

INQ/7

2 November 2021

NETWORK RAIL INFRASTRUCTURE LIMITED

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

NETWORK RAIL INQUIRY DOCUMENT

**Post application correspondence between Network Rail and Historic England
on the TWA Order and Listed Building Consent Applications**

1. Purpose of Document

- 1.1 Attached at Appendix 1 to this document is a letter dated 28th September 2021 from Network Rail to Historic England the purpose of which is to detail Network Rail's responses to matters raised by Historic England in the representation submitted by Historic England (**REP/02**) and to confirm matters discussed between the parties subsequent to the submission of Historic England's representation. This letter also details the amendments discussed by the parties to the conditions proposed to be attached to both Network Rail's request for deemed planning permission (**NR12**) (see Appendix E to this letter) and Network Rail's applications for Listed Building Consent (**NR17 to NR25**) (see Appendix F to this letter).
- 1.2 Attached at Appendix 2 to this document is a letter dated 22nd October 2021 from Historic England to Network Rail in response to Network Rail's letter of 28th September 2021.
- 1.3 This document should be read in conjunction with Network Rail Inquiry Documents:-
 - 1.3.1 **INQ/12** - Appendix 2 (NR12) – Amended conditions proposed to be attached to the direction for deemed planning permission – As amended 2 November 2021; and
 - 1.3.2 **INQ/6** - Consolidated amendments to Network Rail's proposed conditions for the Listed Building Consent Applications (NR17 to NR25).

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Appendix 1



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28 September 2021

Our ref. 151667-TSA-00-TRU-LTR-W-LP
-001187

Dear John,

Re: The Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order

Thank you for your attendance at the meeting of 1st September 2021 on behalf of Historic England alongside Kerry Babington to discuss the representation made by Historic England to the Secretary of State ("SoS") 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").

As discussed at that meeting, Network Rail acknowledge that Historic England does not wish to complete a Statement of Common Ground (SoCG) with Network Rail, based on the Historic England policy to only do so where Historic England is classified as an objector to a TWA Order application. In light of this, and as agreed between all parties at the meeting, the purpose of this letter is to detail Network Rail's response to those outstanding areas of concern raised by Historic England in their representation (**REP/02**) to the SoS.

1 Introduction and Context

- 1.1 Network Rail Infrastructure Limited ("Network Rail") made an application on 31st March 2021 for an order under the Transport and Works Act 1992 to authorise the construction, maintenance and operation by Network Rail of works on the Transpennine Line between Huddersfield and Westtown (Dewsbury) for the purposes of increasing capacity and improving journey time and performance reliability of rail services on the Transpennine Line both between Huddersfield and Westtown (Dewsbury) and Manchester, Leeds and York. The order applied for entitled The Network Rail (Huddersfield to Westtown (Dewsbury) Improvements Order ("the Order") (**NR02**).
- 1.2 In connection with Network Rail's application for the Order, a request has also been made by Network Rail to the Secretary of State for Transport under section 90(2A) of the Town and Country Planning Act 1990 that planning permission, so far as it is required, shall be deemed to be granted for the development proposed to be authorised by the Order (**NR12**).

1.3 Listed building consents (LBCs) are also required for the purposes of the proposals included in Network Rail's application for the Order. Under Section 12(3A) of the Planning (Listed Buildings and Conservation Areas) Act 1990 the following LBC applications made by Network Rail have been referred to the Secretary of State for determination.

- An application for listed building consent in respect of Huddersfield Station. The proposed works include the total demolition of roofs B & C; the demolition of two bays of roof A at the Manchester end of the station; new section of canopy on the Penistone line platform; the installation of two new bays on roof A at the Leeds end of the station, re-instatement of lantern to whole of roof A; platform alterations and extensions; new island platform; extension of existing passenger subway; in-filling of disused parcel subway; demolition of signal box, relay room and cable gantry between platforms 1 and 4; re-location of tea rooms; provision of new eastern footbridge and lifts/stairs and canopies; provision of overhead electric line equipment (**NR17**).
- An application for listed building consent in respect of Huddersfield Viaduct (MVL3/92). The proposed works include the re-construction of Span 1 (MVL3/92(1) John William Street), strengthening works to the abutment of Span 4 (MVL3/92(3) Fitzwilliam Street), re-construction of part of Span 29 (MVL3/92(9) Bradford Road), provision of pattress plates and installation of overhead electric line equipment and a signal gantry (**NR18**).
- An application for listed building consent in respect of Wheatley's Colliery Overbridge (MVL3/103), Bradley. The proposed works comprise the demolition and replacement of Wheatley's Colliery Overbridge (MVL3/103) (**NR19**).
- An application for listed building consent in respect of Colne Bridge Road (B6118) Overbridge (MVL3/107), Bradley. The proposed works comprise the demolition and replacement of Colne Bridge Road (B6118) overbridge (MVL3/107) (**NR20**).
- An application for listed building consent in respect of Mirfield Viaduct (MVN2/192), Mirfield. The proposed works comprise the erection of overhead electric line equipment on Mirfield Viaduct (MVN2/192) (**NR21**).
- An application for listed building consent in respect of Wheatley's Viaduct (MVN2/196), Mirfield. The proposed works comprise the erection of overhead electric line equipment and handrail on Wheatley's Viaduct (MVN2/196) (**NR22**).
- An application for listed building consent in respect of Occupation Underbridge (MDL1/10), Thornhill Lane, Westtown. The proposed works comprise the infill and deck re-construction of the Occupation underbridge (MDL1/10) (**NR23**).
- An application for listed building consent in respect of Toad Holes Underbridge (MDL1/12), Westtown. The proposed works comprise the total infill and deck re-construction of the Toad Holes underbridge (MDL1/12) (**NR24**).
- An application for listed building consent in respect of Ming Hill Underbridge (MDL1/14), Westtown. The proposed works comprise the total infill and deck re-construction of the Ming Hill underbridge (MDL1/14) (**NR25**).

1.4 Historic England submitted a representation to the Secretary of State on 17th May 2021 (given reference **REP/02**) in relation to Network Rail's application for the Order.

1.5 Network Rail responded to the representation (**REP/02**) with a letter, addressing Historic England's comments and providing initial additional information appended to that letter. These appendices comprised:

- Network Rail's proposed putative conditions to be attached to each of the LBC applications, as were submitted by Network Rail alongside each of those LBC applications.
- Examples of a Conservation Implementation Management Plan (CIMP) and a Design Guide which were produced by Network Rail for two Listed structures affected by the delivery of Network Rail's recent Ordsall Chord project in Manchester. These included an example of a maintenance schedule employed by Network Rail on the Ordsall Chord project for a non-operational Listed structure.
- A list of those additional documents which Network Rail proposes to produce alongside the CIMPs to be produced by Network Rail as required by the conditions proposed by Network Rail to be attached to each LBC.

1.6 Network Rail met with Historic England on 1st September 2021 to further discuss the concerns raised in the representation (**REP/02**) and the proposal for an SoCG between the parties. Historic England stated at this meeting that Historic England did not wish to complete a SoCG with Network Rail based on the Historic England policy only to enter into a SoCG with applicants where Historic England have been classified as an objector to that applicant's TWA Order application. The areas of assurance which Historic England required with regard to the proposals were discussed, with particular focus on the content and delivery of the CIMPs and the implementation and programming of further details on the work in terms of detailed drawings, methodologies and the discharge of conditions. Based on the discussion at this meeting, it was agreed to proceed with an exchange of letters to share and confirm agreement with further detail regarding the Order proposals. 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 ongoing design work to be undertaken, however, Historic England welcomed the opportunity to receive as much further information as possible. The minutes of this meeting are provided in Appendix A to this letter.

1.7 Network Rail and Historic England are both keen to continue to engage with each other, building upon the successful and extensive pre-application consultation undertaken through the past two and a half years. This letter is intended to further address the outstanding areas of concern which Historic England have raised in their representation (**REP/02**) and subsequent meeting, as well as outlining those areas where Network Rail and Historic England are in agreement.

2 Historic Environment Assessment and Methodology

2.1 Network Rail acknowledge that Historic England support the methodology and approach adopted by Network Rail in assessing the significance of the heritage assets affected by

the Order submission as detailed in the Heritage Assessments submitted by Network Rail in support of its LBC applications.

- 2.2 Network Rail and Historic England are in agreement as to the levels of harm to the significance of each heritage asset affected by the Order, as outlined in Historic England's representation (**REP/02**), and reproduced in Appendix B of this letter.

3 Conservation Implementation Management Plans (CIMPs)

- 3.1 In Historic England's representation (**REP/02**), Historic England identify that they support the use of CIMPs. However, Historic England raised concerns about how the level of harm can be fully understood or justified due to the absence of a draft version of this document. Historic England consider that there is lack of clarity on what the Order will deliver for the historic environment without the CIMPs and that the aspirations for the historic environment should be translated into CIMPs, using the principles set out in the Heritage Assessments, and then adopted by the local planning authority. This would deliver the appropriate mechanism to mitigate harm and secure the benefits, which is currently lacking.
- 3.2 Network Rail acknowledge Historic England's comment that the CIMPs should include the following key matters: historic building recording; methodology for reuse of historic fabric; themed interpretation in the design of the two new bridges (replacing Wheatley's Overbridge (MVL3/103) and Colne Bridge Road Overbridge (MVL3/107)). Network Rail have proposed that a condition is attached to each of the listed building consent applications to secure the production of the CIMPs. The revised wording for each of these proposed conditions which are to be attached to each LBC are shown in Appendix F by way of tracked amendments).
- 3.3 Network Rail have shared with Historic England examples of a previous CIMP as produced by Network Rail for two Listed structures affected by the delivery of the recent Network Rail Ordsall Chord TWA Order scheme in Manchester. Network Rail propose that a similar approach to that detailed in these example documents would be followed for the proposed CIMPs for this Order and the additional associated documents to be produced for this Order.
- 3.4 As requested in discussion during the meeting on 1st September 2021, Network Rail have produced for Historic England an example of the contents of a CIMP to provide reassurance on what areas the CIMPs will cover. This example is included in Appendix C.
- 3.5 Network Rail acknowledge that Kirklees Council will be the local planning authority responsible for dealing with Network Rail's applications to discharge any conditions to be attached to the final LBCs, including the production and approval of the CIMPs. However, Network Rail commit to continuing to engage with Historic England with respect to the production of the CIMPs alongside the necessary engagement with Kirklees Council.

