brick with ashlar dressings. The boundary wall is of stone rubble, interrupted by two gateways.

Huddersfield Broad Canal, Locks and Bridges

3.1.20 The Huddersfield Broad Canal is a non-designated asset that for the most part, runs in parallel with the Transpennine Route through the Huddersfield to Westtown (Dewsbury) Scheme. It is 3.75 miles long with 9 locks. It connects into the Calder and Hebble Navigation at Cooper Bridge junction. It was constructed between 1774 and 1776 and was bought by the Huddersfield and Manchester Railway company in 1845, continuing in commercial use until the 1950s.

3.1.21 Number 2 Lock, Red Doles Lock (Lock 9 and Bridge 11), Fieldhouse (Lock 7) and Riddings Lock (Lock 6) and Hall Wood Lock (Lock 5) were all constructed at various times between 1774-80. They all have ashlar kerbstone, iron moorings and two wooden lock gates and depressed arch. They are designated Grade II.

Large Brick Warehouse (adjacent to Huddersfield Station) in Goods Yard Grade II

3.1.22 This late 19th century warehouse has five storeys in total, of red brick with blue brick strings and dressings and yellow brick eaves cornice and paired brackets. Three storeys in south elevation to yard. Yard elevation has four bays, two of loading doors and two of industrial windows. East elevation to Huddersfield Station has 22 bays of industrial windows, and 4 bays of loading doors. A loading bay, two bays wide, projects over railway tracks on giant iron columns.

3.2 Importance and Contributions to Significance

3.2.1 It is necessary to outline the significance of the historic assets concerned in order to apply NPPF 2021 (para 195) which requires an understanding as to the degree of impact from the Scheme on the significance of historic assets.

<u>Listed Buildings requiring Consent</u>

3.2.2 The significance and historic value of each of the nine Listed Buildings is summarised below.

Huddersfield Station Grade I

3.2.3 Huddersfield Station draws significance from its historical association with the Heroic Age (1841-50) of railway construction. One of the essential elements contributing to the significance of Huddersfield Station is the continued functionality and operation of this building as a railway station; serving railway passengers from the mid-19th century through to the early 21st century. And the desire from the Scheme is to ensure this longevity of use into the future.

3.2.4 An important characteristic of the Station is it's 1880s upgrade and expansion, which resulted in several new elements to the Station to better serve passenger needs and bring about improved safety of railway operations. As described in 3.1.4, this included the construction of additional platforms, a new Euston roof, an island tea room and subway. The Euston roof is of particular significance as at 24m it was one of the largest train shed spans in the country and today is only one of a few remaining. The rarity of its survival, the engineering accomplishment and its monumental presence within the Station is a substantial contributing factor to the Grade I listing of the Station.

3.2.5 The principal building of Huddersfield Station is still recognisable from JP Pritchett's original architectural drawings, and has been little altered, which is testament to the high regard given to its aesthetic and architectural qualities. It has been described by John Betjeman as the finest facade of any such building in the country and by Nikolaus Pevsner as one of the best early railway stations in England. The quality of the architectural expression of the Station projected the familiar classical style of the period encasing the new engineering capabilities of mass transportation that demonstrated the progress of the modern Industrial Age. The principal building provides the strongest contribution to significance.

3.2.6 The views, vistas and building fabric of St George's Square have a direct relationship to the Station. The Station has retained its presence as the principal backdrop to the Square and defined the character and grain of the town in this location. The harmony between Square and Station is an important contribution to the significance of the Station.

3.2.7 The tea rooms are of a typical design that was commonplace across the expanding railway network. However, it is increasingly rare for these buildings to still exist in current railway stations and retain their 'all round' access points, which the one in Huddersfield does. Very often historic waiting rooms / tea rooms have been removed and replaced by refreshment kiosks. The continued survival of the structural form of the tea room and its increasing importance as a feature of the Station expansion programme, marks it as a particularly significant contribution to Huddersfield Station and railway heritage within the region.

Huddersfield Viaduct (MVL3/92) Grade II

3.2.8 The Viaduct is a substantial feat of engineering that is a prominent element of the Huddersfield townscape. It is part of the Heroic Age (1841 -50) of railway construction and its expansion from the 1880s is clearly legible; signposting its adaptation to meet railway growth. Its physical connection and historical association with Huddersfield Station adds to its significance.

Wheatley's Overbridge (MVL3/103) Grade II

3.2.9 Wheatley's was recently designated as a Grade II Listed Building in March 2018. Historic England defines the significance of the structure in the following elements from which the structure is considered to have special interest:

- Historic interest: as an original 1840s overbridge constructed during the Heroic Age (1841-50) of railway building on what is now one of the main railway lines in northern England; and designed by the noted railway engineer Alfred Stanistreet Jee.

- Architectural interest: a double-span segmental arch bridge; and sympathetically altered in visually indistinguishable design and detailing.

B6118 Bridge Road Overbridge (MVL3/107) Grade II

3.2.10 B6118 Bridge Road Overbridge (MVL3/107) was designated a Grade II Listed Building in March 2018. The Historic England National Heritage List for England (NHLE) description identifies the following elements of significance from which the structure is considered to have special interest:

- Historic interest: an original 1840s overbridge constructed during the Heroic Age of railway building on what is now one of the main railway lines in northern England; and designed by the noted railway engineer Alfred Stanistreet Jee (AS Jee).

- Architectural interest: triple-span segmental arch bridge with a fourth subsidiary arch, demonstrating a high level of craftmanship in its construction, detailing and dressing; and sympathetic lengthening that has resulted in little impact to its visual character.

- Group value: With the other Listed structures designed by Jee on the Huddersfield & Manchester railway line.

Mirfield Viaduct (MVN2/192) Grade II

3.2.11 Only the masonry, late 1830s section of the Viaduct is included in Historic England's listing. The Viaduct derives its significance from its association with the engineer George Stephenson and dating to the Pioneering Age (1825-41) of railway construction. Its architectural design and detailing elevate the structure above its functional purpose and is a strong contributing factor to its significance. The addition of the steel spans in the 1930s slightly detracts from its significance, and as such are not included in the listing.

Wheatley's Viaduct (MVN2/196) Grade II

3.2.12 As with Mirfield Viaduct (MVN2/192), the chief contribution to significance is the association with the renowned engineer George Stephenson and the fact its dates to the earliest phase of railway development, the Pioneering Age (1825-41). Again, in a similar manner to Mirfield Viaduct (MVN2/192), its attention to design lifts it above a functional structure and gives it a strong aesthetic quality.

Occupation Underbridge (MDL1/10) Grade II

3.2.13 The Historic England list description identifies the following elements of significance from which the structure is considered to have special interest:

- Historic interest: constructed during the Heroic Age (1841-50) of railway building and a little altered example of an 1840s accommodation underbridge on what is now one of the main railway lines in northern England; designed by the notable Scottish railway engineer Thomas Grainger.
- Architectural interest: although a simple, small accommodation bridge, the use of rusticated voussoirs, impost bands and a moulded ashlar string course lift its design above the purely functional.

Toad Holes Underbridge (MDL1/12) Grade II

3.2.14 The Historic England List Entry description identifies the following elements of significance from which the structure is considered to have special interest:

- Historic interest: constructed during the Heroic Age of railway building, being a rare surviving example of a cast iron level beam bridge, a form very widely used up until the late 1840s; and designed by the notable Scottish railway engineer Thomas Grainger.
- Architectural interest: although it is a minor accommodation bridge, the inclusion of features such as ashlar pilasters and cornices with embellishment also extended to the ironwork lifts the design above the purely functional.

Ming Hill Underbridge (MDL1/14) Grade II

3.2.15 The Historic England List Entry description identifies the following elements of significance from which the structure is considered to have special interest:

- Historic interest: constructed during the heroic age of railway building, being a rare surviving example of a cast iron level beam bridge, a form very widely used up until the late 1840s; designed by the notable Scottish railway engineer Thomas Grainger.

- Architectural interest: although it is a minor accommodation bridge, the inclusion of features such as ashlar pilasters and cornices with embellishment also extended to the ironwork lifts the design above the purely functional.

Other Historic Assets of interest

Huddersfield Town Conservation Area

3.2.16 Huddersfield Station and the associated historic railway infrastructure makes a considerable contribution to the significance of the Conservation Area. This is particularly notable in the localised townscape and architectural character of the northern part of the Conservation Area, as well as the historic importance of the Station as a catalyst for the wider historic development of Huddersfield town centre during the mid-19th century. The development of St George's Square and the surrounding streets followed that of the Station in the 1850s and was an exercise in architectural patronage largely by the Ramsden family, with tall streets constructed in a Classical style, responding to the Station's architecture.

The Calder and Hebble Underbridge (MDL1/6) and River Calder Underbridge (MDL1/8) Grade II

3.2.17 Both bridges were constructed during the height of cast iron construction on the railways, which was a well-established material choice during the 1840s. Many of these bridges have been replaced due to construction flaws, so they are increasingly rare on the operational network. Calder & Hebble Canal Underbridge (MDL1/6) and River Calder Underbridge (MDL1/8) are believed to be the seventh oldest cast iron railway bridges to survive in the world[4]. They also showcase the aesthetic qualities embodied at the time with the gothic architectural detailing a strong reference to Victorian style preferences.

The Railway Coal Chutes and Tramway with Walls and Gates Grade II

3.2.18 The significance of the Coal Chutes is derived from their association with the wider railway landscape and their status as a surviving example of an early 20th century Coal Chute structure associated with the LNWR and Huddersfield Corporation Tramways.

Huddersfield Broad Canal, Locks and Bridges (Locks Grade II)

3.2.19 The canal is a significant surviving element of the 18th century transport network along the Colne valley, this significance is enhanced by still being in use. It also draws significance from its historical associations with the

[4] Alan Baxter Associates, 2017. *MDL1/6 & MDL 1/8 Bridges Statement of Significance*. 45.

surrounding historic townscapes of the settlements it passes through and the railway which runs in proximity to it. The canal draws significance from its setting within the wider canal network and its relationship with associated infrastructure, although this has been limited in areas where more modern development has already degraded its setting.

3.2.20 The principal significance of all the locks is in their continued function and association with the Canal as part of its setting.

Large Brick Warehouse in Goods Yard Grade II

3.2.21 Its significance lies in the fact that it is a surviving element of the railway infrastructure of the goods yard at Huddersfield Station, dating from the period of the station's expansion. Notable for stylistic treatment of loading bay and its survival with few alterations.

4. ASSESSMENT OF PROPOSED SCHEME

4.1 Assessment Methodology

4.1.1 There is no standard guidance for assessing the historic environment in respect of railway improvement projects. The assessment methodology for the historic environment Environmental Statement (ES) was devised from the Design Manual for Roads and Bridges (DMRB, 2020), which was deemed a suitable approach given the Scheme is a linear transportation project. This approach involved consultation of the Historic Environment Record (HER) maintained by West Yorkshire Archaeology Advisory Service (WYAAS) and the National Heritage List for England maintained by Historic England. This was augmented by historic research; historic map regression; reading of previous historic environment investigations and survey; historic landscape character and conservation areas review. The assessment work was also informed by site visits to individual assets and wider landscape points (as identified from the Zone of Theoretical Visibility (ZTV) to capture any impacts on the settings of historic assets.

