

The Network Rail (Leeds to Micklefield Enhancements) Order

CD 7.31 -Summary of Heritage & the Listed Building Consent Applications Proof of Evidence

TRANSPORT AND WORKS ACT 1992
TRANSPORT AND WORKS (INQUIRIES PROCEDURES)
RULES 2004
NETWORK RAIL (LEEDS TO MICKLEFIELD
ENHANCEMENTS) ORDER

SUMMARY OF HERITAGE & THE LISTED BUILDING
CONSENTS APPLICATION PROOF OF EVIDENCE
OF
AMY JONES

Document Reference	CD 7.31
Author	Amy Jones
Date	15 February 2024

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1. INTRODUCTION

1.1 Qualifications and Experience

- 1.1.1 I am a Technical Director at AECOM Ltd.
- 1.1.2 I have been the Lead Heritage Consultant for the proposed Leeds to Micklefield Enhancements Scheme since March 2019.
- 1.1.3 My evidence is concerned with the likely impacts on effects on the historic environment in relation to the works associated with the Order Scheme.

2. SCOPE OF EVIDENCE

2.1 Legislative and Policy Framework

- 2.1.1 In Section 2 of my Proof, I provide an outline of the relevant legislation, national and local plan policies that apply where planning permission or listed building consent is sought for works listed buildings and for other development which may affect heritage assets.
- 2.1.2 In considering whether to grant listed building consent, the local planning authority or the Secretary of State 'shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historical interest which it possesses' (Section 16(2) of the Planning (Listed Building and Conservation Areas) Act, 1990 (as amended)). This is reiterated in s.66(1) (in respect of applications for planning permission) and in s.72(1) (in respect of conservation areas).
- 2.1.3 Section 16 of the NPPF sets out a series of policies that are a material consideration to be taken into account in development management decisions in relation to the heritage assets.
- 2.1.4 In instances where development would cause substantial harm to or total loss of significance of a designated heritage asset, consent should be refused unless that harm or loss is 'necessary to achieve substantial public benefits that outweigh that harm or loss' (paragraph 207). In instances where development would cause less than substantial harm to the significance of a designated asset, the harm should be weighed against the public benefits of the proposal including its optimum viable use (paragraph 208).
- 2.1.5 The Leeds Core Strategy Policy P11: Conservation Leeds City Council recognises the importance of heritage in shaping the city and aims to conserve and enhance the historic environment.

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- 2.1.6 UDP Policy N14 state that there will be a presumption in favour of the preservation of listed buildings.
- 2.1.7 Policy N17 says that wherever possible, existing detailing and all features, including internal features, which contribute to the character of the listed building should be preserved, repaired or if missing replaced.
- 2.1.8 Policy N13 states that 'the design of all new buildings should be of high quality and have regard to the character and appearance of their surroundings. Good contemporary design which is sympathetic or complementary to its setting will be welcomed'.

3. ASSESSMENT OF THE PROPOSED SCHEME

- 3.1.1 The assessment of the historic environment was undertaken through the production of technical reports for archaeology and cultural heritage, forming part of the Environmental Report.
- 3.1.2 The approach to assessment meets the requirements of the National Planning Policy Framework (NPPF, December 2024).
- 3.1.3 The Order Scheme been developed through an iterative design process which recognises the historic significance of the railway and the individual structures.

4. PROPOSED WORKS

4.1 Listed Buildings Requiring Consent

Ridge Road

- 4.1.1 In its current format, Ridge Road bridge cannot accommodate the OLE due to height restrictions. The Options which were considered to enable the installation of OLE in this location are detailed in the Alternative Options Evaluation Study for Ridge Road bridge (**CD 1.18.37**) and the evidence of Mr Harrison.
- 4.1.2 A bridge deck reconstruction option which recreated the basket arch, but utilised an applied weathered steel structure, was chosen as it represented the most sympathetic in terms of heritage significance.
- 4.1.3 The new bridge uses good design principles, as advocated by the NPPF, which fit in with the overall form and layout of its surroundings by harnessing the original form of the arch.

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- 4.1.4 It is considered that the exceptional circumstances required under Policy N14 do apply and that consent for demolition is justified by the public benefits provided by the Scheme.

Brady Farm Bridge

- 4.1.5 In its current format, Brady Farm bridge cannot accommodate the OLE due to height restrictions.
- 4.1.6 The Options which were considered to enable the installation of OLE in this location are detailed in the Alternative Options Evaluation Study for Brady Farm bridge (**CD 1.18.19**) and the evidence of Mr Harrison.
- 4.1.7 Brady Farm no longer functions as an active crossing over the railway and it was considered that there is no functional need to provide a crossing at this location. The bridge will, therefore, not be replaced.
- 4.1.8 The harm caused to Brady Farm bridge cannot be reduced through mitigation. However, the reclaimed stone can be used elsewhere on the route in connection with other historic structures.
- 4.1.9 It is considered that the exceptional circumstances required under Policy N14 do apply and that consent for demolition is justified by the public benefits provided by the Scheme.