4 Huddersfield Station

- 4.1 Network Rail acknowledge Historic England's comments at the meeting on 1st September 2021 as regards further understanding the likely timescales for the works at Huddersfield Station and the interrelationship between this and the production of the CIMPs, particularly in respect of the Grade I Listed status of Huddersfield Station. Network Rail have provided

high level indicative timescales for the main stages of work at Huddersfield Station, based on current programme. It should be noted that these timescales are also dependant on when the Order is made. This is included in Appendix D.

- 4.2 In their representation (**REP/02**), Historic England identify that care will be required to move the Tea Rooms structure at Huddersfield Station and to relocate it as close as possible to its original position on the platform, with an appropriate methodology for dismantling, storage and reconstruction and monitoring required. Network Rail agree and have proposed that the specific methodology for the dismantling, storage and reconstruction of the Tea Rooms will be detailed within the CIMP, which is secured through the proposed Listed Building Consent condition (see Condition 6 for the Huddersfield Station LBC (**NR17**) at Appendix F). Examples of how the production of elements of the CIMP regarding to the Tea Rooms are proposed to align with the indicative timescales for the work at Huddersfield Station are provided in Appendix D.
- 4.3 In their representation (**REP/02**), Historic England also state that they consider the success of the new interventions within the historic context of Huddersfield Station will be dependent on the detail of the execution and quality of the materials for the new canopies and footbridge. Historic England recommend that a 'Design Guide' for the new works that includes an indicative materials palette be produced and adopted as part of the CIMP, as well as detailed construction drawings for the new interventions. Network Rail have shared with Historic England an example of a Design Guide as produced by Network Rail for two Listed structures affected by the delivery of the recent Network Rail Ordsall Chord TWA Order scheme in Manchester. Network Rail propose that a similar approach will be adopted for a Design Guide for the works at Huddersfield Station and so have committed with Historic England to produce a Design Guide for Huddersfield Station. The detail of Network Rail's commitment to this approach has been confirmed by Network Rail in a separate commitments letter from Network Rail to Historic England. Network Rail also included with its LBC application for Huddersfield Station (**NR17**) a condition (Condition 3) for materials to be specified and approved prior to use. A condition has also been proposed in respect of platform furniture at the Station (Condition 5), which again will be specified and approved prior to use (see Appendix F for both conditions).
- 4.4 In addition to the amendments to the LBC conditions discussed above, the following amendment (identified as tracked amendment shown in Appendix F) has also been proposed by Network Rail:-
 - 4.4.1 Network Rail proposes to amend the wording of condition 6 for the LBC for Huddersfield Station (**NR17**) to include a requirement for the CIMP for Huddersfield Station to include details of any works to reduce, mitigate or avoid harm to the special interest and character of the Huddersfield Town Centre Conservation Area. This is in response to Kirklees Council raising a concern that the Huddersfield Town Centre Conservation Area and the impact on this asset not being referred to in the original proposed wording of this condition. This proposed amended wording for condition 6 of the LBC for Huddersfield

Station (**NR17**) is provided in Appendix F with the amendments shown as tracked changes.

5 Additional Drawings and Visualisations

- 5.1 In their representation (**REP/02**), Historic England express concern that further detail of the proposals is required in the form of additional detailed drawings and visualisations for the Grade I Listed Huddersfield Station and the Grade II Listed bridges to show the impacts on these assets as a result of the Order.
- 5.2 Network Rail acknowledge Historic England's concerns and plan to continue engagement with Historic England through the ongoing detailed design process. Further drawings and visualisations will be produced during this process and shared with Historic England in connection with Network Rail's production of the CIMPs.

6 Future Engagement with Historic England

- 6.1 Network Rail plan to continue engagement with Historic England, as discussed and agreed at the meeting on 1st September 2021. Network Rail commit to continuing to engage with Historic England regarding further detailed design development and the discharge of conditions to the deemed planning permission and LBCs (subject to the Order being granted).
- 6.2 It is recognised that Historic England's principal area of interest in such continuing engagement is likely to be regarding the proposals for the Grade I Listed Huddersfield Station, however Network Rail will also provide updates on future detailed design development and the discharge of conditions regarding the Grade II Listed bridges as well, particularly with respect to the proposals for Wheatley's Overbridge (MVL 3/103) (LBC application (**NR19**)) and Colne Bridge Road Overbridge (MVL 3/107) (LBC application (**NR20**)).

7 Proposed LBC Condition Amendments

- 7.1 Network Rail acknowledge Historic England's suggestion of conditions to secure the mitigation and realise benefits in relation to the heritage assets affected by the Order as included in the Historic England representation (**REP/02**). Network Rail have discussed with Historic England the terms of the putative conditions proposed by Network Rail to be attached to its LBC applications. Network Rail have proposed further amendments to those conditions (as discussed above and below) in relation to the representation of Historic England (**REP/02**), and ongoing discussions with Kirklees Council.
- 7.2 Appendix F sets out the conditions proposed at application by Network Rail to be attached to the LBCs applications with the subsequent agreed amendments to the wording of those conditions, relevant to the matters raised in Historic England's representation (**REP/02**), identified by way of tracked amendments. This includes the amendments to address the production of CIMPs (see section 3 above) and matters relating to Huddersfield Station (see section 4 above).
- 7.3 In addition to the amendments to the LBC conditions discussed above, the following amendments (identified as tracked amendments shown in Appendix F) have also been proposed by Network Rail:-

- 7.3.1 Historic England raised concerns in their representation (REP/02) that the final proposed design for the Grade II Listed Wheatley's Overbridge (MVL 3/103) does not fully realise a high quality, bespoke solution that draws out the heritage significance of the site, particularly in relation to an absence of detail regarding contextual interpretation on site. Network Rail note these comments regarding the securing of integrated heritage and public benefits. Network Rail proposes to amend the wording of condition 4 for LBC **(NR19)** regarding the production of a CIMP to facilitate a bespoke interpretive design strategy to compliment the ongoing detailed design process. This will build on the discussions and the interpretive theming concepts shared as part of the latter design meetings. This proposed amended wording for condition 4 to LBC application **(NR19)** is provided in Appendix F with the amendments shown as tracked changes.
- 7.3.2 Network Rail proposes to amend the wording of the condition relating to the production of the CIMP for each of the LBC applications to include a requirement for a strategic overview. This is in response to Kirklees Council requesting that the CIMPs include a strategic element. This proposed amended wording for the conditions relating to the CIMP for each of the LBCs is provided in Appendix F with the amendments shown as tracked changes. Further information on what this strategic overview will cover is provided in the proposed outline CIMP contents in Appendix C.
- 7.3.3 As with the amendment to condition 6 for the LBC for Huddersfield Station **(NR17)** (see above, paragraph 4.4.1), Network Rail proposes to amend the wording of condition 5 for the LBC for Huddersfield Viaduct (MVL 3/92) **(NR18)** to include a requirement for the CIMP for Huddersfield Viaduct to include details of any works to reduce, mitigate or avoid harm to the special interest and character of the Huddersfield Town Centre Conservation Area. This proposed amended wording for condition 5 of the LBC for Huddersfield Viaduct (MVL 3/92) **(NR18)** is provided in Appendix F with the amendments shown as tracked changes.
- 7.3.4 Network Rail also proposed to amend the wording of condition 5 for the LBC for Huddersfield Viaduct (MVL 3/92) **(NR18)** to remove the duplication of the requirement for the provision of heritage interpretation boards during construction works. This proposed amended wording for condition 5 of the LBC for Huddersfield Viaduct (MVL 3/92) **(NR18)** is provided in Appendix F with the amendments shown as tracked changes.
- 7.3.5 Network Rail proposes to amend the wording of condition 4 for the LBCs for both Wheatley's Overbridge (MVL 3/103) **(NR19)** and Colne Bridge Road Overbridge (MVL 3/107) **(NR20)** to include an additional criterion (e) on regarding materials. This is to provide reference to the materials for the both the new and retained elements of the structures at each location. This proposed amended wording for condition 4 for the LBCs for Wheatley's Overbridge (MVL 3/103) **(NR19)** and Colne Bridge Road Overbridge (MVL 3/107) **(NR20)** is provided in Appendix F with the amendments shown as tracked changes.

8 Proposed Planning Condition Amendments

- 8.1 An amendment (in the form of a new proposed planning condition) is proposed by Network Rail to be attached to its request for deemed planning permission **(NR12)** which is relevant to matters raised in Historic England's representation **(REP/02)** in relation to securing the

long-term condition of the proposed to be non-operational Grade II Listed Calder & Hebble Underbridge (MDL 1/6) and River Calder Underbridge (MDL 1/8). This new planning condition is set out in Part 1 of Appendix E.

- 8.2 An amendment to the wording of the proposed planning condition 7 regarding Materials is also proposed by Network Rail to be attached to its request for deemed planning permission (**NR12**). This amended wording includes reference to requirement for samples and specification of materials to be used in principal station signage¹ at the Grade I Listed Huddersfield Station to be submitted to and approved in writing by the local planning authority. This is in response to concern raised by Kirklees Council regarding principal signage at all stations. The proposed amended wording for the proposed planning condition 7 is set out in Part 2 of Appendix E with the amendments shown as tracked changes.

