

Consultee Comments for Planning Application 23/04388/LI

Application Summary

Application Number: 23/04388/LI

Address: Crawshaw Wood Overbridge Land South Of Manston Lane Thorpe Park Leeds LS15 8AB

Proposal: Listed Building Consent for the careful dismantling of the superstructure of the bridge, the raising of the abutments by 1.4 metres and the replacement of the refurbished cast iron superstructure at the higher level

Case Officer: Mr Stuart Daniel

Consultee Details

Name: - Conservation Team

Address: Leeds City Council, Leonardo Building, 2 Rossington Street, Leeds LS2 8HD

Email: Not Available

On Behalf Of: Sustainability - Conservation Team

Comments

The Crawshaw Woods Overbridge will be significantly altered as part of the Transpennine Route Upgrade (TRU). The heightening of the abutments and the reconstruction of the deck will involve permanent physical changes to the structure; however, this would be balanced by the restoration of the ironwork which is considered to be beneficial to its heritage significance, alongside the removal of the unsympathetic sheet steel parapets. Taking this and other heritage benefits into consideration, it is agreed that there will be a "less than substantial harm" to the heritage asset.

The NPPF says that "When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the assets conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance" (paragraph 199). The NPPF goes on to say that "Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification". It highlights that substantial harm to or loss of grade II listed buildings should be exceptional.

The proposal includes various mitigation and compensation measures such as designing new elements to mirror or complement the historic aesthetic and archaeological recording of heritage assets which do not remove the less than substantial harm to the heritage asset.

The NPPF says that "Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use" (paragraph

202).

The public benefits of TRU are set out Statement of Aims in the TWAO application which can be summarised as a faster and more energy efficient trains contributing to the UK Governments climate change targets. It has been established through the optioneering referred to above that without works to the listed structure then the TRU Programme cannot be delivered and the benefits of the TRU Programme will not be realised. The Heritage Statement concludes that the substantial harm caused to the listed bridges will, therefore, be outweighed against the substantial public benefits delivered by TRU which have been recognised at public inquiry by the Huddersfield to Westtown Inspector and confirmed by the Secretary of State for Transport.