4.1.2 The methodology sets out how the impact assessment was conducted. This took account of the heritage value (heritage significance) of individual heritage assets and examined the degree of impact (magnitude of impact) from the Scheme. A table setting out heritage value against magnitude of impact provides the resultant significance of effect. This process is reliant on professional judgement and the need to justify decisions made.

4.1.3 A full thorough, detailed and strategic assessment of the impact of the Scheme proposals and the historic environment has been undertaken. This is both in terms of the Scheme being subject to an Environmental Impact Assessment (EIA), which is reported in the Environment Statement (ES), and also to detailed assessment of the impact on those individual Listed Buildings where Listed Building Consent will be required to deliver the Scheme proposals, in the form of Heritage Assessments produced to accompany the Listed Building Consent applications.

4.1.4 The overarching strategic assessment of the impact of the Scheme proposals on the historic environment is contained within Chapter 6 Historic Environment in Volume 2i of the ES (NR16A). This includes identification of those heritage assets which have been assessed to be subject to significant effects as a result of the Scheme proposals. This also includes identification of scheme-wide impacts on the historic environment.

4.1.5 A detailed assessment of the impacts on the historic environment of the Scheme in each of the six Route Sections is provided in the six Chapter 6

Historic Environment sections of Volume 2ii of the ES (NR16A), supported by impact tables included in Appendix 6-4 of Volume 3 of the ES (NR16B).

4.1.6 For each of the nine Listed Building Consent applications (NR 17-25), a Heritage Assessment has been produced which identifies the impacts of the design proposal on the significance of the structure, in particular the degree of harm to significance in each case and whether that harm is substantial or less than substantial. This is also weighed against a consideration of the public benefits to be gained from the design proposals in each Heritage Assessment.

4.1.7 The assessment identified above as part of both the EIA process and within the Heritage Assessments supporting the Listed Building Consent applications have been conducted in line with current national planning policy within the NPPF and the statutory guidance of Historic England. The methodology adopted for the assessment within the ES was agreed with Kirklees Council Historic England and West Yorkshire Archaeological Advisory Service (WYAAS).

4.1.8 The assessment of the impact on the historic environment contained within the ES has considered all known heritage assets along the route and within 250m either side of the Scheme boundary, which have been identified using the Historic England National Heritage List for England (NHLE), the West Yorkshire Historic Environment Record (HER) and analysis of historic mapping. The assessment has also considered designated assets beyond 250m from the Scheme boundary where their setting may be sensitive to change resulting from the Scheme, in line with recommendation from Kirklees Council and Historic England. The assessment of the historic environment has also taken account of studies produced by Alan Baxter Associates into the heritage significance of the Transpennine Route and its component historic infrastructure, including the Transpennine Route Upgrade Route-Wide Statement of Significance[5], the scope of which was agreed with Historic England.

4.1.9 This approach meets the requirements of the National Planning Policy Framework (NPPF, July 2021, p56) which states in Chapter 16, para 194 that: '*As a minimum the relevant historic environment record should have been consulted.'* It also states that the significance of any heritage assets affected should be described and that the level of information should be proportionate to the level of importance of the assets and *'…no more than is sufficient to understand the potential impact of the proposal on their significance.'*

[5] Alan Baxter Associates, 2019; *Transpennine Route Upgrade: Route-wide Statement of Significance*

4.1.10 The policy tests set out in the NPPF 2021 and Kirklees Local Plan Policy LP35 were applied to the Heritage Assessments undertaken to support the nine Listed Building Applications. These assessments conclude whether the impacts constituted substantial harm or less than substantial harm. The public benefits of the Scheme have been addressed in each of the nine individual Heritage Assessments, as required under the NPPF 2021 (paragraphs 200-202) and Kirklees Local Plan Policy LP35.

4.1.11 The contents of the Heritage Assessment to accompany LBC applications were shared, agreed and approved by stakeholders in a meeting on 17 October 2019. The assessment report included: historic context, statement of significance on each Listed Building; design optioneering and preferred design; impact assessment; public benefits and conclusion as to level of harm (NPPF 2021 and Kirklees Council Policy LP35 policy test).

4.2 Approach to Mitigation, Compensation and Conditions

4.2.1 The Scheme included embedded mitigation, which used design-based solutions to reduce impacts on heritage assets and / or to enhance elements of these assets. Eleven listed buildings have benefitted from this process and the specific details of embedded mitigation is included in *Table 8-1 Heritage Assets with mitigation measures embedded in design* (Statement of Case (NR28), Chapter 8 Historic Environment).

4.2.2 Additional mitigation measures have been recommended in the ES and Heritage Assessments to avoid or reduce negative impacts on the historic environment. These measures include: screen planting; protective panels; noise barriers; compound arrangement and fencing; and toolbox talks. These are to be carried out as part of the construction phase and are set out in the Code of Construction Practice (CoCP) Part A, which was submitted as Appendix 2-1 of the ES (Volume 3) (NR16B).

4.2.3 Compensation measures have been recommended in the ES and Heritage Assessments where additional mitigation to reduce impacts is not possible. These measures include: historic building recording; archaeological investigation and recording; interpretation; and reuse of historic fabric. These processes are to be carried out pre-construction and are to be secured under conditions attached to either the deemed planning permission or the Listed Building Consents.

4.2.4 A set of draft putative conditions have been proposed attached to the nine LBC applications. One of the conditions attached to each of the consent applications is the need for a Conservation Implementation Management Plan (CIMP) to be submitted to and approved by Kirklees Council.

4.3 Summary of Public Benefits of the Scheme

4.3.1 The public benefits associated with the Scheme are set out in the Statement of Aims (NR04). The following presents a summary of this information. The Scheme is a critical part of the wider Transpennine Route programme, as it is the section of route between Huddersfield to Westtown (Dewsbury) that presents the most challenges in terms of capacity and performance.

4.3.2 Creating a four-track railway throughout the Scheme will enable the segregation of freight and passenger services in both directions between Huddersfield and Dewsbury. The operation and movement of trains using these additional different lines will reduce congestion resulting in more efficient performance of services. This also provides benefits in better management of breakdowns with more available track to keep services running, as well as allowing for more services to be scheduled along route to better serve passenger requirements.

4.3.3 The construction of additional tracks with a dedicated fast line, will enable faster line speeds (100mph throughout), improving passenger journey times and accommodating more services. The new railway grade separation at Ravensthorpe will remove conflicting train movement between slow and fast lines, providing more effective route management and reliability.

4.3.4 The Scheme will deliver fully accessible stations including improvements to the Grade I Listed Huddersfield Station, making it fit for purpose for 21st century passenger needs in terms of movement and circulation. The increased platform capacity, improved track layout and signalling at Huddersfield Station allows for more trains to pass each other and will limit the need for train queuing at that Station. This will provide a critical improvement to managing increased train services, meeting performance requirements, and achieving train journey times.

4.3.5 The Scheme will deliver full electrification enabling bi-modal trains to operate on the route. This is in line with Network Rail's Decarbonisation Strategy.

4.3.6 The Scheme is required to support wider regional development and connectivity improvements between the cities and towns within the Scheme. It is considered that the Scheme would bring about significant socio-economic benefits to the area in terms of business activity and employment.

4.4 Proposed Works, Tailored Mitigation and Significant Residual Effects

4.4.1 The Scheme has been developed through an iterative design process which has embedded understanding of the historic environment and included extensive engagement with Kirklees Council and Historic England. The design

proposals for the Scheme have been developed to ensure great weight has been given to the conservation of designated heritage assets and has included opportunities to sustain and enhance contribution to significance where possible. This is in line with NPPF 2021 (para 199) and Kirklees Local Plan Policy LP35. Explanation of the design optioneering process for the Listed Buildings affected has been set out in the Heritage Assessments produced to accompany the Listed Building Consents and, in the case of the new Baker Viaduct, in the Calder & Hebble Canal Underbridge (MDL1/6) and the River Calder Underbridge (MDL1/8) Heritage Assessment in Appendix 6-5 of the ES Vol 3 (NR16B). The Scheme proposals also include the development of mitigation embedded within design to reduce impacts on the historic environment and to the nine physically affected Listed Buildings requiring LBC and to the setting of the Calder & Hebble Canal Underbridge (MDL1/6) and the River Calder Underbridge (MDL1/8). The design process has enabled enhancements to the significance of heritage assets to be made, for example the re-instatement of a lantern on the historic 1880s roof at the Grade I Listed Huddersfield Station.

Listed Buildings requiring Consent

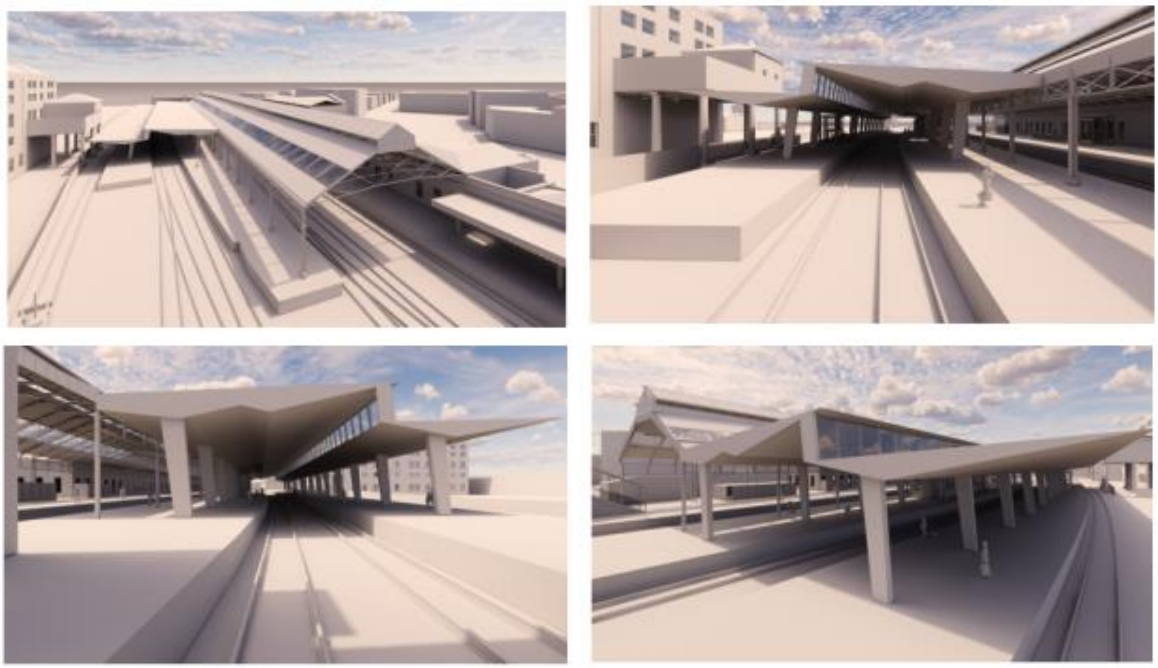
Huddersfield Station

4.4.2 The principal works to Huddersfield Station proposed within the Scheme will necessitate alterations to historic fabric as well the addition of new elements within the Station.