9 Next steps

- 9.1 Network Rail invite Historic England to respond to this letter confirming agreement with the position as set out by Network Rail in this letter. Alternatively, Historic England are welcome to withdraw their representation on the Order (**REP/02**) on the basis of the information and commitments provided in this letter.
- 9.2 If Historic England wishes to maintain its representation (**REP/02**) then Network Rail will need to produce this correspondence to inform the Inquiry Inspector and the Secretary of State of the position reached between us in the context of the matters on which the Secretary of State wishes to be informed in considering these applications.
- 9.3 Therefore, this letter is issued to you on an open basis and we would invite you to provide any response on the same basis.
- 9.4 As outlined above, Network Rail intend to continue engaging with Historic England through the further detailed design development of the Order and the discharge of conditions, including production of the CIMPs, particularly with respect to Huddersfield Station.
- 9.5 We would like to take this opportunity to thank Historic England for their engagement throughout the design development process during the pre-application stage, which we consider to have been successful in helping to shape the Order application in a manner which responds to the historic environment.

Yours sincerely



Penny Carter
Project Manager (Consultation)
Network Rail

¹ Principal Station signage” means the station signage that will comprise the National Rail “double arrow” symbol and the relevant station name.

OFFICIAL



Appendix A: Minutes from meeting between Historic England and Network Rail, 1st September 2021

Notes Historic England Meeting 01 September 2021	
Attendees:	Apologies:
Matthew Jenkins – MJ (Atkins) Tony Rivero – TR (Network Rail) Alex Davies – AD (Network Rail) John Stonard – JS (Historic England) Katie Rees-Gill – KRG (Atkins) Charlie Watson – CW (Atkins) Kerry Babington – KB (Historic England)	Pam Butler (Atkins) Penny Carter (Network Rail)
Notes (actions in bold)	
<p>MJ opened the meeting and provided an overview of the aims and objectives of the session.</p> <p>AD provided an overview of the current progress with Kirklees Council. KB asked if the Inspector has asked for a Statement of Common Ground (SoCG) and why this is being compiled if Historic England is not appearing at Inquiry. AD replied that an SoCG would be used by Network Rail to evidence the issues and elements that Historic England and Network Rail agree on and provide a more streamlined process at Inquiry. JS replied that they have sought internal legal advice from within Historic England and that this has indicated that Historic England would not sign such a document where they are not appearing at Inquiry. AD acknowledged this and suggested instead that the content of the draft SoCG could be incorporated into a letter and an exchange of letters to confirm positions provide an alternative mechanism.</p> <p>KRG added that the SoCG is to show that progress has been made with Historic England, regarding the concerns raised in their Representation, particularly in the context of Kirklees Council's objection. KRG asked for clarification if Historic England would definitely not be willing to sign an SoCG. JS replied that this is standard practice for Historic England to not sign SoCGs unless they are attending Inquiry.</p> <p>AD outlined that positive engagement is occurring with Kirklees Council and there has been significant progress made. TR added that Kirklees Council's objection was more specific to individual non-heritage issues and provided detail relating to these. TR continued that work is occurring on an SoCG with Kirklees Council for the Inquiry.</p> <p>KB outlined the main concerns as raised in Historic England's Representation relating to realising the heritage and public benefits and the nature of the impacts on heritage assets, especially in relation to Huddersfield Station. KB explained that Historic England's concerns are over assurance that the benefits developed through the design process and consultation be incorporated into the Order and realised in the final Scheme. KB asked for further clarification on the Conservation Implementation Management Plans (CIMPs) and assurances that the design work translates into practice. AD agreed and highlighted that the CIMPs will follow on from the public Inquiry and will be similar to the provided examples shared previously with Historic England. AD also added that the CIMPs will be secured via the Listed Building Consent (LBC) conditions, meaning no work can occur until the CIMPs have been produced and signed off. KRG added that Kirklees Council has provided guidance which Network Rail is likely to implement, for example on the content of the CIMPs, adding that reassurances and intentions could be documented in respect to future monitoring and timescales of work. AD asked what else could be offered to Historic England to give reassurance. KB and JS asked for the maximum amount of detail as is possible relating to elements such as timescales and materials to be provided within good time; any such detail available will help provide the assurance which Historic England are keen for.</p> <p>KB brought the discussion back to Huddersfield Station, regarding confirmation of the use of materials which would realise the high quality design as proposed to respond to the heritage significance of the station and how this would work in practice. KRG replied that the Design and Access Statement produced for the Order submission provides the starting point for this and the work regarding design in practice is at the next stage. KRG added that an indicative timeline with additional details could be produced and shared with Historic England</p>	

to provide reassurance. AD added that the CIMPs will ensure Network Rail protects the heritage elements and that a Design Guide for Huddersfield Station will be produced which will reflect the heritage considerations. KB asked where the Design Guide sits in relation to the CIMPs, AD replied they will sit alongside each other.

AD outlined the process relating to the principal Roof A at Huddersfield Station as an example of how the stages of work would be reflected in the CIMP and Design Guide. KB also highlighted the complexity of the work required for the Tea Rooms and limited detail provided in the Order submission in how the work will occur. KRG agreed, adding that further work needs to occur to define how the intentions of Network Rail will be achieved in practice to protect heritage assets such as the Tea Rooms and that this will be realised through the production of the CIMP.

AD and KRG suggested that the key theme at the moment is to define the process on how the proposed products such as the CIMPs will be produced to provide assurance as to how this will happen in practice. JS and KB agreed with this summation.

KB added that there needs to be long term guarantees to protect redundant structures, appreciating that this may not be something which can be guaranteed now, but must be considered in the long-term future. AD outlined how the CIMPs will relate to Network Rail's maintenance regime and how a Planning condition is proposed including requirement for production of an inspection and immediate maintenance schedule for the redundant structures at Ravensthorpe (MDL 1/6 and 1/8).

KRG added that Network Rail do take onboard the request for further drawings and concerns relating to this. KRG identified that more detailed drawings will be developed in due course and be shared when possible. KB asked when these drawings will be available. KRG replied that this will not happen before Public Inquiry. AD added that this will be developed during the detailed design phase and welcomes continued engagement with Historic England including opportunities to share this further work with them.

KB summarised that the key is to develop an understanding of when documents and information will become available. Both KB and JS added that this will allow Historic England to develop an understanding of their future involvement. MJ asked if Historic England would want to be involved in the potential demolition of two Grade II listed structures (MVL 3/103 and 3/107), JS clarified that they cannot provide a position at this point. KB added that Huddersfield is likely to be the key interest area for Historic England, particularly given the wider work being undertaken in relation to the town at the moment (e.g. through the Heritage Action Zone project).

AD thanked Historic England for the advice and feedback relating to the Order thus far and outlines that Network Rail will be able to pay for future engagements with Historic England to focus in on ensuring heritage concerns are addressed. AD asked if it would be useful to provide a one page summary of the proposed work at Huddersfield and invited Historic England to attend the site when work commences.

ACTION – NR to convert the content of the draft SoCG into a letter to be issued following this meeting outlining the agreed processes in response to Historic England's Representation and this discussion.

ACTION – NR to provide in this letter initial outline of the proposed phasing of the works at Huddersfield Station.

ACTION – NR to provide in this letter draft contents for the CIMPs.

ACTION – NR to provide in this letter assurances regarding the additional drawings requested by Historic England.

MJ asked how Historic England would like to be assured of their continued engagement on the Scheme at this moment in time in the context of the proposed letter. JS confirmed Historic England are content for an assurance of continued engagement to be outlined in the letter and agreed.

ACTION – NR to provide in the letter text outlining agreed assurances over continued engagement between Network Rail and Historic England.



JS asked if the information shared with Historic England will be shared with Kirklees Council, MJ replied that this is the case and vice versa, so any areas developed through continued engagement with Kirklees Council will also be confirmed with Historic England.

KRG asked for clarification of the extent of the engagement in which Historic England are likely to want to be involved, asking if the main focus is Huddersfield Station. JS replied that this is the case, however Historic England may also be interested in the redundant structures for example. KRG added that the project will maintain contact with Historic England regarding structures that they have previously commented on.

MJ, KRG, AD and TR ended the meeting by thanking KB for her engagement over the past three years in the project, noting that Network Rail are very appreciative of Historic England's involvement in the consultation and design process.

Appendix B: Level of harm to the significance of each Listed Building arising from the proposals, as agreed by Historic England and Network Rail

Heritage Asset	Listing Grade	Assessment of Harm under NPPF 2021 & Kirklees LP35
Huddersfield Station	Grade I	Less than substantial harm
Huddersfield Viaduct (MVL3/92)	Grade II	Less than substantial harm
Wheatley's Overbridge (MVL3/103)	Grade II	Substantial harm
B6118 Bridge Road Overbridge (MVL3/107)	Grade II	Substantial harm
Mirfield Viaduct (MVN2/192)	Grade II	Less than substantial harm
Wheatley's Viaduct (MVN2/196)	Grade II	Less than substantial harm
Occupation Underbridge (MDL1/10)	Grade II	Less than substantial harm
Toad Holes Underbridge (MDL/12)	Grade II	Less than substantial harm
Ming Hill Underbridge (MDL1/14)	Grade II	Less than substantial harm

Appendix C: Proposed Outline Contents of Conservation Implementation Management Plan(s) (CIMPs)

CIMP – proposed contents:	Details:
1. Introduction <ul style="list-style-type: none"> (a) Overview (b) Purpose of the Document (c) Consultation Process (d) Other Supporting Information [TBC dependant on structure] 	<p>Aims to provide succinct introduction to the document, including placing it in the context of ongoing consultation processes (with Kirklees Council and/or Historic England as applicable)</p> <p>The Other Supporting Information section will outline those other documents alongside which the CIMP should be read (e.g. the Design Guide for Huddersfield Station, WSIs for Building Recording etc.)</p>
2. Strategic Overview <ul style="list-style-type: none"> Strategic overview of the CIMP in relation to the wider TRU scheme 	<p>Inclusion in each CIMP of a strategic overview of the particular works in the wider context of TRU, group value of the asset(s) and the overall Transpennine Route Upgrade</p> <p><i>This section has been included in response to a recommendation from Kirklees Council in their Objection (OBJ/33)</i></p>
3. Understanding the Site <ul style="list-style-type: none"> (a) Heritage Context Overview: History of the Transpennine Route (b) Historic Development of [Structure] (c) Heritage Context: Other Designated Heritage Assets [TBC dependant on structure] (d) Significance of Heritage Assets: [Structure] (e) Significance of Other Designated Heritage Assets [TBC dependant on structures] 	<p>A succinct overview of the heritage context and significance of the assets affected by the proposed works covered by the particular CIMP. This will draw on pre-existing accepted sources, including the ES, Heritage Assessments, Statements of Significance etc. This aims to provide the context in which the methodologies which follow have been developed.</p> <p>This section will also include opportunity for identification of any associated heritage assets which will also be affected by the proposals, for example consideration of the Huddersfield Town Centre Conservation Area in the CIMPs concerning Huddersfield Station and Huddersfield Viaduct (MVL 3/92)</p>

