

Infrastructure Projects

Northern Programmes



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

Mirfield Viaduct Underbridge (MVN 2/192) – Conservation Implementation Management Plan

Network Rail

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1. INTRODUCTION

1.1 Overview

1.1.1 Network Rail has been granted a Transport and Works Act Order (TWAO) to authorise the Huddersfield to Westtown (Dewsbury) Improvements of the Trans-Pennine Route Upgrade (TRU) programme. The works granted in the Order are referred to as ‘the Order Scheme’. The Order Scheme forms part of a wider TRU programme which will improve the Trans-Pennine railway between Manchester, Huddersfield, Leeds and York and improve connections between key towns and cities across the north of England. The Order Scheme will contribute to the overall TRU Programme aims of increasing service capacity and offering journey time benefits through:

- Four tracking and upgrading of the existing railway line including track realignment (currently the majority of the railway in the Scheme area has two tracks);
- Electrification of the line;
- Increase in line speeds;
- Provision of sections of new railway;
- Provision of new grade-separated junction within the Ravensthorpe area;
- Remodelling of stations including platform extension works at Deighton, Mirfield and Huddersfield; and
- Provision of replacement station at Ravensthorpe.

1.1.2 The application under the Transport and Works Act 1992 (TWAO) has been determined by the Secretary of State for Transport. As the proposed works affect a number of heritage assets and pass through a number of conservation areas a series of separate Listed Building Consent applications were submitted to Kirklees Council. Under the TWA (Listed Buildings Conservation Area and Ancient Monuments Procedure) Regulations 1992 these applications were automatically called in and considered at the Huddersfield to Westtown (Dewsbury) public inquiry and were also granted permission by the Secretary of State.

1.1.3 Listed Building Consent for the proposed Order Scheme works at Mirfield Viaduct Underbridge (MVN 2/192) was granted on 27 June 2022 (Ref: 2021/65/91333/E). A plan showing the location of Mirfield Viaduct Underbridge (MVN2/192) is included in Appendix A.

1.1.4 The consent for the Order Scheme requires the discharge of various planning and Listed Building Consent conditions (refer to Appendix B for the list of agreed Listed Building Consent conditions). Condition 4 of the Listed Building Consent for the works to Mirfield Viaduct Underbridge (MVN 2/192) requires the production of a Conservation Implementation Management Plan (CIMP) before any works to the Listed structure can commence.

1.2 Purpose of the Document

1.2.1 A Conservation Implementation Management Plan (CIMP) is a comprehensive document based on a detailed understanding of an historic asset and its significance. It sets out a conservation framework in the context of which the work for the Order Scheme is undertaken. This includes policies to ensure an asset’s significance is retained in any future use, repair, alteration, development or management. Where it is not possible to retain an asset’s significance, such as through partial or total loss, then the purpose of the CIMP is to set out best practice methodologies for demolition and removal which will be adhered to during the construction works.

1.2.2 It was acknowledged by way of the LBC conditions that, at the time of making the Order and associated Listed Building Consent applications, elements of detailed design and specifics of construction methodology were not fully determined. It was agreed that the CIMP would

provide a suitable framework to capture, review and approve such details, within the context of the heritage significance of Mirfield Viaduct Underbridge (MVN2/192) and the Trans-Pennine Route.

- 1.2.3 Overhead Line Electrification (OLE) will be provided to the section of track over Mirfield Viaduct Underbridge (MVN 2/192). This requires the siting of OLE portal structures on the Listed Building. These works will be undertaken as part of the Order Scheme and this CIMP has been produced to satisfy the requirements of Condition 4 of the Listed Building Consent, the wording of which states as follows:

'4. (Conservation Implementation Management Plan) No works shall commence until a Conservation Implementation Management Plan (CIMP) has been submitted to and approved in writing by the local planning authority. The approved CIMP will include as a minimum requirement contents based on the model template CIMP structure attached to this list of conditions. The CIMP will specifically include methodologies for:

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

The works must be carried out in accordance with the approved CIMP unless otherwise agreed in writing with the local planning authority.'