- Platforms – the rearrangement of the platforms to extend their length, widen the current platform 1 and provide a new island platform to the west;
- Train shed Roofs – the removal of two bays from the southern end of principal Euston Roof referred to as Roof A, and addition of three new bays at the northern end. The retained extent of Roof A will be strengthened, and a lantern reinstated atop the roof. The replacement of smaller section of the historic Euston roof referred to as Roof B and C with a new roof canopy covering the island platforms.
- New canopies will be constructed at the western end of the Station to provide coverage on the new platform arrangement and to replace loss of historic roof. New finger canopies will be introduced at the northern end of the platforms. The Penistone Line platform canopy will be extended northwards
- Footbridge – the construction of a new footbridge at the northern end of the platforms;
- Subways – the extension of the existing passenger subway, including realignment of the stairs on the island platform;

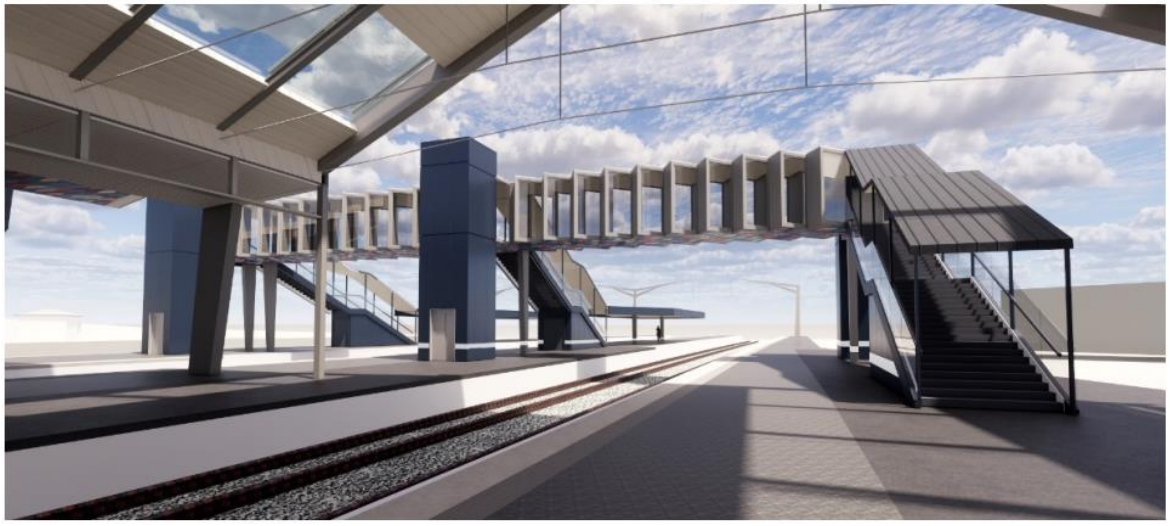
- Tea Rooms – the dismantling, storage, and reconstruction of the Tea Rooms, with their position altered slightly for the new narrowed island platform; and
- OLE – the introduction of OLE throughout the station (aside from on the Penistone Line platform).

Insert 4-1 Train shed Roof A - visualisation of proposal, looking south, showing OLE.



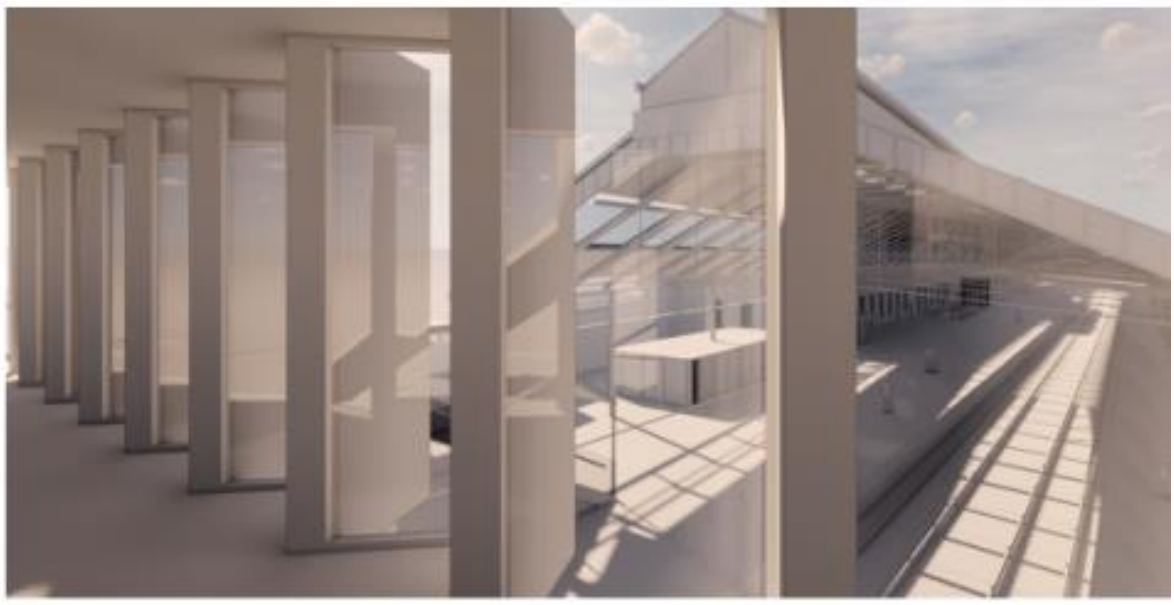
Insert 4-2 New canopies - visualisations of proposals to provide context for the protected gable, geometric connection back to Roof A and the maintained hierarchy.

Insert 4-3 New canopies – visualisation of proposal showing underside of canopy and OLE integration, looking north.



Insert 4-4 Footbridge – visualisation of proposal, looking north.

Insert 4-5 Footbridge – visualisation of proposal, showing view through towards northern end of Roof A.



Insert 4-6 Footbridge – visualisation of proposal, showing view of northern end of Roof A from footbridge.

Insert 4-7 Tea Rooms – visualisation of proposal, view from Platform 1.

4.4.3 The Station has benefitted from embedded mitigation through design. This has included:

- The design of the overall platform arrangement and track alignment through Huddersfield Station which realised an optimum design balancing operational requirement, with minimising impacts on the significance of the Grade I Listed Station. In particular, the design approach retained the majority of the main span of the principal train shed roof, as well as realising the retention (albeit with required relocation) of the tea rooms on the island platform.
- The design development process included assessment of the condition of the existing historic train shed roof which will be retained; this informed the design of strengthening work which will enhance the structure's longevity.
- The design of the lantern on the roof considered the history of the original lantern and how reinstating a lantern can both enhance the significance of the historic roof and also improve passenger comfort within the station environment.
- The design of the new canopies responded to the significance of the station, by being sympathetic to the existing roof and using its scale and form as design drivers. Consequently, the new canopies are of smaller scale than the retained historic roof and include similar geometry, while their design preserves visibility towards and legibility of the historic roof.

- The design of the new canopies also responded to the setting of the station by opening up views towards the Listed warehouses and tower in the former goods yard area to the west of the station, thereby enhancing the legibility of the historic connections between these assets and the station.
- The design of the new footbridge was developed to minimise the structure's impact on views out from and back towards the historic station platform areas. The structure was designed to be glazed and therefore as visually permeable as is practicable in the context of operational constraints, as well as providing new views towards the roof and out over the surrounding townscape, enhancing understanding of these elements of the station and its setting.
- The design of the works to the tea rooms were developed to retain the historic tea rooms' character and significance, through maintaining the structure's position on the island platform (albeit with a slight movement) and provide a construction methodology which would minimise the risk to the structure during construction. The reorientation of the tea rooms was also shaped to respond to its significant elements of its historic function, while maintaining its external appearance.

4.4.4 Additional mitigation measures for the Station comprise:

- An agreed construction traffic programme to minimise the amount of construction traffic using the roads around St George's Square, as much as is reasonably practicable;
- Measures to minimise the visibility of construction activity, plant and hoardings, and to reduce dust and noise; and
- Toolbox talks to disseminate best practice for reducing potential impacts in relation to construction activity associated with the Station, for example to help avoid accidental damage.

4.4.5 Recommended compensation has included:

- The production of a CIMP;
- Historic Building Recording;
- Monitoring of works during any demolition, dismantling, storage, reconstruction and strengthening; and
- Material re-use.

4.4.6 The public benefits of the Scheme are outlined in section 4.3. The heritage benefits to Huddersfield Station comprise:

- Reinstatement of the lantern on the principal Euston roof
- Extension of the principal roof at the northern end of platform 1, reinstating bays that were removed in the c.1970s

- Strengthening works to ensure the long-term survival of the principal Euston roof
- Retention, re-orientation and fireproofing of the tea rooms to ensure its continued original use and longevity as part of the Station services
- Removal of cable gantry and relay room to open up connections to the Grade II Listed brick and stone warehouses to the west.

4.4.7 Due to the sensitive design approach employed, it is considered that the impact on significance to the Station is less than substantial harm in respect of NPPF 2021, para 202. It would satisfy the Kirklees Local Plan Policy LP35 in meeting proposals that contribute to the distinct identity of the Kirklees area (3a); having consideration to the conservation of the significance of the Station whilst accommodating innovative design (3e), which would enable the wider benefits of development to be realised. The Station is a key component of the operational railway and the interventions proposed are essential in ensuring the continued operation of the railway in a manner compliant with modern safety standards. In my opinion, the public benefits as identified in section 4.3 outweigh the harm to the Station. There are also considerable heritage benefits to be realised from the Scheme, which are listed in 4.4.6.

Huddersfield Viaduct

4.4.8 A number of works are required to the Viaduct and in particularly three of its spans.

- Increasing the number of tracks along the deck of the viaduct to five tracks from the southern end to Span 17 and four tracks from Span 17 to the northern end of the structure;
- The replacement of the deck of John William Street bridge (Span 1) with a new steel span, widened on the south-eastern side, with parapets either incorporating reused elements of the existing cast iron edge girders, or designed in a style to match the existing structure;
- The replacement of the metallic decks over Northgate / Bradford Road (Span 29) with new concrete beams, supported on new widened abutments, with both the new parapets and abutments designed in a style to respond to the existing structure;
- The reconstruction of the north-western corner of the abutment at Fitzwilliam Street (Span 4), to be clad in masonry to match its existing appearance;
- The installation of OLE along the length of the viaduct, with portals attached to the exterior of the structure on the east side and the southern half of the west side;

- The installation of a signal gantry approximately over Spans 2 and 3 to provide signals for train movement into and out from Huddersfield Station; and
- The strengthening of the spandrel walls at localised points along the Viaduct where required, achieved through either tie bars and pattress plates or a slab below the track bed.

Insert 4-8 Huddersfield Viaduct (MVL 3/92) – visualisation of proposed widened span on southern-eastern side over John William Street (Span 1).

Insert 4-9 Huddersfield Viaduct (MVL 3/92) – visualisation of proposed replacement concrete beams over Northgate / Bradford Road (Span 29).

4.4.9 Embedded mitigation through design has been achieved through:

- The design of the replacement deck over John William Street (Span 1) to reflect the design style and aesthetics of the existing historic metallic deck;
- The design of the replacement concrete decks over Northgate / Bradford Road (Span 29) to respond to the lost metallic spans, including the

design of the concrete spans to incorporate relief reflecting the appearance of the existing parapets, the retention of the offsetting between the decks and the barrel of the original masonry arch, and the use of masonry cladding on the proposed abutments to match the existing masonry of the Viaduct;

- The siting of OLE portals over piers of the Viaduct in most locations, and positioning the signal gantry on the deck of the Viaduct as opposed to being attached to the exterior;
- The proposed re-use of masonry to clad the strengthened abutment at Fitzwilliam Street (Span 4); and
- The proposed approach to strengthening the masonry spandrel walls to match the historic strengthening which has been undertaken, using ties and pattress plates.