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<p>4. [Structure] - Methodologies</p> <ul style="list-style-type: none"> • Summary • (a) Historic Building Recording and Monitoring before and after the works • (b) Fabric removal • (c) Introduction of new fabric • (d) Repairs, vegetation removal, repointing • (e) The identification of historically or architecturally significant elements of fabric which once removed may be reused or preserved, and a strategy for their storage or reuse [TBC] • (f) Any improvements to the setting to sustain, enhance and better reveal the significance of the heritage assets affected • (g) Any improvements to sustain the long-term conservation of the heritage assets affected [TBC] <p><i>N.B. Those applicable to the asset</i></p>	<p>This section will form the bulk of the document and will outline the specific methodologies for the individual elements of work at the heritage assets concerned. These will be supported by appendices where appropriate (e.g. for additional information, supplementary documentation)</p> <p>Where appropriate, this section of the CIMP may be sub-divided according to the Stages of development; this is particularly the case where structures will undergo the proposed works over a longer period of time, such as at Huddersfield Station. Similarly, for those structures such as Huddersfield Station where there are multiple interventions over multiple elements proposed, each methodology sub-section will be divided by area, so for example (a) Historic Building Recording and Monitoring will be split into the relevant methodologies for the principal Roof A, Roofs B and C, the Tea Rooms etc.</p> <p>This section of the CIMP, supported as necessary by the appendices, will provide the details of the approach to the works, and for the different relevant work areas will cover items including, but not limited to:</p> <ul style="list-style-type: none"> • Definition of the required standard of works and workmanship • Methodologies around storage of any temporarily-removed material (for example regarding the Tea Rooms at Huddersfield Station) • Construction methods and adopted techniques • Specification of materials, for example for new elements (such as at Huddersfield Station or Wheatley's Overbridge (MVL 3/103)) • Use of equipment • Details of heritage interpretation
<p>5. Maintenance and management schedules to protect the long-term condition of the heritage assets affected</p>	<p>Agree any particular management needs and set out a timetable for regular inspection as part of NR's management of historic assets. As</p>

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	with Section 4 (above) this will be supported by appendices, where relevant and applicable, such as proposed maintenance schedules.
5. Implementation and Review of the CIMP <ul style="list-style-type: none"> • (a) Implementation • (b) Review 	Very succinct identification of how the document will be implemented (once approved) and any elements which will require further review (e.g. building recording etc.) and how the continual engagement and review of works with stakeholders will be planned.
Appendices <i>[would include]</i> <ul style="list-style-type: none"> • Site Plan • Planning and Listed Building Consent conditions • Additional drawings and visualisations • Samples • Maintenance schedules • Specific method statements • Results of any intermediary surveys etc. <i>N.B. Those applicable to the asset</i>	Each CIMP would include various appendices to provide supplementary information, for example providing specific method statements around fabric removal, strengthening works or introduction of new elements. Each CIMP would also include as Appendices both the relevant Planning and Listed Building Consent conditions which seek to be fully or partially discharged through the contents of the CIMP

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Appendix D: Current Proposed Indicative Timescales for Works at Huddersfield Station

The following table outlines indicative timescales for the proposed works at Huddersfield Station, along with an indication of what corresponding elements in the CIMP might be aligned to be completed before work commences to each stage.

Please note, this is not an exhaustive list, and at this point is indicative dependant on the date when the Order is made.

High Level Indicative Dates (start of work)		Stage of Work	Example CIMP details (Sub-sections of Section 4 to be completed before work commences, along with any additional elements e.g. appendices, additional drawings etc.)
2023	May	Principal Roof A – commence lantern construction (off site)	(c) Introduction of new fabric – details of the lantern design, including materials Additional drawings – e.g. detailed design of lantern
		Tea Rooms – closure and deconstruction	(a) Historic Building Recording and Monitoring – recording and monitoring of Tea Rooms (b) Fabric Removal – methodology for deconstruction of Tea Rooms (e) Strategy for storage of Tea Rooms
	July	Principal Roof A – remove canopy covering	(a) Historic Building Recording and Monitoring – recording of Roof A (b) Fabric Removal – methodology for removal of canopy covering
		Principal Roof A – removal of two bays at Manchester end	(a) Historic Building Recording and Monitoring – methodology for monitoring of removal of bays (b) Fabric Removal – methodology for deconstruction of bays at Manchester end of Roof A (e) Identification of the preservation or reuse of any architecturally / historically significant elements of fabric of bays at Manchester end of Roof A (if appropriate)
	September	Principal Roof A – commence refurbishment of remaining structure	(a) Historic Building Recording and Monitoring – methodology for monitoring of repairs and renovations (b) Fabric Removal – methodology for any required removal of members of Roof A
			(c) Introduction of new fabric – methodology and specification for any new fabric installed as part of refurbishment (d) Repairs – methodology for repairs and strengthening of Roof A

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			(g) Detail of any elements of strengthening / refurbishment specifically designed to enhance longevity of retained historic fabric of Roof A
2024	April <i>Incl. Blockade #1</i>	Penistone Line Platform – remove existing canopy facing	(a) Historic Building Recording – recording of existing Penistone Line platform canopy (b) Fabric removal – methodology for removing canopy facing
		Penistone Line Platform and Platform 1 – removal of existing ends and edges and installation of new platform edges	(a) Historic Building Recording – recording of existing platforms (b) Fabric removal – methodology for removing existing platform elements
		Relay Room / Signal Box - demolition	(b) Fabric removal – methodology for removing relay room (e) Identification of the preservation or reuse of any architecturally / historically significant elements of fabric of relay room <i>(if appropriate)</i>
		Roof B and C – removal of roofs	(a) Historic Building Recording and Monitoring – recording of Roofs B and C; methodology for monitoring during demolition (b) Fabric Removal – methodology for removal of Roofs B and C (e) Identification of the preservation or reuse of any architecturally / historically significant elements of fabric of Roofs B and C Additional Drawings – e.g. additional detail on removal of Roofs B and C, showing extent of historic fabric removal etc.
		Footbridge – excavations for footings / lift shafts	(b) Fabric removal – methodology for removing existing platform elements
	July	Footbridge – construction of footbridge	(c) Introduction of new fabric – methodology for construction of footbridge; specification of materials (f) Ensuring design inputs recognise improvements to the setting – collaborative meeting with designers. Milestone for design development meeting. Additional Drawings – e.g. additional detail of proposed footbridge design
	September	Principal Roof A – commence extension at Leeds end	(a) Historic Building Recording and Monitoring – recording of Leeds end of Roof A <i>(if not already undertaken)</i> ; methodology for monitoring of works to add bays to extend the roof (b) Fabric removal – methodology for removal of any historic fabric of Roof A required <i>(if applicable)</i> (c) Introduction of new fabric – methodology for construction of Roof A extension; specification of materials

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			<p>(d) Repairs – details and methodology for any repairs to Roof A specific to this work (<i>if applicable</i>)</p> <p>(g) Details of any works specific to long-term conservation of Roof A in relation to this element of the proposed works</p> <p>Additional Drawings – e.g. additional detail of proposed design of extension to Roof A including interface between new and existing fabric</p>
		Pedestrian subway – construction of lifts and stairs	<p>(a) Historic Building Recording and Monitoring – recording of existing historic subway, including stairs; methodology for monitoring during proposed construction works</p> <p>(b) Fabric removal – methodology for removing existing stairs and platform elements</p> <p>(c) Introduction of new fabric – methodology for construction of new stairs; specification of materials</p> <p>Additional Drawings – e.g. additional detailed design of proposed stairs</p>
		Tea Rooms – reconstruction	<p>(a) Historic Building Recording and Monitoring – monitoring of reconstruction of Tea Rooms</p> <p>(c) Introduction of new fabric – methodology for reconstruction of Tea Rooms; specification of any new material (<i>if applicable</i>)</p> <p>(d) Repairs – details of any repairs to fabric of Tea Rooms either before or after reconstruction</p> <p>(g) Details of any works to the Tea Rooms to enhance longevity and conservation</p>
October		Pedestrian subway – extension of subway	<p>(b) Fabric removal – methodology for removal of any historic fabric of the subway (<i>if applicable</i>)</p> <p>(c) Introduction of new fabric – methodology for extension of subway; specification of any new material</p> <p>(d) Repairs – details of any repairs to fabric of subway (<i>if applicable</i>)</p>
		New Canopies – construction of new canopies	<p>(c) Introduction of new fabric – methodology for construction of new canopies; specification of any new material</p> <p>(d) Repairs – details of any repairs to fabric of Roof A specific to this work (<i>if applicable</i>)</p> <p>(g) Details of any works specific to long-term conservation of Roof A in relation to this element of the proposed works</p> <p>Additional Drawings – e.g. additional detailed designs of new canopies, including interface between new and existing fabric etc.</p>

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2025	April <i>Incl. Blockade #2</i>	Principal Roof A – complete construction of extension	(a) Historic Building Recording and Monitoring – methodology for monitoring of completion of extension to Roof A (g) Details of any works specific to long-term conservation of Roof A in relation to this element of the proposed works Additional Drawings – e.g. additional detail of proposed design of extension to Roof A including interface between new and existing fabric
		Principal Roof A – install lantern	(a) Historic Building Recording and Monitoring – methodology for monitoring of works to install lantern (c) Introduction of new fabric – methodology for construction of lantern; specification of any new material (d) Repairs – details of any repairs etc. to Roof A specific to this element (<i>if applicable</i>) (g) Details of any improvements to Roof A or the lantern for longevity / conservation (<i>if applicable</i>) Additional Information - Maintenance details for lantern and Roof A on completion of this element of works Additional Drawings – e.g. additional detailed design of lantern including interface between new and existing fabric; detail of associated elements, such as maintenance access etc.



