

**Consultation Response from KC,
Conservation and Design**
2021/93311 Land between, Rutland Road, Howley Street, Primrose Hill, Batley
Erection of new footbridge, ramps and stairs, Rutland Road/Howley Street, Batley (within a Conservation Area)
Date Responded: 02/12/21
Responding Officer: NG
Responding Ref: CA11
Context:

The site is a section of railway line located in a cutting below the Upper Batley Conservation Area and aims to provide an alternative and improved pedestrian crossing. There are no listed buildings which would be directly or indirectly impacted by the proposal and no other identified heritage assets.

It is understood that the works will be part of the preliminary works in advance of the Transpennine Route Upgrade which will electrify the line from Manchester to York, eventually requiring the erection of stanchions to support the Overhead Line Equipment (OLE).

The proposed development should be considered in the context of Local Plan policies LP24 and LP35, as well as NPPF paragraphs 130 (design) and 199 (historic environment) to demonstrate that the proposal will function well and add to the overall quality of the area, as well as paragraph 199 in terms of the impact on the designated conservation area and its setting.

The proposal.

The works will impact on the manned Lady Anne Crossing (linking Howley Street and Stoney lane) and the steep embankment which formerly carried the dismantled G.N.R Batley Branch line over the current main L&NWR line via a bridge above the pedestrian crossing. The disused embankment between Primrose Hill and the railway corridor will be partially reduced in height and regraded, with the prominent abutment and wingwall at Howley Street reduced in height and refaced in stone.

The new pedestrian route will require an opening in the boundary wall on Rutland Road, leading east across the line to a series of ramps built into the embankment. Rutland Road is located above the railway and the facing embankment. There has been some relatively recent landscape management of the west embankment which will expose the new footbridge bridge to wider views. However, the physical and visual impact on the overall character and appearance of the designated conservation area will be modest.

The former G.N.R Batley Branch embankment is covered with establishing trees which will be significantly impacted by the proposed ramps, but will not be fully cleared and the embankment will be landscaped. The east face of the embankment will not be affected but the views out from the Conservation Area from Rutland Road would be more open. However, the impact on the setting of the conservation area would be limited by distance separation and the difference in levels.

The design of the footbridge is understood to reflect the required enclosed panel form of footbridges which cross electrified lines, designed to avoid potential contact with the Overhead Line Equipment (OLE). The design form is thus partly dictated by the need to accommodate safety standards. The form of the bridge will consequently be functional but its visual impact would be modestly tempered by the anti-corrosion coating, painted Holly Green (BS14C39) which is standard for rail bridges in such semi-rural locations.

The new gate-piers in the opening across the line and the stone wall will replicate the gate piers and wall along Rutland Road, to ensure that this element of the proposed development respects the heritage value and streetscape quality of the local area.

Conclusion.

The proposed development will have a significant initial impact to accommodate the ramps but will have a modest impact on the character and appearance of the adjacent conservation area and its functional requirements have been adapted to facilitate the integration of the structures into the cutting and the side of the embankment.

Therefore, the proposed development is considered to have a negligible direct and indirect impact on the identified heritages assets (i.e. the Upper Batley Conservation Area), resulting in no demonstrable harm. The design, materiality and landscape proposals are considered to be generally sympathetic to the character, heritage and landscape of its context and facilitate an improved safe and accessible crossing which responds well to the topography.

Consequently, the proposals are considered to positively address the requirements of the Kirklees Local Plan policies LP24 and LP35, as well as NPPF paragraphs 130 (design) and 199 (historic environment) and are supported as a means to the overall quality of the area.