4.4.10 Additional mitigation has been recommended for the Viaduct which includes:

- An agreed construction traffic programme to minimise the amount of construction traffic using the roads around Huddersfield Viaduct, as much as is reasonably practicable;
- Measures to minimise the visibility of construction activity, plant and hoardings, and to reduce dust and noise; and
- Toolbox talks to disseminate best practice for reducing potential impacts in relation to construction activity associated with the underbridge, for example to help avoid accidental damage.

4.4.11 Recommended compensation has included:

- The production of a CIMP;
- Historic Building Recording;
- Monitoring of works during any demolition, dismantling, storage, reconstruction and strengthening; and
- Material re-use.

4.4.12 The public benefits of the Scheme are outlined in section 4.3. The heritage benefits to Huddersfield Station comprise:

- The strengthening works to the Viaduct and the replacement of corroded metallic section on the span 29 will ensure the longevity of the Viaduct and continuation of his historic function.

4.4.13 Although there is an evident amount of change to the Viaduct; due to the sensitive design approach employed, the impact on the significance of the Viaduct would be less than substantial harm in respect of National Planning Policy Framework, 2021, para 202. It would meet the criteria set out under the Kirklees Local Plan Policy LP35 in accommodating innovative design (3e) and conserving significance of designated heritage assets. In my opinion, the

harm to the Viaduct is outweighed by the public benefits achieved from the Scheme (see 4.3) and the heritage benefits of tailoring strengthening works to ensure its structural integrity which has been based on new investigative survey and assessment.

Wheatley's Overbridge (MVL3/103)

4.4.14 The improvements required in the location of Wheatley's include:

- Increase from 2 to 4 tracks;
- Introduction of OLE within safety clearance standards;
- Re-transfer of Yorkshire Water services across the railway line (3 pipes: clean water, raw water and rising main);
- Retention of public right of way and cycle way over the railway in a manner that meets public safety standards.

4.4.15 In attempting to achieve a design that met the requirements set out in 4.4.14, a number of alternatives were explored with the aim to retain the bridge. This included:

- Adjusting the horizontal rail alignment to attempt to fit the existing lines and new fast lines through the arches of the existing bridge;
- Adjusting the vertical rail alignment through track lowering to provide adequate clearance for the required OLE through the arch of the structure; and
- Bridge jacking to increase the height of the arches over the lines to provide sufficient clearances.

4.4.16 However, none of these options were able to address all of the constraints at bridge's location. Consideration was also given to partial removal of the bridge and studies were undertaken on how much historic fabric could be retained. This exercise showed that only the south-eastern abutment could be saved, and following in-depth discussion, it was decided that this did not help to retain the significance of the bridge. It was therefore agreed, with statutory stakeholders, that a thorough examination of optioneering and reverse engineering had taken place and that in order to deliver a compliant Scheme, the bridge would require replacement.

4.4.17 The works required for the construction of a new bridge would entail:

- Construction of a single span replacement overbridge of approximately 23m length, with 1.8m high parapets, directly to the south-west of the existing Listed bridge. The bridge deck would be of Glass Re-inforced Plastic (GRP) or steel plates and the main girders of weathering steel

beams, with outward leaning webs to improve the aesthetics of the parapets;

- Cladding the reinforced concrete approach walls and abutments of the new bridge in stone where appropriate and practicable, as a reflection of the lost historic structure;
- Supporting existing utilities below the deck of the new bridge in conduits;
- Diversion of the utilities into those constructed within the new bridge structure;
- Realignment of the approach of the cycle path on either side of the structures;
- Incorporation of heritage interpretation into the design of the new replacement bridge (final design of interpretive elements to be agreed with stakeholders as outlined in Section 1.5); and
- Demolition of the existing Wheatley's Overbridge (MVL3/103) structure. This will involve approximately 1300m^3 of material that will be crushed for reuse and would take place after the completion of the new replacement bridge.

Insert 4-10 Wheatley's Overbridge (MVL 3/103) – visualisation of proposed replacement structure, looking north.

4.4.18 The design development process has resulted in mitigation being embedded within the design of the replacement bridge for Wheatley's Overbridge (MVL3/103). The following design considerations have been taken into account in response to the loss of the listed structure:

- Use of materials and finishes for the new bridge span and deck to reflect the area's historic industrial character such as Weathering Steel. Final

materials and finishes are under discussions with statutory consultees; and

- New abutments to be clad with stonework that is similar to the historic fabric to reflect original design. Salvaged stone from the demolished structure will also be considered for reuse if feasible.

4.4.19 Recommended compensation measures have been identified:

- Production of a CIMP;
- Historic Building recording; and
- Themed interpretation – embedded in the final design.

4.4.20 It is recognised that the design of the new bridge is at a concept stage and further design detailing is required. It is intended that the design is progressed in full consultation with statutory stakeholders and a quality design achieved through the conditions attached to the LBC. This includes the production of a CIMP which will be the mechanism through which the final design is approved. This will include material specification and samples; further detailed visualisation and drawings; embedded interpretive elements as design features within the structure (e.g., parapets).

4.4.21 The loss of Wheatley's Overbridge (MVL3/103), which is a Grade II Listed Building, should be considered exceptional. This will mean the loss of an irreplaceable piece of historic railway infrastructure, dating to the Heroic Age (1841-50) of railway building and the expansion phase in the 1880s. It is also a loss to the collection of AS Jee bridges that are located along this section of the Transpennine route. Although it is recognised that the majority of A.S. Jee structures are retained in their original form and that Wheatley's Overbridge (MVL3/103) is not unique or rare.

4.4.22 The removal of Wheatley's Overbridge (MVL3/103), will enable the Scheme to achieve key improvement objectives and deliver specific public benefits related to: improved passenger services (in journey time saving and number of trains); supporting sustainable transport development through use of OLE technology; improving public health and safety in providing safe routes across the railway and through ensuring continued use of public rights of way and cycle route; and enabling utility services to remain functioning (incorporated into bridge structure in order to cross the railway). The public benefits of the Scheme are summarised in section 4.3.

4.4.23 The impact of the total loss of Wheatley's Overbridge (MVL3/103) will result in substantial harm in respect of National Planning Policy Framework policy tests (2021, para 201). This loss is considered necessary in order to achieve the substantial public benefits of the Scheme as detailed in 4.3. I believe that all the possible alternatives were explored to try to retain the historic bridge within

the Scheme. The constraints of the bridge's position and location prevents the development of the Scheme. The public benefits are substantial in that they deliver a Scheme that meets the most rigorous design and safety standards required in achieving a more efficient railway. This does demonstrate that the substantial public benefits justify the loss as required by NPPF 2021, para 201, and Kirklees Local Plan Policy LP35. In respect of NPPF 2021, para 203, assurance regarding the development proceeding is addressed in Mr David Vernon's Needs Case Proof of Evidence (NR/PoE/DV/1.2).

B6118 Bridge Road Overbridge (MVL3/107)

4.4.24 To achieve the critical objectives of the Scheme, several improvements were required in the location of B6118 Bridge Road Overbridge (MVL3/107).

- Increase from 2 to 4 tracks;
- Introduction of OLE within safety clearance standards;
- Retention of B6118, including non-motorised user provision, in a manner that meets highways safety standards.

4.4.25 Multiple constraints at the bridge's location had to be considered in any proposals, which were: the highways geometry, railway geometry, highways alignment (tie ins to existing roundabout and Listed Canal Bridge to the South) and the proximity of businesses to the railway line. Two options were explored which attempted to deliver the requirements set out in 4.4.24.

- Track lowering to fit the railway alignment under the existing arched bridge spans; and
- Jacking the bridge, increasing the height of the arches over the lines to provide sufficient clearances.

4.4.26 Track lowering would result in passenger discomfort as the lowering of track in the bridge's location would also require changes elsewhere on the route. Most notably the Huddersfield Broad Canal Underbridge (MVL3/108S) has limited headroom over the canal so it would not be possible to lower the fast lines over the canal enough to maintain passenger comfort levels while providing the required clearance at B6118 Bridge Road Overbridge (MVL3/107). Bridge jacking is untested on a multi-span bridge, and questions were raised on the long-term safety and structural condition following such as event. The bridge was not considered an appropriate test case for this option. Both options also would also require the slowing down of trains due the adjustment of the lines horizontally to avoid the clash with the central pier between spans 2 and 3, thus it would not deliver the fast line option critical to making the railway line more efficient. It was agreed, with statutory stakeholders, that considerable effort had been made to try and retain the bridge, but

the constraints at the location did mean substantial demolition would be necessary to realise the Scheme.

4.4.27 The works required for the construction of a new bridge would entail:

- Construction of a new bridge fully offline, with approach roads retained with reinforced earth walls and the retention of historic structure abutting the new structure beneath the new deck;
- The existing structure would remain in place with the exception of the two spans over the railway;
- New parapets that would be painted steel and would be infilled across the structure in line with Network Rail standards to protect the public from electrified wires below the bridge;
- A fully integral deck formed from steel beams and a concrete slab;
- The widening of the carriageway from 5.6m to a highways safety compliant 7.3m with improved wider highway alignment; and
- The infilling of the redundant arches using a slightly recessed stone masonry façade that is sympathetic to the existing structure's aesthetics, thereby retaining the historic character of the surviving elements of the bridge.

Insert 4-11 B6118 Bridge Road Overbridge (MVL 3/107) – proposal, looking north from track level.

Insert 4-12 B6118 Bridge Road Overbridge (MVL 3/107) – proposal, looking north.

4.4.28 The design development process has resulted in mitigation being embedded within the design of the new bridge for B6118 Bridge Road Overbridge (MVL3/107). The following design considerations have been taken into account in response to the partial loss of the Listed structure:

- The desirability to retain part of the existing structure with the exception of the two spans over the railway to maintain the legibility of the former bridge's alignment and use; and
- The remaining arches would be infilled in a sensitive manner, with a recessed masonry façade sympathetic to the existing structure's aesthetics, thereby retaining the historic character of the surviving elements of the Listed structure.

4.4.29 Compensation is recommended in the form of:

- Production of a CIMP;
- Historic Building Recording; and
- Material re-use

4.4.30 It is recognised that the design of the new bridge is at a concept stage and further design detailing is required. It is intended that the design is progressed in full consultation with statutory stakeholders and a quality design achieved through the conditions attached to the LBC. This includes the production of a CIMP which will be the mechanism through which the final design is approved. This will include material specification and samples; further detailed visualisation and drawings; and the introduction of interpretation boards to

explain and further disseminate information about the old and new designs of the bridges.

4.4.31 The substantial demolition of B6118 Bridge Road Overbridge (MVL3/107), which is a Grade II Listed Building, should be considered an exceptional case, based on need. This would mean the loss of an irreplaceable piece of historic railway infrastructure, dating to the Heroic Age (1841-50) of railway building and the expansion phase in the 1880s. It is also a loss to the collection of A.S. Jee bridges that are located along this section of the Transpennine route. Although it is recognised that the majority of A.S. Jee structures are retained in their original form and that B6118 Bridge Road Overbridge (MVL3/107) is not unique or rare.