Appendix E: Agreed amendment to the conditions proposed to be attached to the direction for deemed planning permission, relating to the historic environment

Part 1 – New planning condition proposed by Network Rail to be attached to its request for deemed planning permission

Proposed additional planning condition relating to Calder & Hebble Underbridge (MDL 1/6) and River Calder Underbridge (MDL 1/8)

Within six months of the discontinuance of public services over the operation of that part of the existing railway network situated upon the Calder & Hebble Navigation Underbridge (MDL1/6) and the River Calder Underbridge (MDL1/8), details relating to the following must be submitted to and approved in writing by the local planning authority :

- a) Measures to secure such bridges from unlawful access;
- b) The inspection regime to be adopted for such bridges; and
- c) Immediate maintenance measures arising for such bridges; and
- d) Historic recording of the bridges to level 1

Reason: *to ensure the proper and proportionate care of the listed structures once they cease to be operational in accordance with Policy LP35 of the Kirklees Local Plan*

“Historic recording to level 1” means the level of recording in accordance with Historic England guidelines comprising a basic photographic record.

Part 2 – Agreed amended wording of condition proposed to be attached to the direction for deemed planning permission, with the agreed amendments shown as tracked changes

7. MATERIALS

a) Before the commencement of any works in respect of structures listed below, ~~or within such other timescales as may otherwise be agreed in writing with the Local Planning Authority~~, samples and specifications of all materials to be used on all external elevations of the following structures must be submitted to and approved in writing by the local planning authority:

- MVN2/204 Lees Hall Farm
- MVL3/90 Westgate Road bridge
- ~~MVN3/96 Red Doles Bridge~~
- MVL3/98 Fieldhouse Bridge
- MVL3/99 Ridings
- MVL3/100 Peels Pit
- MVL3/101 Whitacre Street
- MVL3/103 New Colliery Lane (Wheatleys) Bridge
- MVL3/110 Parks
- MVL3/106 New Colne Bridge Road Bridge
- MVN2/202 Calder Road
- MDL1/9 Fall Lane (Thornhill Road)
- Ravensthorpe Railway Station
- Deighton Station Forecourt, Lifts & Footbridge
- Mirfield Station Lifts & Footbridge
- Wakefield Intersection (RBA1)
- Baker Viaduct (Ravensthorpe)
- Weaving Lane Retaining Wall
- Station staircase access to be closed at Mirfield station
- Principal station signage at Huddersfield, Deighton, Mirfield and Ravensthorpe stations

b) The development must be constructed in accordance with the approved details and thereafter retained unless otherwise agreed in writing with the local planning authority.

Reason: *In the interests of visual amenity and in accordance with Policy 24 of the Kirklees Local Plan.*

"Principal Station signage" means the station signage that will comprise the National Rail "double arrow" symbol and the relevant station name"

Appendix F: Conditions proposed to be attached to Listed Building Consents with the agreed amendments shown as tracked changes

Huddersfield Station (see Listed Building Consent Application NR17)

Schedule of proposed conditions for LBC application PP-09487231 (Huddersfield Station Works) in association with the Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order

1. (Time Limit) The development must be begun not later than the expiration of five years beginning with the date of this permission.

Reason: *To set a reasonable time limit for the commencement of the development*

2. (Approved Drawings) The development hereby permitted shall be carried out in accordance with the following drawings:

Huddersfield Station - General

151667-TSA-30-MVL3-DRG-T-LP-166000 Key Plan
151667-TSA-30-MVL3-DRG-T-LP-166001 Roof Plan
151667-TSA-30-MVL3-DRG-T-LP-166002 Existing Platforms GA
151667-TSA-30-MVL3-DRG-T-LP-166003 Existing Elevations
151667-TSA-30-MVL3-DRG-T-LP-166004 Existing Sections
151667-TSA-30-MVL3-DRG-T-LP-166007 Proposed Elevations
151667-TSA-30-MVL3-DRG-T-LP-166008 Proposed Sections

Huddersfield Station - Retained Roof

151667-TSA-30-MVL3-DRG-T-LP-166045 Existing Roof A Structural Plan (Roof Level)
151667-TSA-30-MVL3-DRG-T-LP-166046 Existing Roof A Structural Plan (Platform Level)
151667-TSA-30-MVL3-DRG-T-LP-166047 Existing Roof A Structural Sections Sheet (1)
151667-TSA-30-MVL3-DRG-T-LP-166048 Existing Roof A Structural Sections Sheet (2)
151667-TSA-30-MVL3-DRG-T-LP-166049 Existing Roof A Proposed Strengthening Details
151667-TSA-30-MVL3-DRG-T-LP-166050 Existing Roof A Proposed Roof Coverings Plans (1)
151667-TSA-30-MVL3-DRG-T-LP-166051 Existing Roof A Proposed Roof Coverings Plans (2)
151667-TSA-30-MVL3-DRG-T-LP-166052 Existing Roof A Proposed Roof Coverings Plans (3)
151667-TSA-30-MVL3-DRG-T-LP-166053 Existing Roof A Proposed Roof Coverings Details (1)
151667-TSA-30-MVL3-DRG-T-LP-166056 Existing Roof A OLE Support Details

151667-TSA-30-MVL3-DRG-T-LP-166057 Existing Roof A Bracing Details

Huddersfield Station - New Roof

151667-TSA-30-MVL3-DRG-T-LP-166072 Existing Roof B and C Structural Plan (Roof Level)
151667-TSA-30-MVL3-DRG-T-LP-166073 Existing Roof B and C Structural Plan (Platform Level)
151667-TSA-30-MVL3-DRG-T-LP-166074 Existing Roof B and C Structural Sections
151667-TSA-30-MVL3-DRG-T-LP-166075 Existing Roof B and C Structural Sections (2)
151667-TSA-30-MVL3-DRG-T-LP-166076 Proposed Roof B (Shed Roof) GA
151667-TSA-30-MVL3-DRG-T-LP-166077 Proposed Roof B (Shed Roof) Structural Plan (Roof Level)
151667-TSA-30-MVL3-DRG-T-LP-166078 Proposed Roof B (Shed Roof) Structural Plan (Platform Level)
151667-TSA-30-MVL3-DRG-T-LP-166079 Proposed Roof B (Shed Roof) Structural Sections
151667-TSA-30-MVL3-DRG-T-LP-166080 Proposed Roof B (Shed Roof) Structural Sections (2)
151667-TSA-30-MVL3-DRG-T-LP-166081 Proposed Roof B (Shed Roof) Structural Sections (3)
151667-TSA-30-MVL3-DRG-T-LP-166082 Proposed Roof B (Shed Roof) Proposed Roof Covering Plans (1)
151667-TSA-30-MVL3-DRG-T-LP-166083 Proposed Roof B (Shed Roof) Proposed Roof Covering Plans (2)
151667-TSA-30-MVL3-DRG-T-LP-166084 Proposed Roof B (Shed Roof) Proposed Roof Covering Details (1)
151667-TSA-30-MVL3-DRG-T-LP-166085 Proposed Roof B (Shed Roof) Proposed Roof Covering Details (2)

Huddersfield Station - Platforms

151667-TSA-30-MVL3-DRG-T-LP-166184 Existing Plan
151667-TSA-30-MVL3-DRG-T-LP-166185 Proposed Plan and Section
151667-TSA-30-MVL3-DRG-T-LP-166186 Proposed Plan and Section
151667-TSA-30-MVL3-DRG-T-LP-166187 Proposed Plan and Section

Huddersfield Station - Passenger Subway (MVL3/91)

151667-TSA-30-MVL3-DRG-T-LP-166145 Existing Plan and Sections
151667-TSA-30-MVL3-DRG-T-LP-166146 Proposed Plan and Section
151667-TSA-30-MVL3-DRG-T-LP-166151 Finishes Plan
151667-TSA-30-MVL3-DRG-T-LP-166152 Finishes Elevations

Huddersfield Station - Parcel Subway (MVL3/91A)

151667-TSA-30-MVL3-DRG-T-LP-166166 Existing Plan and Sections
151667-TSA-30-MVL3-DRG-T-LP-166167 Proposed Plan and Section

Huddersfield Station - Tea Rooms

151667-TSA-30-MVL3-DRG-T-LP-166021 Existing and Proposed Locations
151667-TSA-30-MVL3-DRG-T-LP-166022 Existing floor plan and elevations
151667-TSA-30-MVL3-DRG-T-LP-166023 Existing and proposed roof plan
151667-TSA-30-MVL3-DRG-T-LP-166024 Existing section and details
151667-TSA-30-MVL3-DRG-T-LP-166025 Proposed floor plan and elevations
151667-TSA-30-MVL3-DRG-T-LP-166026 Proposed section and details
151667-TSA-30-MVL3-DRG-T-LP-166027 Proposed fire interventions
151667-TSA-30-MVL3-DRG-T-LP-166028 Proposed colour scheme
151667-TSA-30-MVL3-DRG-T-LP-166029 Existing and Proposed Foundations