1.3 Consultation process

- 1.3.1 Stakeholder liaison in conjunction with consultees is an integral part of the condition discharge process. The CIMP has been developed alongside engagement with Kirklees Council.
- 1.3.2 As noted above in paragraph 1.2.2, Kirklees Council agreed that this CIMP would provide a suitable framework for approving those details of the design of the scheme at Mirfield Viaduct Underbridge (MVN2/192) which were not fully determined at the time of application. In particular, the Council have been engaged on the development of this CIMP in respect of the proposed handrail, in terms of the review and approval of this being undertaken via this CIMP rather than in a new Listed Building Consent application. This was discussed in regular meetings of the TRU Kirklees Heritage Working Group, which have included opportunities to review and comment on draft document structures, contents and the presentation of detail on individual methodologies covered in this document.

1.4 Other Supporting Information

- 1.4.1 The CIMP should be read in conjunction with further information submitted for discharge of Listed Building Consent conditions. This includes:
- Specifications of materials and finishes, produced to satisfy Condition 2 attached to the Listed Building Consent;
 - Approved drawings, submitted with the Listed Building Consent application; and
 - Updated and additional drawings, included within Appendix C of this CIMP.
- 1.4.2 The CIMP should also be read in conjunction with the TWA Order and LBC Application documents including the Heritage Assessment¹ and Environmental Statement (ES) chapters^{2 3}.

¹ Network Rail, 2021. *The Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order: Mirfield Viaduct Underbridge (MVN2/192) Heritage Assessment*.

² Network Rail, 2020. *Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order application Environmental Statement, Volume 2i – Scheme-wide Assessment, Chapter 6 – Historic environment*.

³ Network Rail, 2020. *Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order application Environmental Statement, Volume 2ii – Route Section Assessment, Route Section 6 Ravensthorpe and Westtown, Chapter 6 – Historic environment*.

2. STRATEGIC OVERVIEW

2.1 Strategic Approach of the CIMPs within the TRU Project

- 2.1.1 As outlined above in Section 1.2, this CIMP has been produced as a requirement to discharge Condition 4 of the Listed Building Consent for Mirfield Viaduct Underbridge (MVN 2/192), for the works undertaken for the Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order affecting the Listed Building. As such, the CIMP sits alongside other documents produced for the Listed Building Consent application and the wider Order Scheme.
- 2.1.2 The production of CIMPs for the works where Listed Building Consent was required as part of the Order Scheme was agreed between Network Rail and Kirklees Council (with the support of Historic England) in order to provide further design and construction detail pertinent to the impact on the significance of such Listed Buildings. It was acknowledged that, at the time of making the Order and associated Listed Building Consent applications, elements of detailed design and specifics of construction methodology were not fully determined. The CIMP was agreed to provide a suitable framework to capture, review and approve such details, within the context of the heritage significance of the Trans-Pennine Route and the individual Listed Buildings affected.
- 2.1.3 The content of the CIMP will define how the construction of the Order Scheme at Mirfield Viaduct Underbridge (MVN 2/192) is undertaken with respect to the sensitivity of the historic fabric, character and setting of the Listed Building. The critical elements of this CIMP are in setting out the detailed approaches to be undertaken in respect of: introduction of new fabric (in the form of OLE and handrail); identification of historic elements suitable for re-use; and the provision of temporary interpretation. The CIMP provides a conservation framework for the duration of the construction of the Order Scheme.
- 2.1.4 This CIMP has also included the details to the handrail extension. The details of this were confirmed following the submission and granting of the LBC (Ref: 2021/65/91333/E). However, it was agreed via the regular TRU Heritage Working Group that the details of these alterations to the structure could be covered within this CIMP for review and approval via Kirklees Council rather than requiring the submission of a new LBC.
- 2.1.5 The methodologies and approaches discussed in this CIMP are conversant of the significance of Mirfield Viaduct Underbridge (MVN2/192). The significance of Mirfield Viaduct Underbridge (MVN2/192) is outlined below in Section 3, with further information on its historic context and significance detailed within the Heritage Assessment⁴ produced to support the Listed Building Consent application and in the Environmental Statement produced for the Scheme.^{5 6}
- 2.1.6 The heritage significance of the Trans-Pennine Route as a whole, of which Mirfield Viaduct Underbridge (MVN2/192) is a part, has already been analysed and outlined in the TransPennine Route Upgrade Route-Wide Statement of Significance, produced by Alan Baxter Associates⁷ (submitted as part of the Order submission). As well as being shaped by