4.4.32 The substantial demolition of the B6118 Bridge Road Overbridge (MVL3/107) is regrettable and is recognised as acceptable due to the considerable public benefits that would be delivered which would outweigh the loss to significance. This includes improved passenger services (in journey time saving and number of trains) and supporting sustainable transport development through use of OLE technology. The full list of benefits is provided in section 4.3. The proposals for this structure also offer substantial public benefits, not just associated with the railway: the new bridge which carries a road across the railway would enable improved highway safety and as well as better provision for and safety of pedestrians. The proposals therefore meet the requirements of NPPF 2021, para 201, and Kirklees Local Plan Policy LP35 in relation to the justification for substantial harm. In respect of NPPF 2021, para 203, assurance regarding the development proceeding is addressed in Mr David Vernon's Needs Case Proof of Evidence (NR/PoE/DV/1.2).

Mirfield Viaduct (MVN2/192)

4.4.33 The proposed works to the Viaduct are:

- Three OLE portals would be installed on the viaduct, none of them situated across the River Calder ensuring no interruption to views;
- The concrete foundation pads of the OLE portals would be supported directly on the deck of the Listed viaduct, which would require the local removal of ballast; and
- 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.

Insert 4-13 Mirfield Viaduct (MVN 2/192) – indicative design showing placement of OLE portals on each riverbank from above.

4.4.34 Embedded mitigation has attempted to retain the aesthetic quality of the Viaduct as well as avoiding physical impacts to the structure. The OLE portals have been positioned within the parapet wall of the original masonry side (Listed section) and placed in line with the piers of the original 1830s viaduct. The spacing of the OLE portals have been designed to make use of riverbanks positions at either end of the Viaduct in order to limit the infiltration from OLE portals in the important views of the Viaduct within the river corridor.

4.4.35 Additional mitigation measures have been proposed in the form of toolbox talks to disseminate best practice and reduce potential for accidental impacts on the Viaduct.

4.4.36 A CIMP would be produced for the ensuring the correct management of the works to the Viaduct.

4.4.37 The Scheme would result in very little impact on the significance of the Viaduct, as the embedded mitigation in design has enabled retention of the historic character and avoided physical alterations to the historic fabric. It has also retained its setting and view points through the sympathetic positioning of the OLE portals. The Scheme would constitute less than substantial harm in line with NPPF 2021 and Kirklees Local Plan Policy LP35. On balance, it is my opinion that the benefits required in NPPF 2021, para 202 that I have set out in section 4.3 justify the harm to the heritage asset.

Wheatley's Viaduct (MVN2/196)

4.4.38 The works at Wheatley's Viaduct require the installation of two OLE portals on the structure. The main elements of the Scheme are:

- 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.

Insert 4-14 Wheatley's Viaduct (MVN 2/196) – initial indicative design proposed at the option sifting stage. Note the western (right hand) OLE portal on the structure has been moved to the east (left) by one pier in the proposal.

4.4.39 The design of the OLE installation has been developed in a manner which would serve to retain the aesthetic legibility of the Viaduct as well as limiting change to its historic fabric. Taking into account the historic and architectural interest of the form of the Viaduct, the most appropriate approach was to position the OLE portals within the parapet and align as closely as possible with the piers. Although the Scheme would necessitate the removal of a small portion of parapet in the OLE locations during construction, this approach would avoid fixing OLE portals to the outside face of the Viaduct, which would have resulted in a larger degree of harm to the significance of the structure.

4.4.40 Additional mitigation measures have been proposed in the form of toolbox talks to disseminate best practice and reduce potential for accidental impacts on the Viaduct. A CIMP would be produced, ensuring the correct management of the works to the Viaduct.

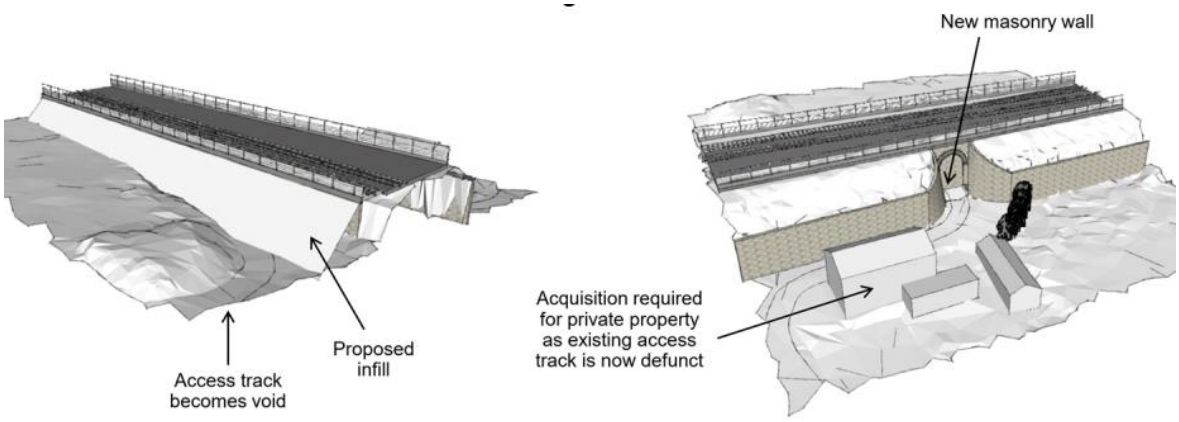
4.4.41 Historic building recording would be undertaken as a compensatory measure for the removal of historic fabric.

4.4.42 The removal of a small amount of parapet fabric during construction would have a limited impact on the structure's significance. The embedded mitigation in design has enabled retention of the historic character through sensitive removal and reconstruction of the parapet in the OLE locations. It has also avoided the need to attach the portals on the external face of the Viaduct. The Scheme would constitute less than substantial harm in line with NPPF 2021 and Kirklees Local Plan LP 35. On balance, it is my opinion that the benefits required in NPPF 2021, para 202 that I have set out in section 4.3 justify the harm to the heritage asset.

Occupation Underbridge (MDL1/10)

4.4.43 The Scheme works at Occupation Underbridge (MDL1/10) comprise:

- Masonry repairs (if required) necessary to facilitate the infilling of the structure;
- Excavation and casting of a strip footing under the south-eastern arch face of the underbridge as base for blockwork retaining wall;
- Construction of blockwork retaining wall on south-eastern face of the structure to contain foam concrete and granular infill – this wall will be clad in stone masonry sympathetic to the existing style of the structure and recessed slightly to reveal the form of the arch;
- Infilling the structure – the majority of this will be done from the ground up with granular fill from the open sides of the bridge, with the remaining fill at the top under the arch comprising foam concrete;
- Drilling of holes in the top of the arch barrel to facilitate the injection of grout to complete the infilling;
- Construction of battered back embankment on north-western side of the structure with granular fill reinforced by geotextile; and
- Construction of realigned track bed and railway tracks over the infilled structure, with additional ballast to increase the vertical alignment of the line.



Insert 4-15 Occupation Underbridge (MDL 1/10) – indicative visualisation of the proposal, showing north-western (left) and south-eastern (right) sides of the structure.

4.4.44 Embedded mitigation has sought to retain as much legibility of the structure as possible. The south-eastern arch of the bridge will have a recessed infill of new masonry to ensure a visible marker is present of the original arch structure.

4.4.45 Additional mitigation is proposed in the form of toolbox talks to disseminate best practice and prevent accidental damage. A CIMP will be produced to specify the work nature and implementation of the work ensuring appropriate management of the historic bridge.

4.4.46 As a compensatory measure, historic building recording will be carried out.

4.4.47 It is considered that the works affecting the significance of the bridge would constitute less than substantial harm under NPPF 2021 and Kirklees Local Plan Policy LP35, and that harm is outweighed by the public benefits that can be achieved from the Scheme. On balance, it is my opinion that the benefits required in NPPF 2021, para 202 that I have set out in section 4.3 justify the harm to the heritage asset.

Toad Holes (MDL1/12)

4.4.48 The works from the Scheme that will be required to Toad Holes Underbridge are:

- 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 within the south-eastern arch to ensure the bridge's form is still legible; and
- Sheet piling to support earthworks.

Insert 4-16 Toad Holes Underbridge (MDL 1/12) – indicative visualisation showing proposal. (Note this is the same as for Ming Hill Underbridge, see below).

4.4.49 Embedded mitigation has sought to strengthen the structure and infill it in a more appropriate and purposeful manner, which will still retain legibility of the bridge's original purpose as providing access under the railway. A recessed infilling with a masonry wall will close the opening but give visible markers to its previous existence. The design has also ensured that the cast iron parapets and masonry pilasters are retained, which contribute considerably to the bridge's significance.

4.4.50 Toolbox talks and creation of a tailored CIMP for the management of the structure during the works is proposed as additional mitigation.

4.4.51 Historic building recording will be carried out as compensation for the changes to the structure.

4.4.52 The proposed work to infill Toad Holes Underbridge (MDL1/12) would provide heritage benefits as the infilling would extend the lifetime of the structure's retained historic elements i.e., the cast iron edge girders, parapet and stone pilasters by reducing the stresses upon them. This would mean these historic elements that contribute to the structure's significance would degrade at a slower rate than currently and would therefore ensure future appreciation of the structure and this type of railway heritage.

4.4.53 It is considered that the works affecting the significance of Toad holes Underbridge (MDL1/12) would constitute less than substantial harm under NPFF 2021 and Kirklees Local Plan LP35. On balance, it is my opinion that the benefits required in NPPF 2021, para 202 that I have set out in section 4.3 justify the harm to the heritage asset.

Ming Hill Underbridge (MDL1/14)

4.4.54 The works from the Scheme to the bridge would entail:

- 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.

Insert 4-17 Ming Hill Underbridge (MDL 1/14) – indicative visualisation of the proposal. (Note this is the same as for Toad Holes Underbridge, see above).

4.4.55 Embedded mitigation by design has resulted in a masonry-clad retaining wall to the south eastern face of the structure, to ensure the legibility of the architectural design of the bridge's face would be retained, thereby reducing the overall impact on the significance of the structure. The proposals also take

into account other elements of the bridge's design which contribute to its architectural interest, realising the retention of the cast iron parapets and masonry pilasters which contribute to its significance.

4.4.56 The development of a CIMP to agree the management of the works to the historic bridge and toolbox talks prior to construction works are proposed as additional mitigation.

4.4.57 Historic building recording is included as a compensatory measure to account for the changes to the structure.

4.4.58 The proposed work to infill Ming Hill Underbridge (MDL1/14) would provide heritage benefits as the infilling would extend the lifetime of the structure's retained historic elements i.e., the cast iron edge girders and parapet by reducing the stresses upon them. This would mean these historic elements that contribute to the structure's significance would degrade at a slower rate than currently and would therefore ensure future appreciation for the structure and this type of railway heritage.

4.4.59 The works as part of the Scheme that would affect the significance of Ming Hill underbridge (MDL1/14) would constitute less than substantial harm under NPPF 2021 and Kirklees Local Plan LP35. On balance, it is my opinion that the benefits required in NPPF 2021, para 202 that I have set out in section 4.3 justify the harm to the heritage asset.