Huddersfield Station - Platform Canopies

151667-TSA-30-MVL3-DRG-T-LP-166099 Proposed Platform GA
151667-TSA-30-MVL3-DRG-T-LP-166100 Proposed Platform Canopies Structural Plan (Roof Level)
151667-TSA-30-MVL3-DRG-T-LP-166101 Proposed Platform Canopies Structural Plan (Platform Level)
151667-TSA-30-MVL3-DRG-T-LP-166102 Proposed Platform Canopies Structural Sections
151667-TSA-30-MVL3-DRG-T-LP-166103 Proposed Platform Canopies Structural Sections
151667-TSA-30-MVL3-DRG-T-LP-166104 Proposed Platform Canopies Proposed Roof Covering Plans
151667-TSA-30-MVL3-DRG-T-LP-166105 Proposed Platform Canopies Proposed Roof Covering Details
151667-TSA-30-MVL3-DRG-T-LP-166106 Proposed Platform Canopies Elevation (1)
151667-TSA-30-MVL3-DRG-T-LP-166107 Proposed Platform Canopies Elevation (2)
151667-TSA-30-MVL3-DRG-T-LP-166108 Proposed Platform GA
151667-TSA-30-MVL3-DRG-T-LP-166109 Proposed Platform Penistone Canopies Structural Plan (Roof Level)
151667-TSA-30-MVL3-DRG-T-LP-166110 Proposed Platform Penistone Canopies Structural Plan (Platform Level)
151667-TSA-30-MVL3-DRG-T-LP-166111 Proposed Platform Penistone Canopies Structural Sections
151667-TSA-30-MVL3-DRG-T-LP-166113 Proposed Platform Penistone Canopies Proposed Roof Covering Plans
151667-TSA-30-MVL3-DRG-T-LP-166114 Proposed Platform Penistone Canopies Proposed Roof Covering Details
151667-TSA-30-MVL3-DRG-T-LP-166115 Proposed Platform Penistone Canopies Elevation (1)

Huddersfield Station – Footbridge (MVL3/91AA)

151667-TSA-30-MVL3-DRG-T-LP-166123 Footbridge - Proposed GA Platform Level
151667-TSA-30-MVL3-DRG-T-LP-166124 Footbridge - Proposed Plan Deck Level, Elevations
151667-TSA-30-MVL3-DRG-T-LP-166125 Footbridge - Proposed Roof Level GA

151667-TSA-30-MVL3-DRG-T-LP-166126 Footbridge - Proposed Elevations
151667-TSA-30-MVL3-DRG-T-LP-166127 Footbridge - Proposed Sections
151667-TSA-30-MVL3-DRG-T-LP-166128 Footbridge - Proposed Details (1)
151667-TSA-30-MVL3-DRG-T-LP-166129 Footbridge - Proposed Details (2)

151667-TSA-W3-000-DRG-T-LP-162970 OLE Structures Typical Details

Reason: *To ensure compliance with the approved plans and for the avoidance of doubt*

3. **(Huddersfield station materials)** Before the development hereby approved commences, or within a timescale to be otherwise agreed in writing by the local planning authority, samples and specifications of all materials to be used on all external elevations, roofs and subways of the development shall be submitted to and approved in writing by the local planning authority. The development shall be constructed only using the approved materials unless otherwise agreed in writing by the local authority.

Reason: *To ensure the conservation of the historic environment and be consistent with Policy LP35 of the Kirklees Local Plan*

4. **(Huddersfield Recording)** No works of demolition shall take place until an approved methodology for full structure recording has been approved in writing. Subsequent recording to the appropriate level (as recommended by Historic England) will take place prior to demolition and be deposited with the West Yorkshire Archive Service and West Yorkshire Historic Environment Record. The following structures are the subject of this condition:

- Huddersfield Station Roof (level 3)
- Huddersfield Station Tea Rooms (level 2)

Reason: *In recognition of the architectural and historic significance of the Listed Building and in accordance with Chapter 16 of the NPPF.*

5. **(Platform Furniture Huddersfield)** Details of new platform fixtures and fittings, including close circuit television, public address system, customer information screens, waiting shelters, lighting, weather screens, and platform surfacing, shall be submitted to and agreed in writing with the

local planning authority. The proposed works shall be carried out in accordance with these approved details unless otherwise agreed in writing by the local planning authority.

Reason: *To control the introduction of modern features onto the historic environment in an appropriate and sympathetic manner*

- 6 **(Conservation Implementation Management Plan – Huddersfield Station Environs)** No works including any works of demolition shall commence until a Conservation Implementation Plan (CIMP) for Huddersfield Station and Huddersfield Viaduct (MVL 3/92) has been submitted to and approved in writing by the local planning authority. The approved CIMP shall incorporate a strategic overview of the methodologies proposed and include specific methodologies for:

- a. fabric removal, masonry repairs, vegetation removal, repointing, metalwork repairs and application of protective paint systems as appropriate;
- b. repairs and strengthening to the existing fabric of the trainshed roof at Huddersfield Station;
- c. the deconstruction, storage and reconstruction of the Tea Rooms at Huddersfield Station;
- d. the identification of historically or architecturally significant elements of the fabric which once removed may be reused or preserved, and a strategy for their storage or reuse;
- e. any improvements to the setting to sustain, enhance and better reveal the heritage asset affected;
- f. details of the maintenance access regime with particular reference to the roofs
- g. dissemination of "toolbox talks" to personnel involved in demolition and construction works
- h. provision of heritage interpretation boards during construction works
- i. any works to reduce, mitigate or avoid harm to the special interest and character of the Huddersfield Town Centre Conservation Area.

Reason: *To ensure the conservation of the historic environment and be consistent with Policy LP35 of the Kirklees Local Plan*

Huddersfield Viaduct (MVL 3/92) (see Listed Building Consent application NR18)

Schedule of proposed conditions for LBC application PP-09487257 (Huddersfield Viaduct Works) in association with the Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order

1. **(Time Limit)** The development must be begun not later than the expiration of five years beginning with the date of this permission.

Reason: *To set a reasonable time limit for the commencement of the development*

2. **(Approved Drawings)** The development hereby permitted shall be carried out in accordance with the following drawings:

151667-TSA-30-MVL3-DRG-T-LP-163100 Existing Plan and Proposed Plan (Sheet 1)
151667-TSA-30-MVL3-DRG-T-LP-163101 Existing Plan and Proposed Plan (Sheet 2)
151667-TSA-30-MVL3-DRG-T-LP-163102 Existing Plan and Proposed Plan (Sheet 3)
151667-TSA-30-MVL3-DRG-T-LP-163103 Existing Plan and Proposed Plan (Sheet 4)
151667-TSA-30-MVL3-DRG-T-LP-163104 Existing Plan and Proposed Plan (Sheet 5)
151667-TSA-30-MVL3-DRG-T-LP-163105 Existing & Proposed East Elevation (Sheet 1)
151667-TSA-30-MVL3-DRG-T-LP-163106 Existing & Proposed East Elevation (Sheet 2)
151667-TSA-30-MVL3-DRG-T-LP-163107 Existing & Proposed East Elevation (Sheet 3)
151667-TSA-30-MVL3-DRG-T-LP-163108 Existing & Proposed East Elevation (Sheet 4)
151667-TSA-30-MVL3-DRG-T-LP-163109 Existing & Proposed East Elevation (Sheet 5)
151667-TSA-30-MVL3-DRG-T-LP-163110 Existing & Proposed West Elevation (Sheet 1)
151667-TSA-30-MVL3-DRG-T-LP-163111 Existing & Proposed West Elevation (Sheet 2)
151667-TSA-30-MVL3-DRG-T-LP-163112 Existing & Proposed West Elevation (Sheet 3)
151667-TSA-30-MVL3-DRG-T-LP-163113 Existing & Proposed West Elevation (Sheet 4)
151667-TSA-30-MVL3-DRG-T-LP-163114 Existing & Proposed West Elevation (Sheet 5)
151667-TSA-30-MVL3-DRG-T-LP-163115 Cross Sections with proposed OLE
151667-TSA-30-MVL3-DRG-T-LP-163118 Typical Arch Repair Details
151667-TSA-30-MVL3-DRG-T-LP-163119 Signal Gantry Cross Sections and Fixing Details

Reason: *To ensure compliance with the approved plans and for the avoidance of doubt*

3. **(Materials)** Before the development hereby approved commences, or within a timescale to be otherwise agreed in writing by the local planning authority, samples and specifications of all materials to be used on all external elevations of the development shall be submitted to and approved in writing by the local planning authority. The development shall be constructed only using the approved materials unless otherwise agreed in writing by the local authority.

Reason: *To ensure the conservation of the historic environment and be consistent with Policy LP35 of the Kirklees Local Plan*

4. **(Huddersfield Viaduct Recording)** No works of demolition shall take place until a methodology for full structure recording has been approved in writing. The subsequent recording will take place prior to demolition and be deposited with the West Yorkshire Archive Service and West Yorkshire Historic Environment Record in accordance with the timescales agreed in the approved methodology. The following structures are the subject of this condition:

- Huddersfield Viaduct Spans 1, and 29 (level 2); span 4 (level 1);
- A recording undertaken to Level 1 of the sections of the parapet of the viaduct which are proposed to be altered to accommodate the attachment of OLE and its setting, including a photographic record.

Reason: *In recognition of the architectural and historic significance of the Listed Building and in accordance with Chapter 16 of the NPPF.*

5. **(Conservation Implementation Management Plan)** No works including any works of demolition shall commence until a Conservation Implementation Plan (CIMP) has been submitted to and approved in writing by the local planning authority. The approved CIMP shall incorporate a strategic overview of the methodologies proposed and include specific methodologies for:

- a. fabric removal, masonry repairs, vegetation removal, repointing, metalwork repairs and application of protective paint systems as appropriate;
- b. the identification of historically or architecturally significant elements of the fabric which once removed may be reused or preserved, and a strategy for their storage or reuse where appropriate;

- c. any improvements to the setting to sustain, enhance and better reveal the heritage asset affected;
- d. exact affixing details of overhead line electrification;
- e. details of any maintenance access regime if required;
- f. provision of heritage interpretation boards during construction works;
- g. ~~provision of heritage interpretation boards during construction works;~~
- h. dissemination of "toolbox talks" to personnel involved in demolition and construction works.
- h. any works to reduce, mitigate or avoid harm to the special interest and character of the Huddersfield Town Centre Conservation Area.