4.1.10 Crawshaw Woods Bridge

- 4.1.11 Crawshaw Woods bridge comprises a segmental cast-iron single arch with a 50 ft span with pierced balustrade. The bridge is of particular historic interest as the earliest cast-iron bridge still in-situ over an operational railway in the world. Additional historic interest is provided by its later association with Barnbow National Filling Factory, now a scheduled monument, having provided access for many of its workers.
- 4.1.12 Crawshaw Woods Bridge (HUL4/20) will be retained under the Order Scheme, but it will be subject to alteration.
- 4.1.13 The proposal is to lift the bridge, build up the existing parapets with re-used stone, and replace the cast iron superstructure at a higher level.
- 4.1.14 Taking this into consideration, it is concluded that there will be less than substantial harm to the heritage asset.

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Austhorpe Lane Bridge

- 4.1.15 In its current format, Austhorpe Lane bridge cannot accommodate the OLE due to height restrictions. The Options which were considered to enable the installation of OLE in this location are detailed in the Alternative Options Evaluation Study for Austhorpe Lane bridge **(CD 1.18.12)** and the evidence of Mr Harrison.
- 4.1.16 There is no feasible option for retaining the bridge therefore and options were put forward for reconstruction.
- 4.1.17 Following discussions with Historic England and Leeds City Council it was agreed that the option to replace the superstructure with a modern basket arch feature bridge represented the most sympathetic in terms of heritage significance.
- 4.1.18 The harm cannot be reduced through mitigation; however compensation for the loss of the bridge has been incorporated through the design of the new structure.
- 4.1.19 It is considered that the exceptional circumstances required under Policy N14 do apply and that consent for demolition is justified by the public benefits provided by the Scheme.

4.2 Other Heritage Assets for consideration

The Historic Railway

- 4.2.1 Once the need to address capacity issues on key East to West connections across the north was established, a high level review of options was undertaken in order to deliver the objectives of the Scheme.
- 4.2.2 Due to a lack of feasible strategic options, it was deemed that improvements to the existing North Transpennine Route were the only option available.
- 4.2.3 The benefits of the Scheme will enable the historic railway to continue in viable use, and in the use it was intended for.

Leeds City Centre Conservation Area

- 4.2.4 The railway line traverses a section of the Leeds City Centre Conservation Area.
- 4.2.5 Effects on the conservation area are limited to changes in views of key heritage assets, including the Leeds Minster. Whilst acknowledging a

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change, no harm is caused to heritage significance of the Minster or the Leeds City Conservation Area.

5. APPROACH TO MITIGATION, COMPENSATION AND CONDITIONS

- 5.1.1 The proposals for Ridge Road, Brady Farm and Austhorpe Lane have been formulated as part of an iterative design process.
- 5.1.2 A Conservation Implementation Management Plan to further define the works to be undertaken at Crawshaw Woods bridge will be prepared and secured by condition: see putative condition 5.
- 5.1.3 In addition to the embedded mitigation, compensation will also be secured through the archaeological recording of heritage assets affected, in agreement with the historic environment stakeholders.

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6. CONSULTATION

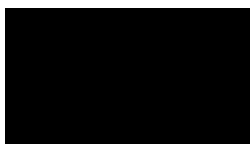
- 6.1.1 Consultation has been undertaken with both Historic England and Leeds City Council throughout the Scheme, commencing in August 2018. Regular meetings have been held to discuss the works and evolving options for the listed structures.
- 6.1.2 No objection to the Listed Building Consent applications has been received from Historic England, Leeds City Council or the Georgian Society.

7. OBJECTIONS AND REPRESENTATIONS

- 7.1.1 I provide a response to the objections and representations which have been received in response to the listed building consent applications in Section 7 of my Proof.

8. WITNESS DECLARATION

- 8.1.1 I hereby declare as follows:
- 8.1.2 This Proof of Evidence includes the facts which I regard as being relevant to the opinions which I have expressed, and the Inquiry's attention has been drawn to any matter which would affect the validity of that opinion.
- 8.1.3 I believe the facts which I have stated in this Proof of Evidence are true and that the opinions expressed are correct.
- 8.1.4 I understand my duty to the Inquiry to help it with matters within my expertise and I have complied with that duty.



AMY JONES
15 FEBRUARY 2024