Other Historic Assets of interest

Huddersfield Town Centre Conservation Area

4.4.60 There will be temporary impacts on the Conservation Area from the construction works required at the Station and Viaduct. The construction compounds will temporarily alter the character and disrupt the relationship between historic buildings in the Conservation Area around the Station. The rest of the Conservation Area will remain unaffected.

4.4.61 In order to mitigate some of the impacts from construction works, the following is proposed:

- Measures to minimise visibility and to reduce noise and dust;
- Toolbox talks to share best practice working and raise awareness of responsible management when working within sensitive historic environments.

4.4.62 The benefits of this work are directly related to the improvements proposed to the Grade I Huddersfield Station and Grade II Viaduct which will ensure their

continued use and enhancement as part of the important Transpennine route. These structures are also key contributors to the significance of the Conservation Area and any improvements to them will be of benefit in reinforcing local identity and distinctiveness. Given the temporary and reversible nature of the works, it is considered that the impact on the Conservation Area is minor adverse which will mean a slight adverse effect. This would not have significant environmental effects. On balance, it is my opinion that the benefits required in NPPF 2021, para 202 that I have set out in section 4.3 justify the harm to the heritage asset. I believe that the Scheme benefits also meet the requirements of LP35 of the Kirklees local plan in ensuring the conservation of those elements which contribute to the significance of the Conservation Area.

The Calder and Hebble Underbridge (MDL1/6) and River Calder Underbridge (MDL1/8)

4.4.63 The Scheme would entail the construction of a new offline Viaduct, Baker Viaduct, carrying four tracks across the floodplain. This new viaduct would be situated in proximity to the Calder and Hebble Underbridge (MDL1/6) and River Calder Underbridge (MDL1/8). It would also necessitate the decommissioning of the bridges from the operational railway network. The following physical works would be required to the bridges:

- Railway track and associated equipment resting upon the ballast atop the bridges would be removed. No physical intervention into the Listed structures would be required as part of this work.
- Fencing would be erected to the east and west of the bridges to prevent unauthorised access to the former railway line and bridges.
- Regular inspection and maintenance of the structures would be undertaken in accordance with Network Rail's standard practice for non-operational assets.

4.4.64 The embedded design of the new Baker viaduct has ensured an appropriate relationship within the setting of the Calder and Hebble Underbridge (MDL1/6) and River Calder Underbridge (MDL1/8) is achieved. This has included the alignment and height of the Baker Viaduct to be almost level with the historic bridges which will provide new views and enhanced appreciation of the cast iron bridges from travelling passengers – a view not possible before whilst travelling on the railway network.

Insert 4-18 Baker Viaduct – visualisation of proposal, showing view west towards the River Calder Underbridge (MDL 1/8).

Insert 4-19 Baker Viaduct – visualisation showing the view of the River Calder Underbridge (MDL 1/8) afforded passengers traveling over the proposed Baker Viaduct.

4.4.65 Toolbox talks have been proposed as additional mitigation to ensure the importance of the historic bridges are recognised and to reduce any accidental damage or poor practice.

4.4.66 The Heritage benefits from the Scheme are in the removal of heavy loadings and structural stresses on the cast iron bridges from carrying trains. As noted earlier, these structures have commonly been replaced due to structural issues. Removing them from operational use would enable a longer survival

period into the future, with the need for less additional strengthening work and physical interventions to ensure their structural integrity. The new viaduct is offline and in proximity to the bridges enabling the bridges to still be understood and appreciated as part of the Transpennine Route.

4.4.67 A detailed assessment of the impact from construction and operation of the Scheme on these Listed Buildings, as well as details of the design development process for the new Baker Viaduct, is provided in Calder & Hebble Canal Underbridge (MDL1/6) and the River Calder Underbridge (MDL1/8) Heritage Assessment included in Appendix 6-5 in the ES Vol 3 (NR16B). It is considered that the Scheme works in connection with the Calder and Hebble Underbridge (MDL1/6) and River Calder Underbridge (MDL1/8) would result in permanent adverse effects in respect of its setting, but that these effects constitute less than substantial harm under NPPF 2021 and Kirklees Local Plan. On balance, it is my opinion that the benefits required in NPPF 2021, para 202 that I have set out in section 4.3 justify the harm to the heritage asset.

The Railway Coal Chutes and Tramway with Walls and Gates

4.4.68 There are no direct physical changes proposed from the construction of the Scheme on the Coal Chutes. There is provision for a construction compound to the north of the Coal Chutes. The construction of the Scheme will result in some activity infiltrating on the asset's setting.

4.4.69 The operation of the Scheme will result in no change to the significance of the Coal Chutes, and therefore the resultant permanent effect on the asset is neutral.

4.4.70 Mitigation is proposed in the form of toolbox talks to introduce the importance of the Coal Chutes and to ensure their protection during the construction programme a 10m buffer will be imposed. It is also recommended that monitoring visits are organised with conservation local authority officers to ensure protection arrangements are satisfactory. The effect of the works is temporary slight adverse on the asset's setting, which can be managed by the mitigation proposed.

Huddersfield Broad Canal, Locks and Bridges

4.4.71 The location of a compound site located at Ridings Underbridge (MVL3/99) and Peel's Pit Underbridge (MVL3/100) has the potential to temporarily affect the setting of the Huddersfield Broad Canal, Riddings Lock (Lock 6) and Fieldhouse Lock (Lock 7). Construction work close to Deighton Station will affect the setting of Hall Wood Lock (Lock 5) and Red Doles (Lock 9) will also be temporarily affected by construction works in its setting.

4.4.72 Mitigation is proposed through implementing environmental management measures as part of the Part A of the CoCP (NR16B), which will limit visual, noise and dust infiltration in the area of the Canal and locks. Toolbox talks are introduced to raise awareness of the Canal and locks to ensure appropriate management during construction. It is considered that the resultant effect on the significance of the locks' settings would be temporary slight adverse. In all cases, the effect of the Scheme would amount to temporary slight adverse effect which is not significant.

4.4.73 There are changes proposed by the Scheme in the vicinity of Number 2 Lock. These comprise construction of the new B6118 Bridge Road Overbridge (MVL3/107) in vicinity of the Lock; the construction of the new Bradley PSP and the incorporation of a Yorkshire Water sludge main into the Huddersfield Broad Canal bridge (MVL3/108S).

4.4.74 The Environmental Statement (Vol 2ii Route Section 4 Colne Bridge and Battyeford) (NR16A) records temporary impacts on the Grade II Listed Number 2 Lock and the non-designated Huddersfield Broad Canal, from construction activity. This results in a moderate adverse effect for the Lock, which is therefore significant, and a slight adverse effect for the Canal. It is recommended in Part A of the CoCP that environmental management measures are implemented, which will limit visual, noise and dust infiltration in the area of the Canal and Lock.

4.4.75 The Environmental Statement (Vol 2ii Route Section 4 Colne Bridge and Battyeford) (NR16A) records a permanent moderate adverse effect on the setting of Number 2 Lock, which is significant. This is due to the changes in the vicinity of the Lock, from the new PSP and tree removal which will mean increased visibility of the railway, associated OLE and modern buildings. It is recommended that as part of the Landscape and Environmental Management Plan (LEMP) to be submitted pursuant to a condition of the Deemed Planning Permission, a planting plan should be produced to provide an improved future setting to the Canal.

4.4.76 The permanent adverse effects in respect of its setting constitute less than substantial harm under NPPF 2021 and Kirklees Local Plan LP35. On balance, it is my opinion that the benefits required in NPPF 2021, para 202 that I have set out in section 4.3 justify the harm to the heritage asset.

4.4.77 There is considered to be no impact on the significance of the Lock's setting from the changes proposed to the Huddersfield Broad Canal bridge (MVL3/108S). The expansion of the bridge to accommodate the Yorkshire Water sludge main, does not further diminish the significance of the historic

character and setting of the Lock nor appreciation of it within the context of the Canal environment.

Large Brick Warehouse in Goods Yard

4.4.78 The Scheme requires permanent changes to Huddersfield Station such as the introduction of new canopies at the western end of the Station, which is within the location of the Warehouse.

4.4.79 The Warehouse was given full consideration in the respect of potential impacts to its setting from the Huddersfield Station design, particularly when addressing the new canopies extent and bulk and the proximity to the goods lift. Embedded mitigation sought to scale back, lower the canopy and reduce bulk of the form so as not to impinge on the goods lift. This was discussed with Statutory Stakeholders (Kirklees Council and Historic England) on 9th and 30th July 2020 with agreement that design intentions had successfully avoided any concerns. The design of the canopies has sought to realise a better setting for the Warehouse and Station to better reveal their association and significance. This was welcomed by Historic England who have stated in their representation "*A key significance of the setting of the station to the West is its historic connection with the industrial buildings, such as the Grade II listed St. George's warehouse [Large Brick Warehouse]. The legibility of this historic relationship has been eroded in recent years. The new canopies take opportunities to open up new views through to the warehouse and reconnect people's perceptions of this side of the station*".

4.4.80 The environmental assessment concluded that there would be a permanent slight beneficial effect on the Warehouse from improvements to its setting.

4.5 Stakeholder Engagement

4.5.1 The engagement with Historic England and Kirklees Council on the developing proposals for the Scheme began in December 2018, with an early engagement meeting on Huddersfield Station with Kirklees Council in April 2018. A schedule of meetings, which have occurred over the past 2 and half years, is included in Appendix 1 (**NR/PoE/KR-G/6.3**).

4.5.2 Each designated heritage asset affected by the Scheme has been subject to an extensive design optioneering process, which has included the appropriate historic environment stakeholder officers from Kirklees Council and Historic England. In total, 25 meetings[6] have been held with the statutory historic environment stakeholders over two years (21 months – December 2018 to

[6] These are purely design meetings and do not included meetings held: to develop Huddersfield Station Statement of Significance; Route-Wide Statement of Significance; or post TWAO submission.

September 2020) relating to eleven Listed Buildings to progress design solutions. This extensive process of engagement with Kirklees Council and Historic England has provided opportunity for comment, request for further design work and embedded mitigation approaches. This has resulted in no objections to the LBC applications as resolved by Kirklees Planning Committee.

4.5.3 Eight consultation meetings were undertaken with the Canal & River Trust which included historic environment matters.

4.5.4 Consultation meetings were also undertaken with the Railway Heritage Trust on 13th May 2020 and Huddersfield Civic Society on 19th October 2020. The Scheme and historic environment assessment material was provided to these organisations as well as to the Victorian Society and Huddersfield Railway Circle.

4.6 Managing Delivery and Implementation of the Scheme for the Historic Environment

Listed Building Consent Conditions and Deemed Planning Conditions

4.6.1 The management of the Scheme in respect of the historic environment will be through a number of conditions attached to the Listed Building Consent and deemed planning permission. As part of pre-Inquiry communications, a number of conditions have been amended. These revised conditions are set out in Appendix 2 (**NR/PoE/KR-G/6.3**).