Reason: *To ensure the conservation of the historic environment and be consistent with Policy LP35 of the Kirklees Local Plan*

Wheatley's Overbridge (MVL 3/103) (see Listed Building Consent application NR19)

Schedule of proposed conditions for LBC application PP-09487288 (Demolition of Wheatley's (Colliery Lane) Bridge MVN3/103) in association with the Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order

1. **(Time Limit)** The development must be begun not later than the expiration of five years beginning with the date of this permission.

Reason: *To set a reasonable time limit for the commencement of the development*

2. **(Approved Drawings)** The development hereby permitted shall be carried out in accordance with the following drawings:

151667-TSA-32-MVL3-DRG-T-LP-163300 Existing and Proposed Plan
151667-TSA-32-MVL3-DRG-T-LP-163301 (1) Existing and Proposed Elevation (2) Existing and Proposed Sections

Reason: *To ensure compliance with the approved plans and for the avoidance of doubt*

3. **(Historic Structures Recording)** No works of demolition shall take place until an approved methodology for full structure recording including the appropriate level of recording has been approved in writing. Subsequent recording will take place prior to demolition and be deposited with the West Yorkshire Archive Service and West Yorkshire Historic Environment Record.

Reason: *In recognition of the architectural and historic significance of the Listed Building and in accordance with Chapter 16 of the NPPF.*

4. **(Conservation Implementation Management Plan)** No works including any works of demolition shall commence until a Conservation Implementation Plan (CIMP) has been submitted to and

approved in writing by the local planning authority. The approved CIMP shall incorporate a strategic overview of the methodologies proposed and include specific methodologies for:

- a. fabric removal, masonry repairs, vegetation removal, repointing, metalwork repairs and application of protective paint systems as appropriate;
- b. the identification of historically or architecturally significant elements of the fabric which once removed may be reused or preserved, and a strategy for their storage or reuse where appropriate;
- c. details of any maintenance access regime required (if any)
- d. provision of heritage interpretation boards during construction works and permanent interpretation material following completion
- e. Additional criterion on materials:
Before the commencement of any works in respect of bridge MVL3/103 samples and specifications of all materials to be used on all external elevations must be submitted to and approved in writing by the local planning authority
- f. dissemination of "toolbox talks" to personnel involved in demolition and construction works

Reason: *To ensure the conservation of the historic environment and be consistent with Policy LP35 of the Kirklees Local Plan*

Colne Bridge Road Overbridge (MVL 3/107) (see Listed Building Consent application NR20)

Schedule of proposed conditions for LBC application PP-09487326 (Demolition of B6118 Colne Bridge Road Bridge MVL3/107) in association with the Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order

1. **(Time Limit)** The development must be begun not later than the expiration of five years beginning with the date of this permission.

Reason: *To set a reasonable time limit for the commencement of the development*

2. **(Approved Drawings)** The development hereby permitted shall be carried out in accordance with the following drawings:

151667-TSA-33-MVL3-DRG-T-LP-163400 Structures Existing Plan (LBC)
151667-TSA-32-MVL3-DRG-T-LP-163401 Structures Proposed Plan (LBC)
151667-TSA-32-MVL3-DRG-T-LP-163402 Structures West Elevation (LBC)
151667-TSA-32-MVL3-DRG-T-LP-163403 Structures East Elevation and Sections (LBC)

Reason: *To ensure compliance with the approved plans and for the avoidance of doubt*

3. **(Historic Structures Recording)** No works of demolition shall take place until an approved methodology for full structure recording including the appropriate level of recording has been approved in writing. Subsequent recording will take place prior to demolition and be deposited with the West Yorkshire Archive Service and West Yorkshire Historic Environment Record.

Reason: *In recognition of the architectural and historic significance of the Listed Building and in accordance with Chapter 16 of the NPPF.*

4. **(Conservation Implementation Management Plan)** No works including any works of demolition shall commence until a Conservation Implementation Plan (CIMP) has been submitted to and

approved in writing by the local planning authority. The approved CIMP shall incorporate a strategic overview of the methodologies proposed and include specific methodologies for:

- a. fabric removal, masonry repairs, vegetation removal, repointing, metalwork repairs and application of protective paint systems as appropriate;
- b. the identification of historically or architecturally significant elements of the fabric which once removed may be reused or preserved, and a strategy for their storage or reuse where appropriate;
- c. details of any maintenance access regime required (if any)
- d. provision of heritage interpretation boards during construction works
- e. Additional criterion on materials:
Before the commencement of any works in respect of bridge MVL3/107 samples and specifications of all materials to be used on all external elevations must be submitted to and approved in writing by the local planning authority
- f. dissemination of "toolbox talks" to personnel involved in demolition and construction works

Reason: *To ensure the conservation of the historic environment and be consistent with Policy LP35 of the Kirklees Local Plan*

Mirfield Viaduct (MVN 2/192) (see Listed Building Consent application NR21)

Schedule of proposed conditions for LBC application PP-09487368 (Provision of Overhead Line Equipment on Mirfield Viaduct MVN3/192) in association with the Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order

1. **(Time Limit)** The development must be begun not later than the expiration of five years beginning with the date of this permission.

Reason: *To set a reasonable time limit for the commencement of the development*

2. **(Approved Drawings)** The development hereby permitted shall be carried out in accordance with the following drawings:

151667-TSA-34-MVN2-DRG-T-LP-163500 Existing and Proposed plan layout
151667-TSA-34-MVN2-DRG-T-LP-163501 Existing and Proposed Elevation 1 (North)
151667-TSA-34-MVN2-DRG-T-LP-163502 Existing and Proposed Elevation 2 (North)
151667-TSA-34-MVN2-DRG-T-LP-163503 Existing and Proposed Elevation 3 (North)
151667-TSA-34-MVN2-DRG-T-LP-163504 Existing and Proposed Elevation 1 (South)
151667-TSA-34-MVN2-DRG-T-LP-163505 Existing and Proposed Elevation 2 (South)
151667-TSA-34-MVN2-DRG-T-LP-163506 Existing and Proposed Elevation 3 (South)
151667-TSA-34-MVN2-DRG-T-LP-163507 Existing and Proposed Typical Section

Reason: *To ensure compliance with the approved plans and for the avoidance of doubt*

3. **(Materials)** Before the development hereby approved commences, or within a timescale to be otherwise agreed in writing by the local planning authority, samples and specifications of all materials to be used on all external elevations of the development shall be submitted to and approved in writing by the local planning authority. The development shall be constructed only using the approved materials unless otherwise agreed in writing by the local authority.

Reason: *To ensure the conservation of the historic environment and be consistent with Policy LP35 of the Kirklees Local Plan*

4. **(Historic Structures Recording)** No works of demolition shall take place until an approved methodology for full structure recording including the appropriate level of recording has been approved in writing. Subsequent recording will take place prior to demolition and be deposited with the West Yorkshire Archive Service and West Yorkshire Historic Environment Record.

Reason: *In recognition of the architectural and historic significance of the Listed Building and in accordance with Chapter 16 of the NPPF.*

5. **(Conservation Implementation Management Plan)** No works including any works of demolition shall commence until a Conservation Implementation Plan (CIMP) has been submitted to and approved in writing by the local planning authority. The approved CIMP shall incorporate a strategic overview of the methodologies proposed and include specific methodologies for:

- a. fabric removal, masonry repairs, vegetation removal, repointing, metalwork repairs and application of protective paint systems as appropriate;
- b. the identification of historically or architecturally significant elements of the fabric which once removed may be reused or preserved, and a strategy for their storage or reuse where appropriate;
- c. any improvements to the setting to sustain, enhance and better reveal the heritage asset affected;
- d. exact affixing details of overhead line electrification
- e. details of any maintenance access regime required (if any)
- f. provision of heritage interpretation boards during construction works
- g. dissemination of "toolbox talks" to personnel involved in demolition and construction works

Reason: *To ensure the conservation of the historic environment and be consistent with Policy LP35 of the Kirklees Local Plan*

Wheatley's (River Calder) Underbridge (MVN 2/196) (see Listed Building Consent application NR22)

Schedule of proposed conditions for LBC application PP-09487405 (Provision of overhead line equipment and new handrail, River Calder Wheatley's Viaduct MVN2/196) in association with the Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order

1. **(Time Limit)** The development must be begun not later than the expiration of five years beginning with the date of this permission.

Reason: *To set a reasonable time limit for the commencement of the development*

2. **(Approved Drawings)** The development hereby permitted shall be carried out in accordance with the following drawings:

151667-TSA-34-MVN2-DRG-T-LP-163600 Existing and Proposed plan layout
151667-TSA-34-MVN2-DRG-T-LP-163601 Existing and Proposed Elevation 1 (North)
151667-TSA-34-MVN2-DRG-T-LP-163602 Existing and Proposed Elevation 2 (North)
151667-TSA-34-MVN2-DRG-T-LP-163603 Existing and Proposed Elevation 1 (South)
151667-TSA-34-MVN2-DRG-T-LP-163604 Existing and Proposed Elevation 2 (South)
151667-TSA-34-MVN2-DRG-T-LP-163605 Existing and Proposed Typical Section

Reason: *To ensure compliance with the approved plans and for the avoidance of doubt*

3. **(Materials)** Before the development hereby approved commences, or within a timescale to be otherwise agreed in writing by the local planning authority, samples and specifications of all materials to be used on all external elevations of the development shall be submitted to and approved in writing by the local planning authority. The development shall be constructed only using the approved materials unless otherwise agreed in writing by the local authority.