⁴ Network Rail, 2021. *Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order Mirfield Viaduct Underbridge (MVN2/192), Underbridge Heritage Assessment*.

⁵ Network Rail, 2020. *Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order application Environmental Statement Volume 2i – Scheme-wise Assessment, Chapter 6 – Historic Environment*

⁶ Network Rail, 2020. *Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order application Environmental Statement Volume 2i – Ravensthorpe and Westtown, Chapter 6 – Historic Environment*

⁷ Alan Baxter Associates, 2019. *TransPennine Route Upgrade Route-wide Statement of Significance*.

the significance of Mirfield Viaduct Underbridge (MVN2/192) production of the contents of this CIMP has taken into consideration the wider significance of the Route as a whole, including group value associated with this and other historic structures along it.

- 2.1.7 The design development of the proposals at Mirfield Viaduct Underbridge (MVN2/192) was conversant of group value and the significance derived from relationships between the structure and other similar and related bridges elsewhere on the Trans-Pennine Route. This was particularly the case in relation to the relationship between the bridge and the nearby Wheatley's Viaduct (MVN2/196), as well as the adjacent Ledgard Bridge. The methodologies detailed within this CIMP have also been developed in the context and understanding of the significance the bridge derives from this group value. The group value associated with the bridge, and its contribution to the bridge's overall significance, is explored in more detail in Section 3.5 below.

2.2 Methodological Approach – Discharge of Condition

Strategy for Partial Discharge

- 2.2.1 For a number of Listed Buildings subject to works under the Order, the CIMP will be submitted in a number of phases for partial discharge to allow elements of works to commence prior to the full availability of information covering all works proposed to the structure. However, in the case of Mirfield Viaduct Underbridge (MVN2/192) it is anticipated that this CIMP will contain sufficient information to fully discharge the relevant condition.
- 2.2.2 We do not anticipate any need to depart from the information provided, however there may be unforeseen circumstances which require us to urgently revise proposals. In such circumstances Kirklees Council will be notified as soon as possible, and their agreement sought on the proposals through the established TRU Heritage Working Group.