4.6.2 Each of the Listed Buildings requiring consent will be subject to a condition of the submission of a CIMP as a means to deliver the required conservation and management of those historic assets as part of the Order. A separate CIMP will be produced for each Listed Buildings requiring LBC. A strategic conservation overview will be included in the individual CIMPs and assurance of this is provided in the revised CIMP condition to the LBCs (see Appendix 2 (**NR/PoE/KR-G/6.3**)). I do not consider it to be necessary to have a stand-alone strategic conservation Plan, because:

- There already exists a route-wide Statement of Significance which captures overall importance and contribution to significance of the railway and its individual assets. This was fully endorsed and signed off by Historic England as a suitable basis from which to understand the significance of the railway and measure the Scheme's impacts upon it;
- The evaluation of impacts from the Scheme are already set out comprehensively in the ES and Heritage Assessments;

- The group value of the Listed Buildings is already fully documented and assessed in the Heritage Assessments and will be taken into account through the CIMP process.
- The heterogeneous nature of the railway, as it was developed at different times by different engineers and companies requires a more bespoke and individual conservation management approach to the historic assets. A strategic conservation plan could inadvertently promote a single conservation standard which would not be appropriate;
- A strategic conservation plan had not been requested in any of the previous consultation sessions during the past 3 years and is a new requirement within the Kirklees Council Statement of Case that has not been fully articulated.
- The wider programme for the Transpennine Route travels through several local authority boundaries and there is no wider agreement in place with them as to the development of a strategic conservation plan.

Supporting Documentation

4.6.3 A number of documents are needed in order to provide the relevant assurances and progress agreed conditions attached to the LBC and deemed planning permission.

CIMPs

4.6.4 Conservation Implementation Management Plans are proposed as a requirement imposed by condition upon each LBC as a mechanism to enable the approved works to be delivered within the terms of the consent and best practice. They have been included in the conditions to the LBCs in order to further secure and assure on the appropriate management of the Listed Buildings affected. The purpose of the CIMPs is to provide greater detail on the nature and extent of the work; specify materials and work practices; set out the processes for employing specialist contractors / advisors; provide the timetable for works and enable monitoring and checks to be incorporated into the programme.

4.6.5 An example of such a document for the Ordsall chord scheme (Stephenson's Bridge) is contained within Appendix 3 (**NR/PoE/KR-G/6.3**). This represents a CIMP that was submitted and approved by LPA under conditions of the deemed planning permission and LBC by the Secretary of State in making the Ordsall Chord Order. The approved works to heritage assets that formed part of the Ordsall Chord Scheme have been carried out and completed under the terms of the CIMP. The Ordsall Chord scheme has been successfully delivered in accordance with these terms and the agreed conservation objectives.

4.6.6 Both Historic England and Kirklees Council welcome the idea of the CIMPs, and progress has been made in putting together an outline draft (Appendix 4 (**NR/PoE/KR-G/6.3**)). The key components of the CIMP are:

- Introduction
- Strategic overview
- Understanding the site – Heritage context & significance
- Methodologies for works
- Maintenance and Management schedules
- Implementation and Review process
- Additional items as required – e.g., visualisations, material samples, survey results

Huddersfield Station Design Guide

4.6.7 It is proposed that a Design Guide should be produced to further develop the concept design and plans of the Huddersfield Station Design and Access Statement (NR15A). This document would be produced with statutory stakeholders and would be signed off by these parties. There is acknowledgement from statutory stakeholders that design detail is forthcoming as the Scheme is progressed. A precedent already exists for this: the Stephenson's Bridge Design Guide was a successful mechanism by which this was achieved at the Ordsall Chord scheme (Appendix 5 (**NR/PoE/KR-G/6.3**)).

5. REPRESENTATIONS AND OBJECTIONS

5.1 Representation Historic England (REPS02)

Representation

5.1.1 Historic England, on 17th May 2021, made a representation to the Secretary of State in response to Network Rail's application for the Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order ("the Order") to authorise the delivery of the Huddersfield to Westtown (Dewsbury) Transpennine improvements scheme ("the Scheme"). Historic England also provided comment on the LBC applications within this letter.

5.1.2 Historic England's letter of 17th May 2021 outlined their broad agreement to the scheme and support for the methodology used to assess the significance of the heritage assets. Historic England also agree with the assessed level of harm identified for the nine Listed Buildings affected, as directed by the NPPF 2021. They state that they have no objection to the Secretary of State granting the Order for this Scheme subject to: timely delivery of the CIMPs for the Listed Buildings affected; further detailed drawings and visualisations showing extent of change and heritage impact.

5.1.3 Historic England request in this letter further clarification around how the harm to the significance of heritage assets will be mitigated and benefits secured. The letter goes on to say that 'We support the use of a Conservation Implementation Management Plan (CIMP)' and 'The aspirations for the historic environment should be translated into the CIMP without delay, using the principles set out in the Heritage Assessments, and then adopted by the local planning authority.'

NR Response

5.1.4 Network Rail provided a general response to Historic England on 5th July 2021 stating their wish to continue the engagement with Historic England building on the successful pre-application consultation. Network Rail confirmed that the CIMPs would be secured by way of condition attached to the LBCs.

5.1.5 Network Rail requested a follow-up meeting to discuss: contents of the CIMPs; other proposed conditions included in the LBC applications; production and implementation of a design guide for Huddersfield Station. It was also requested that the follow-up meeting discuss the way forward on developing a Statement of Common Ground.

5.1.6 The follow-up meeting was held on 1st September 2021, which is documented in the Minutes of Meeting in the accompanying Network Rail letter (Appendix 6 (**NR/PoE/KR-G/6.3**)). Historic England stated that they would not look to sign

a Statement of Common Ground (SoCG), as it is their policy to only do this if they are objecting. In order to progress on the aspects of assurances requested by Historic England, it was agreed that there would be an exchange of letters setting out the current understanding between both parties and the further information to be issued. Historic England appreciated that it was not possible to completely meet their assurances on securing heritage and public benefits at this point in time due to the need for on-going design work to be undertaken. However, Historic England welcomed the opportunity to receive as much further information as possible in respect of the list of items in 5.1.7.

5.1.7 Network Rail issued a letter to Historic England on 29th September 2021 (Appendix 6 (**NR/PoE/KR-G/6.3**)), which including appendices detailing:

- Agreed level of harm to Listed Buildings affected by the Scheme;
- Proposed outline contents for CIMPs;
- Proposed indicative timescales for works at Huddersfield Station;
- Agreed amendments to conditions attached to deemed planning permission;
- Agreed amendments to conditions attached to Listed Building Consents.

5.2 Objection 33 Kirklees Council

5.2.1 Technical issues are being resolved through collaborative effort in the workshops between Network Rail and Kirklees Council. This is being managed through working towards an agreed Statement of Common Ground between the two parties. Additional comments in this section directly address the issues raised in the Kirklees Council Statement of Case (SoC).

Objection

5.2.2 Kirklees Council's response dated 17th May 2021, to Network Rail's Transport and Works Act Order application to the Secretary of State for Transport for the Huddersfield to Westtown (Dewsbury) Scheme, states they recognise and support the outcomes of the Scheme. In respect of heritage assets, the Council states that it does not have any objections to the nine Listed Building Consent applications submitted alongside the Order. They go on to state that they would require further commitments as part of the LBC. This would include: the submission of CIMPs for the affected Listed Buildings; the need for a CIMP to cover the Huddersfield Town Centre Conservation Area; consideration of maintenance and future use of redundant two Grade II Listed Buildings [Calder & Hebble Canal Underbridge (MDL1/6) and River Calder

Underbridge (MDL1/8)] and the assessed level of impact on Grade II Listed Railway Coal Chutes and Tramway at Hillhouse.

5.2.3 In Kirklees Council's Statement of Case, dated 6th July 2021, they express a general concern that the assessment of the impact on the historic environment is: *'incomplete, insufficiently detailed and reliant upon currently ill-defined procedures which fail to provide the "clear and convincing justification" (NPPF, para 194[7]) necessary to justify the exceptional adverse impacts on the historic environment'* (*paras 12.1.1)* and is further expressed in paragraph 12.3.1 that the TWAO submission and the nine Listed Building Consent application are: *'...demonstrably incomplete, inadequate and reliant upon documentation and processes which have yet to be devised, drafted or determined.'*

NR Response

5.2.4 Section 4.1 sets out the scope and approach for the EIA and Heritage Assessments which was agreed with Kirklees as part of the consultation programme. In my view, the impact assessment submitted in relation to the historic environment affected by the Order works has provided a clear and convincing justification on the impacts that will occur as a necessary consequence of the improvements needed for the Scheme.

5.2.5 Kirklees Council does acknowledge that: *'…extensive heritage analysis work [which] has been undertaken to inform the proposed works.'* (*para 12.3.3*). Further communication in respect of the assessment methodology was issued to Kirklees Council on 24th September 2021 to support understanding of the processes undertaken (Appendix 7 (**NR/PoE/KR-G/6.3**)).

Objection

5.2.6 A general concern is expressed that the evidence submitted for the TWA Order does not provide the detail to confirm how the nature of the impacts on the historic environment or how the design solutions have adopted the least harmful impact or how design mitigation could be applied (*para 12.1.4 [d]*).

NR Response

5.2.7 The thorough approach taken in respect of design optioneering and the impacts and enhancements to the historic environment is set out in 4.4.1 and has been discussed with Kirklees Council.

[7] This is paragraph 200 in NPPF 2021

Objection

5.2.8 Concern is expressed that the proposed design details are inadequate to achieve the high-level design quality responses necessary either in a functional or aesthetic sense (*para 12.2.2*).

NR Response

5.2.9 Design development to this stage has received extensive levels of engagement with historic environment statutory stakeholders, as outlined in 4.5.2. Kirklees Council note this in their Statement of Case (*para 12.1.2*): '*It is acknowledged that the design development of the proposed TRU-W3 works have been undertaken (in consultation with officers from Kirklees Council and Historic England) with the objective of attempting to balance the adverse heritage impacts against the public benefits*.'

Objection

5.2.10 Concern is expressed that there has not been a demonstration of a clear and wholly convincing justification for the exceptional loss of Listed Buildings and the compromise of other heritage assets as a result of the Scheme (*para 12.2.4*).

NR Response

5.2.11 The Heritage Assessments submitted in support of the Listed Building Consent applications provide extensive explanation of the design development process and justification of the proposals, taking into account the impact on the significance of heritage assets and the substantial public benefits that will be delivered. A summary of the public benefits that will be delivered from the Scheme are set out in section 4.3 and more thoroughly in the Statement of Aims (NR04).

Objection

<u>Failure to address adverse impacts on listed buildings within the operational land</u>

Hillhouse Sidings Railway Coal Chutes and Tramway with walls and gates (Grade II Listed, NHLE 1096083)

5.2.12 Concern is expressed that the TWAO submission fails to address the major adverse impacts on the Hillhouse Sidings Railway Coal Chutes and Tramway with walls and gates (Grade II Listed, NHLE 1096083) (*paras 12.2.6, 12.2.7 [c]*).

NR Response

5.2.13 Assessment of the impact of construction and operation of the Scheme on the Grade II Listed Coal Chutes and Tramway is provided in 4.4.68 and 4.4.69. The SoCG is working towards an agreement to amend Planning Condition 5 of the CoCP of the deemed planning permission to provide protective measures for the Grade II Listed Coal Chutes and Tramway during construction.

Objection

Calder & Hebble Canal Underbridge (MDL 1/6) (Grade II Listed, NHLE 1183783) and River Calder Underbridge (MDL 1/8) (Grade II Listed, NHLE 1313646)

5.2.14 Concern is expressed with respect to the assessment of impacts on the Grade II Listed Calder & Hebble Canal Underbridge (MDL 1/6) (NHLE 1183783) and River Calder Underbridge (MDL 1/8) (NHLE 1313646), particularly the permanent impact resulting from the redundancy of the listed bridges (*para 12.2.7 [a] [b]*).