Reason: *To ensure the conservation of the historic environment and be consistent with Policy LP35 of the Kirklees Local Plan*

4. **(Historic Structures Recording)** No works of demolition shall take place until an approved methodology for structure recording including the appropriate level of recording has been approved in writing. Subsequent recording will take place prior to demolition and be deposited with the West Yorkshire Archive Service and West Yorkshire Historic Environment Record.) (6 is for only one small element of parapet being amended)

Reason: *In recognition of the architectural and historic significance of the Listed Building and in accordance with Chapter 16 of the NPPF.*

5. **(Conservation Implementation Management Plan)** No works including any works of demolition shall commence until a Conservation Implementation Plan (CIMP) has been submitted to and approved in writing by the local planning authority. The approved CIMP shall incorporate a strategic overview of the methodologies proposed and include specific methodologies for:

- a. fabric removal, masonry repairs, vegetation removal, repointing, metalwork repairs and application of protective paint systems as appropriate;
- b. the identification of historically or architecturally significant elements of the fabric which once removed may be reused or preserved, and a strategy for their storage or reuse where appropriate;
- c. any improvements to the setting to sustain, enhance and better reveal the heritage asset affected;
- d. exact affixing details of overhead line electrification
- e. details of any maintenance access regime required (if any)
- f. provision of heritage interpretation boards during construction works
- g. dissemination of "toolbox talks" to personnel involved in demolition and construction works

Reason: *To ensure the conservation of the historic environment and be consistent with Policy LP35 of the Kirklees Local Plan*

Occupation Underbridge (MDL 1/10) (see Listed Building Consent application NR23)

Schedule of proposed conditions for LBC application PP-09487446 (Infill of Occupation Bridge (Thornhill Road) MDL1/10) in association with the Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order

1. **(Time Limit)** The development must be begun not later than the expiration of five years beginning with the date of this permission.

Reason: *To set a reasonable time limit for the commencement of the development*

2. **(Approved Drawings)** The development hereby permitted shall be carried out in accordance with the following drawings:

151667-TSA-35-MVN2-DRG-T-LP-163800 Existing and Proposed Plan
151667-TSA-35-MVN2-DRG-T-LP-163801 Existing and Proposed Elevation (North side)
151667-TSA-35-MVN2-DRG-T-LP-163802 Existing and Proposed Elevation (South Side)
151667-TSA-35-MVN2-DRG-T-LP-163803 Existing and Proposed Sections

Reason: *To ensure compliance with the approved plans and for the avoidance of doubt*

3. **(Materials)** Before the development hereby approved commences, or within a timescale to be otherwise agreed in writing by the local planning authority, samples and specifications of all materials to be used on all external elevations of the development shall be submitted to and approved in writing by the local planning authority. The development shall be constructed only using the approved materials unless otherwise agreed in writing by the local authority.

Reason: *To ensure the conservation of the historic environment and be consistent with Policy LP35 of the Kirklees Local Plan*

4. **(Historic Structures Recording)** No works of demolition shall take place until an approved methodology for full structure recording including the appropriate level of recording has been approved in writing. Subsequent recording will take place prior to demolition and be deposited with the West Yorkshire Archive Service and West Yorkshire Historic Environment Record.

Reason: *In recognition of the architectural and historic significance of the Listed Building and in accordance with Chapter 16 of the NPPF.*

5. **(Conservation Implementation Management Plan)** No works including any works of demolition shall commence until a Conservation Implementation Plan (CIMP) has been submitted to and approved in writing by the local planning authority. The approved CIMP shall incorporate a strategic overview of the methodologies proposed and include specific methodologies for:

- a. fabric removal, masonry repairs, vegetation removal, repointing, metalwork repairs and application of protective paint systems as appropriate;
- b. the identification of historically or architecturally significant elements of the fabric which once removed may be reused or preserved, and a strategy for their storage or reuse where appropriate;
- c. any improvements to the setting to sustain, enhance and better reveal the heritage asset affected;
- d. details of any maintenance access regime required (if any)
- e. provision of heritage interpretation boards during construction works
- f. dissemination of "toolbox talks" to personnel involved in demolition and construction works

Reason: *To ensure the conservation of the historic environment and be consistent with Policy LP35 of the Kirklees Local Plan*

Toad Holes Underbridge (MDL 1/12) (see Listed Building Consent application NR24)

Schedule of proposed conditions for LBC application PP-09487474 (Total infill and deck re-construction of Toad Holes Bridge MDL1/12) in association with the Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order

1. **(Time Limit)** The development must be begun not later than the expiration of five years beginning with the date of this permission.

Reason: *To set a reasonable time limit for the commencement of the development*

2. **(Approved Drawings)** The development hereby permitted shall be carried out in accordance with the following drawings:

151667-TSA-35-MVN2-DRG-T-LP-163900 Existing and Proposed Plan
151667-TSA-35-MVN2-DRG-T-LP-163901 Existing and Proposed Elevation (South side)
151667-TSA-35-MVN2-DRG-T-LP-163902 Existing and Proposed Sections

Reason: *To ensure compliance with the approved plans and for the avoidance of doubt*

3. **(Materials)** Before the development hereby approved commences, or within a timescale to be otherwise agreed in writing by the local planning authority, samples and specifications of all materials to be used on all external elevations of the development shall be submitted to and approved in writing by the local planning authority. The development shall be constructed only using the approved materials unless otherwise agreed in writing by the local authority.

Reason: *To ensure the conservation of the historic environment and be consistent with Policy LP35 of the Kirklees Local Plan*

4. **(Historic Structures Recording)** No works of demolition shall take place until an approved methodology for full structure recording including the appropriate level of recording has been

approved in writing. Subsequent recording will take place prior to demolition and be deposited with the West Yorkshire Archive Service and West Yorkshire Historic Environment Record.

Reason: *In recognition of the architectural and historic significance of the Listed Building and in accordance with Chapter 16 of the NPPF.*

5. **(Conservation Implementation Management Plan)** No works including any works of demolition shall commence until a Conservation Implementation Plan (CIMP) has been submitted to and approved in writing by the local planning authority. The approved CIMP shall incorporate a strategic overview of the methodologies proposed and include specific methodologies for:

- a. fabric removal, masonry repairs, vegetation removal, repointing, metalwork repairs and application of protective paint systems as appropriate;
- b. the identification of historically or architecturally significant elements of the fabric which once removed may be reused or preserved, and a strategy for their storage or reuse where appropriate;
- c. any improvements to the setting to sustain, enhance and better reveal the heritage asset affected;
- d. details of any maintenance access regime required (if any)
- e. provision of heritage interpretation boards during construction works
- f. dissemination of “toolbox talks” to personnel involved in demolition and construction works

Reason: *To ensure the conservation of the historic environment and be consistent with Policy LP35 of the Kirklees Local Plan*

Ming Hill Underbridge (MDL 1/14) (see Listed Building Consent application NR25)

Schedule of proposed conditions for LBC application PP-09487499 (Ming Hill Bridge MDL1/14) in association with the Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order

1. **(Time Limit)** The development must be begun not later than the expiration of five years beginning with the date of this permission.

Reason: *To set a reasonable time limit for the commencement of the development*

2. **(Approved Drawings)** The development hereby permitted shall be carried out in accordance with the following drawings:

*151667-TSA-35-MVN2-DRG-T-LP-163920 Existing and Proposed Plan
151667-TSA-35-MVN2-DRG-T-LP-163921 Existing and Proposed Elevation (South side)
151667-TSA-35-MVN2-DRG-T-LP-163922 Existing and Proposed Sections*

Reason: *To ensure compliance with the approved plans and for the avoidance of doubt*

3. **(Materials)** Before the development hereby approved commences, or within a timescale to be otherwise agreed in writing by the local planning authority, samples and specifications of all materials to be used on all external elevations of the development shall be submitted to and approved in writing by the local planning authority. The development shall be constructed only using the approved materials unless otherwise agreed in writing by the local authority.

Reason: *To ensure the conservation of the historic environment and be consistent with Policy LP35 of the Kirklees Local Plan*

4. **(Historic Structures Recording)** No works of demolition shall take place until an approved methodology for full structure recording including the appropriate level of recording has been

approved in writing. Subsequent recording will take place prior to demolition and be deposited with the West Yorkshire Archive Service and West Yorkshire Historic Environment Record.

Reason: *In recognition of the architectural and historic significance of the Listed Building and in accordance with Chapter 16 of the NPPF.*

5. **(Conservation Implementation Management Plan)** No works including any works of demolition shall commence until a Conservation Implementation Plan (CIMP) has been submitted to and approved in writing by the local planning authority. The approved CIMP shall incorporate a strategic overview of the methodologies proposed and include specific methodologies for:

- a. fabric removal, masonry repairs, vegetation removal, repointing, metalwork repairs and application of protective paint systems as appropriate;
- b. the identification of historically or architecturally significant elements of the fabric which once removed may be reused or preserved, and a strategy for their storage or reuse where appropriate;
- c. any improvements to the setting to sustain, enhance and better reveal the heritage asset affected;
- d. details of any maintenance access regime required (if any)
- e. provision of heritage interpretation boards during construction works
- f. dissemination of "toolbox talks" to personnel involved in demolition and construction works

Reason: *To ensure the conservation of the historic environment and be consistent with Policy LP35 of the Kirklees Local Plan*

INQ/7
2 November 2021

Appendix 2



Historic England

Penny Carter
Network Rail
6th Floor
111 Piccadilly
Manchester
M1 2HY

Direct Dial: 07917 828419

Our ref: PL00749223

22nd October 2021

Dear Penny

**Re: The Network Rail (Huddersfield to Westtown (Dewsbury) Improvements)
Order , including Huddersfield Station Design Guide**

Historic England's view on the above proposal is set out in our letter of 17th May 2021. We have indicated that as we are not participating in the forthcoming inquiry, we will not be party to a statement of common ground. Similarly, we respectfully decline the offer to formally respond to the letters of 28th September 2021.

We are happy to acknowledge further discussion following our comments of 17th May 2021. In particular, the commitment from Network Rail to develop a design guide and indicative palette of materials for Huddersfield station - as outlined in your letter of 28th September 2021 – accords with the approach suggested.

We will be happy to respond to specific queries or requests for clarification from the inspector.

I assure you that this is our standard position and not specific to this project. We have found the process thus far to be very positive and constructive and are looking forward to the development of future phases.

Yours sincerely

John Stonard

Development Advice Team Leader

E-mail: John.Stonard@historicengland.org.uk



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