3. UNDERSTANDING THE SITE

3.1 Heritage Context Overview: History of the Trans-Pennine Route

- 3.1.1 The Trans-Pennine Route between Huddersfield and Westtown (Dewsbury) was constructed and opened between 1836 and 1849. The route today comprises sections of rail line developed by different railway companies, characteristic of the wider Trans-Pennine Route between York, Selby and Manchester. The complex chain of companies and projects is a typical product of the “Railway Mania” of the mid-1840s, the height of a period of commercial confidence and expansion in the railways.
- 3.1.2 Between Huddersfield and Westtown (Dewsbury), the Trans-Pennine Route is made up of sections of:
- The Manchester & Leeds Railway, constructed 1836-39, between Ravensthorpe and Heaton Lodge;
 - The Leeds, Dewsbury & Manchester Railway, constructed 1845-47, between Westtown (Dewsbury) and Ravensthorpe; and
 - The Manchester & Huddersfield Railway, constructed 1846-49, between Heaton Lodge and Huddersfield.
- 3.1.3 Mirfield Viaduct Underbridge (MVN 2/192) is located on the section of the Trans-Pennine Route through Mirfield which was constructed and opened between 1839-41 as part of the George Stephenson’s Manchester & Leeds Railway. It was superintended by George Stephenson and principally engineered by Thomas Longbridge Gooch; as such, the detail and individual structures of the line were largely engineered by Gooch. It was the first railway to link Lancashire and Yorkshire as it connected Manchester to Leeds via Rochdale and Todmorden. The line was 52 miles long and took a meandering northerly route to minimise gradients and the need for tunnelling. However, despite the avoidance of obstacles the northerly route necessitated the engineering of many impressive structures to navigate the tough upland country.
- 3.1.4 Between 1846 and 1849 this section of line was incorporated into the new Trans-Pennine Route, forming the connection between the Leeds, Dewsbury & Manchester Railway to the east and the Manchester & Huddersfield Railway to the west. The new route, engineered by Thomas Grainger (in the case of the Leeds, Dewsbury & Manchester Railway) and Alfred Stanistreet (A.S.) Jee and Joseph Locke (in the case of the Manchester & Huddersfield Railway), formed a new, more direct route to the West Riding from Manchester, in competition to the earlier railway through the Calder Valley. The more direct route was enabled partly through the advances in tunnel construction and large-scale engineering technology, improving travel times between Lancashire and Yorkshire. Between Huddersfield and Westtown (Dewsbury), the line is partly characterised by such examples of large scale and/or pioneering engineering structures, including tunnels, viaducts and both masonry and cast iron bridges.
- 3.1.5 The development and expansion of the railways and their associated infrastructure during the first half of the 19th century, was characterised by the considerable influence on those towns which experienced the development of this new mode of transport. The railways resulted in place-making and industrial growth, as towns benefited from the connections and influences which they brought with them. The Trans-Pennine Route between Huddersfield and Westtown (Dewsbury) certainly had an influence on towns, forming an additional infrastructure element of the expansion of settlements, such as Mirfield, which was already underway as a result of the growth of textile, mining and malting industries.
- 3.1.6 With the continued growth of the network and expansion in volume of passenger and freight traffic during the second half of the 19th century, the LNWR embarked on widening the

Trans-Pennine Route between Ravensthorpe and Stalybridge during the 1880s and 1890s. A number of the stations and structures along the Route were altered during this period to accommodate the widening of the line. The rail line within Mirfield was quadrupled and rail structures through the Route Section were widened to accommodate the additional two tracks. The expansion of the network during the second half of the 19th century also saw various branch lines added to the route. Cleckheaton Junction to the east of Mirfield Station provided a link to the Lancashire and Yorkshire Railway's Cleckheaton Branch (West Riding Union Railway). In the 1960s, Cleckheaton junction was removed with closure of this branch line.

- 3.1.7 The history and significance of the Trans-Pennine Route is discussed at more length in the Route-Wide Statement of Significance (Alan Baxter, 2019). This was produced to characterise the overall heritage significance of the Trans-Pennine Route as a whole and is included in Appendix 6-1 of the ES for the Scheme.

3.2 Historic Development of Mirfield Viaduct Underbridge (MVN 2/192)

- 3.2.1 As noted above, Mirfield Viaduct Underbridge (MVN2/192) was constructed by the Manchester and Leeds Railway between 1836 and 1839 during the Pioneering Age (1825-41) of railway construction. Like most of the structures along the Manchester and Leeds Railway, it was jointly engineered by George Stephenson and Thomas Gooch. The viaduct was constructed to carry the railway via 12 spans over the River Calder. The structure forms one of a pair of Stephenson and Gooch-engineered viaducts on the Manchester and Leeds Railway in Mirfield; the other, Wheatley's Viaduct (MVN2/196), is located approximately 1.2km to the east.
- 3.2.2 The structure was expanded and altered to the south in 1932 to accommodate two extra tracks, while the easternmost span of the original structure also appears to have been altered at this date. The expansion was constructed in a very different style to the 1836-39 viaduct, which gives the structure a wholly different character depending on which side it is viewed.