NR Response

5.2.15 The assessed impact on the historic bridges is explained in 4.4.64 to 4.4.67. The use of maintenance schedules for non-operational structures, including listed structures, is already part of Network Rail's management and maintenance of its estate. An example of such a management plan is included in Appendix 3 (Stephenson's Bridge, Manchester) (**NR/PoE/KR-G/6.3**), which was shared with Kirklees Council on 14th September 2021. The SoCG being worked towards proposes an additional condition as part of deemed planning consent.

Objection

Maintenance of non-operational Listed structures

5.2.16 The future management and maintenance of non-operational structures is noted by Kirklees Council as an element which requires addressing further, particularly in relation to the Grade II Listed Coal Chutes and Tramway with walls and gates at Hillhouse (NHLE 1096083).

NR Response

5.2.17 This is a matter deemed outside of the Scheme. The coal chutes will not be physically affected by the works required.

Objection

Failure to address the impact on Huddersfield Town Centre Conservation Area (HTCCA)

5.2.18 Concern is expressed that the TWAO proposal does not consider the potential impact on Huddersfield Town Centre Conservation Area (HTCCA), particularly with respect to permanent impacts arising from the operation of the Scheme (*paras 12.2.9 to 12.2.13*).

NR Response

5.2.19 The impacts and resultant effects on the Conservation Area forms part of the SoCG that is being worked towards agreement between NR and Kirklees Council. The developing SoCG details the proposed new condition to the LBC for Huddersfield Station and Viaduct in respect of having special consideration of the Conservation Area during construction works.

Objection

Lack of a strategic conservation plan and ambiguity of scope of Conservation Implementation Management Plans (CIMPs)

5.2.20 Concern is expressed regarding the use of the *TransPennine Route Upgrade, Route-wide Statement of Significance* (Alan Baxter Associates, 2019), particularly the suggestion that it does not draw any management conclusions from the identified significance of the line and that it has not been used to measure the heritage impact of the Scheme (*para 12.2.15*).

5.2.21 It is recommended in paragraph 12.2.18 that a Strategic Conservation plan is produced.

NR Response

5.2.22 A strategic conservation plan has been discussed during pre-Inquiry meetings with Kirklees Council. The SoCG that is being worked towards sets out a revised LBC condition proposed to Kirklees Council in respect of incorporating a strategic overview within the CIMPs, which would serve the purpose of a strategic conservation plan.

Objection

5.2.23 Concern is expressed that the current definition and scope of the Conservation Implementation Management Plans (CIMPs) is limited and lacks the context of wider strategic conservation aims for the railway line (*para 12.2.17*), albeit Kirklees Council do welcome the CIMPs in principle (*para 12.2.16*).

5.2.24 It is also stated that the TWA Order submission demonstrates an over-reliance on the use of the CIMPs without clearly demonstrating their purpose, status as a Planning tool, or the procedures necessary to confirm their approval (*para 12.2.22*).

NR Response

5.2.25 The recommendation for the CIMPs to be produced and secured via condition of the Listed Building Consents applications was made following consultation with Kirklees Council and Historic England. Previously endorsed examples by historic environment stakeholders have been shared (Appendix 3 (**NR/PoE/KR-G/6.3**)).

5.2.26 Kirklees Council note in their Statement of Case that the indicative purpose of the CIMPs: '*is broadly welcomed as a Planning tool and it is noted that the contents are to be agreed with relevant Stakeholders.'* (*para 12.2.24*). Draft contents for the CIMPs for the Huddersfield to Westtown (Dewsbury) Scheme (Appendix 4 (**NR/PoE/KR-G/6.3**)) was shared with Kirklees Council (on 28th September 2021) and they responded (29th September 2021) stating they were satisfied with the proposed outline. The draft CIMP contents were issued to Historic England on 29th September 2021 attached to NR's letter (Appendix 6 (**NR/PoE/KR-G/6.3**)).

<u>Inappropriate reliance on recording as a compensatory measure</u>

5.2.27 Concern is expressed that the Scheme submission demonstrates an over-reliance on the use of historic building recording as a mitigation mechanism (*para 12.2.27*).

NR Response

5.2.28 Historic Building Recording is clearly defined as a compensatory measure, which does not remove or reduce impacts from the Scheme on the heritage assets. Compensation measures are applied post design stage and are intended as a means of recording the negative change to the significance of an historic asset; enabling future dissemination of information about this change.

5.2.29 Concern is also expressed that the recommendations made for the use of such historic building recording as compensation is contrary to the guidance in NPPF paragraph 199[8] (*para 12.2.28*). There is no statement within either the ES or the Heritage Assessments that historic building recording justifies loss or harm to the significance of a heritage asset. Indeed, the residual effects

[8] This is paragraph 205 in NPPF 2021

recorded in the ES following compensation including historic building recording for those structures affected by the Scheme do not change as a result of such historic building recording being proposed. It is stated in paragraph 6.7.2 of ES Vol 2i Chapter 6 Historic Environment (NR16A) that: '*the additional compensation measures outlined do not diminish effects on affected assets; these measures acknowledge change or loss and evidences this through mechanisms such as building recording*'. Nor in the Heritage Assessments supporting the LBC applications, is historic building recording used to weigh against the level of harm to the significance of those Listed assets affected by the Scheme or provide justification in respect of loss / change to the significance of these assets. The level of harm to significance identified in the Heritage Assessments as resulting from the changes to each Listed structure are not reduced by the recommendations of historic building recording.

Objection

Modifications sought by Kirklees Council in respect of the Historic Environment – Alternative / Additional Conditions

5.2.30 Particular concern is raised with regards to the inability to evaluate the full impact of the Scheme in the context of the whole of the national infrastructure project due to a lack of a strategic conservation plan. Due to the lack of this document, the TWAO application fails in providing the necessary justification to support the impacts on the historic environment (para 12.3.2).

5.2.31 The Council makes a request for the submission and approval of individual CIMPs as outlined in AAC 5 and 11, Schedule 1 of their Statement of Case.

5.2.32 The Council makes a request for the submission and approval of an historic environment CoCP, as outlined in AAC 12, schedule 1 of their Statement of Case.

NR Response

5.2.33 The SoCG that is being worked towards sets out a proposed revised LBC condition to be agreed with Kirklees Council in respect of incorporating a strategic overview within the CIMPs, which would serve the purpose of a strategic conservation plan.

5.2.34 In terms of the inability to evaluate impacts and provide justification, Kirklees Council have been kept fully informed throughout the design process of the impacts to the historic environment, the assessment approach, the mitigation proposed, the needs of the Scheme and the benefits to be achieved. This is

fully set out in sections 4.1, 4.2, 4.3, 4.4 and 4.5, which has enabled decision-making.

5.2.35 It is proposed for agreement as part of the developing SoCG between Network Rail and Kirklees Council that AAC5 and 11 are not required as other conditions already satisfy this request.

5.2.36 It is proposed for agreement as part of the developing SoCG that a separate historic environment CoCP is deemed unnecessary (AAC12) as this is more than adequately covered in the CIMPs, CoCP part A and in condition 8 for archaeology.

5.2.37 Details of the proposed amendments to conditions relating to the deemed planning permission and LBC are contained in Appendix 2 (**NR/PoE/KR-G/6.3**).

5.3 Objection 35 Canal & River Trust

Objection

Appendix A Section 4 Order Plan Sheet 7: Woks No 2C – Red Doles Bridge

5.3.1 The works within the red line boundary have the potential to impact on the settings of Huddersfield Broad Canal, an undesignated asset, and Red Doles Lock (Lock 9 and Bridge 11), Grade II Listed.

NR Response

5.3.2 The assessed level of impacts and mitigation is given in 4.4.71 to 4.4.72.

Objection

Appendix A Section 5 Order Plan Sheet 7: Work No.3 Reconstruction of Field House MVL3 Overbridge

5.3.3 Lock 7 at Field House is Grade II Listed and protection measures should be in place to safeguard the Canal corridor.

NR Response

5.3.4 Protection measures are provided in the additional mitigation set out in 4.4.71 to 4.4.72.

Objection

Appendix A Section 6 Order Plan Sheet 8: Work No.4 Reconstruction of Ridings MVL3 Underbridge

5.3.5 Land adjacent to Ridings is included within the red line boundary as a construction compound and is next to Lock 6 and Lock 5, both Grade II Listed Structures. Protection measures should be in place to safeguard the Canal corridor.

NR Response

5.3.6 Protection measures are provided in the additional mitigation set out in 4.4.71 to 4.4.72.

Objection

Appendix A Section 8 Plan Order Sheet 11: Work No 9A Reconfiguration of Huddersfield Broad Canal Bridge

5.3.7 There is concern in respect of the proposed Principal Supply Point (PSP) Building affecting the setting of the Grade II Listed Calder and Hebble Navigation Number 2 Lock. The Huddersfield Broad Canal, a non-designated asset, should also be given consideration in respect of impacts from the PSP.

5.3.8 There is also a concern raised regarding the incorporation of a Yorkshire Water sludge main into the Huddersfield Broad Canal bridge (MVL3/108S), and the impact this change will have on the setting of Number 2 Lock.

5.3.9 The Trust states that there would be permanent irreversible harm to the setting of the Lock from loss of tree cover.

NR Response

5.3.10 The assessment of the impact on setting from the Scheme to Number 2 Lock is provided in 4.4.73 to 4.4.77.

5.4 Objection 23: HD1 Developments Ltd

Objection

5.4.1 There is a request for further details of the Scheme and the protective works required to the Grade II large brick warehouse façade facing the Station; in particular the goods lift. Concern is expressed that the EIA and other documentation provides an inadequate evaluation of the impacts.

NR Response

5.4.2 The large brick warehouse has been assessed in respect of its setting and the proximity of the new station canopies to the good lift (see paragraphs 4.4.78 to 4.4.80). At the time of writing the ES, there was no proposal under the scheme to carry out physical works to the warehouse. I understand the only works required are due to safety reasons. This will be in the form of earthing and bonding measures which will be undertaken to the existing goods lift building. Please refer Mr Graham Thomas's Engineering and Design Proof of Evidence (NR/PoE/GT/2.2) for more details. In my view this would not have an impact to the significance of the Listed Building, and I understand there are on-going discussions with HD1 Ltd in relation to this.

5.5 Objection 44: Mrs Newton

Objection

5.5.1 Concern is raised in respect of access to private property, which is currently through the railway underbridge, Occupation (MDL1/10).

NR Response

5.5.2 Occupation Underbridge (MDL1/10) is Grade II Listed. No objections are raised in respect of the impacts on the heritage significance of the bridge. Further discussion is provided in Mr Nigel Billingsley Property Proof of Evidence (NR/PoE/GT/5.2).

6. WITNESS DECLARATION

6.1 Statement of declaration

6.1.1 I hereby declare as follows:

(i) This Proof of Evidence includes the facts which I regard as being relevant to the opinions which I have expressed, and the Inquiry's attention has been drawn to any matter which would affect the validity of that opinion.

(ii) I believe the facts which I have stated in this Proof of Evidence are true and that the opinions expressed are correct.

(iii) I understand my duty to the Inquiry to help it with matters within my expertise and I have complied with that duty.