3.3 Heritage Context: Other Designated Heritage Assets

- 3.3.1 There is one designated heritage asset located within the immediate vicinity of Mirfield Viaduct Underbridge (MVN2/192): Ledgard Bridge (Grade II Listed NHLE 1183989), located across the River Calder to the south of the viaduct. Ledgard Bridge is a road bridge constructed from hammer dressed stone, dated to 1799-1800 and comprising four round arches springing from triangular breakwaters.

3.4 Heritage Context: Non-Designated Heritage Assets

- 3.4.1 The ES produced for the Scheme has identified three non-designated assets within the immediate vicinity of Mirfield Viaduct Underbridge (MVN2/192). These non-designated heritage assets are Butt End Mill (HER 13996), Ledgard Weir (ATK178) and Ledgard Bridge Mill (HER 7234).
- 3.4.2 Butt End Mill (HER 13996) was constructed by the Wheatley Family in the 1820s as a cloth mill. The main site has been demolished however there is a surviving building situated on the east side of the infilled original mill race.
- 3.4.3 Ledgard Weir (ATK178) runs between Butt End Mill (HER 13996) on the west bank and Ledgard Mill (ATK181) on the east. The weir was constructed to raise the water level between Battyford and Mirfield.
- 3.4.4 Ledgard Bridge Mill (HER 7234) is a textile mill complex constructed in two main phases

over the course of the mid to late 19th century. The building was destroyed by fire in 1867 and had to be rebuilt. The building ceased to operate as a mill in the 1980s when it was converted to small commercial units. It was largely converted to residential apartments in the early 21st century.

3.5 Significance of Heritage Assets: Mirfield Viaduct Underbridge (MVN 2/192)

- 3.5.1 Mirfield Viaduct Underbridge (MVN2/192) derives its chief significance from its historical association with George Stephenson and the Pioneering Age (1825-41) of railway construction, enhanced by its survival, albeit with its 1930s extension. The viaduct evidences the impressive historic railway infrastructure that was constructed in the Calder Valley during the 1830s. The structure is associated with the phase of pioneering railway construction: the first Manchester to Leeds Railway, innovative engineer George Stephenson. Its connection with Stephenson further contributes to its significance, in a limited manner, as the viaduct sits in a clear a group of similar historic Stephenson structures along the route, including with the nearby Wheatley's Viaduct (MVN2/196) (Grade II Listed, NHLE 1450703), see paragraph 3.3.5.
- 3.5.2 The viaduct also derives considerable significance from the aesthetic value of its architectural design; Stephenson's approach to constructing this viaduct, which incorporated styled elements such as the piers with rusticated bands and large sweeping segmental arch spans, have the effect of elevating the architectural expression of the structure. The understanding of the quality of this design which is evident today, particularly when viewed from the north bank of the River Calder, contributes to its overall significance.
- 3.5.3 The significance of the viaduct is reduced somewhat by the unsympathetic nature of the viaduct's extension in the 1930s, degrading the continued legibility of its historic design almost entirely when viewed from the south. Although the notable elements of aesthetic value such as the voussoirs survive on the north facing elevation, they have been almost entirely obscured on the south facing elevation. The reduction in significance from the expansion is acknowledged by Historic England in the Listing of the structure, with the metallic span extension excluded from the Listing⁸. Similarly, the easternmost span of the viaduct over Newgate contributes little to the structure's overall significance. However, the fact the viaduct continues to form part of the operational railway, which is in some part as a result of the viaduct being extended, also contributes to its significance.
- 3.5.4 Mirfield Viaduct Underbridge (MVN2/192) derives some significance from its setting, particularly its prominence in views from the north bank of the River Calder to the north. However, while these views do make some contribution to the overall significance of the viaduct, they are themselves limited, with the view constrained to a short section of the footpath on the north bank of the river, due to screening from other buildings and vegetation. These same structures block views of the viaduct from further into Mirfield. The viaduct also derives some limited significance from visual relationships with surrounding elements with which it forms a surviving part of 19th century industrial Mirfield, for example Butt End Mill to the north-west. The viaduct derives very limited significance from the setting of Ledgard Bridge (Grade II Listed NHLE 420081), as although the view of the viaduct from the bridge is commanding, it is of the 1930s Mirfield Viaduct (Steel Spans) Underbridge (MVN2/192A) steel extension which is of no special interest. In general though, the viaduct is a surprisingly discrete structure within the townscape of Mirfield and derives significance from its setting in only these specific examples.

⁸ Historic England List Description, 'Railway Bridge over River Calder (Mirfield Cooper Bridge line)'. <https://historicengland.org.uk/listing/the-list/list-entry/1313676> . Accessed 6 July 2022.

Group value

- 3.5.5 Mirfield Viaduct Underbridge (MVN2/192) shares a common design language in some regards with Wheatley's Viaduct (MVN2/196) (Grade II Listed, NHLE 1450703) on the east side of Mirfield. Both are masonry constructions with sweeping, skewed segmental arch spans designed by George Stephenson and Thomas Gooch. Though the difference in the design considerations in responding to the landform around the two structures has resulted in different design solutions, they share such common design characteristics. Despite their slightly different design approaches the viaducts do derive significance from their shared group value.
- 3.5.6 Mirfield Viaduct Underbridge (MVN2/192) also derives some small significance from its group value with George Stephenson and Thomas Gooch designed structures across the route more widely. Many of these structures share design characteristics, despite the differing roles of the railway structures. As such, the viaduct is just one element of a wider historic set of structures along the length of the Manchester and Leeds Railway.

3.6 Significance of Other Designated Heritage Assets

- 3.6.1 As identified above in paragraph 3.3.1, Ledgard Bridge (Grade II Listed NHLE 1183989) is the one designated heritage asset located within proximity to Mirfield Viaduct Underbridge (MVN2/192). The bridge derives its significance chiefly from its high-quality design and the setting of the River Calder. As previously mentioned, both the viaduct and the bridge derive very limited significance from the interrelationship. As the view of the viaduct from the bridge is of the later extension, neither structure derives more than very limited significance from that view. Ledgard Bridge does derive some small significance from views of it by rail passengers as the train crosses the viaduct, and both structures derive limited significance from their positions amongst a group of surviving buildings and structures of historic Mirfield.
- 3.6.2 The proposed works would have no direct impact on Ledgard Bridge (Grade II Listed NHLE 1183989). The bridge shares an interrelationship with Mirfield Viaduct Underbridge (MVN2/192), the significance drawn from this relationship is due to the proximity of the two and not related to the view, which is of the unsympathetic 1930s extension. The introduction of the OLE portals into this view would have no appreciable impact on the significance the bridge draws from its setting.

3.7 Significance of Non-Designated Heritage Assets

- 3.7.1 As identified above in paragraphs 3.4.1 to 3.4.4, there are three non-designated heritage assets located within close proximity to Mirfield Viaduct Underbridge (MVN2/192).
- 3.7.2 Butt End Mill (HER 13996), was originally constructed in the 1820s and derives significance from the survival of its historic buildings (albeit having undergone a change in use), as well for its historical association with the textile industry in Mirfield and the wider Calder Valley. The Mill does derive some significance from its visual relationship with the Grade II Listed viaduct, as the viaduct is prominent in views from the mill. Although, as mentioned above, this interrelationship imbues only limited significance to the viaduct and that is equally true of the mill.
- 3.7.3 Ledgard Weir (ATK178) and Mirfield Viaduct Underbridge (MVN2/192) have no appreciable relationship from which either asset derives significance; though in proximity to one another and visible in similar views, these aspects of their settings do not contribute to their overall significance.
- 3.7.4 Ledgard Bridge Mill (HER 7234) derives its significance from its historical association with the textile industry in the Calder Valley, evidential value as surviving example of a 19th

century textile mill, and its prominence in views in the local area. It is especially visible in views from Ledgard Bridge (Grade II Listed NHLE 1183989) but it also derives some small significance from views of it by rail passengers as the train crosses the viaduct, as such the mill derives significance from its setting. The viaduct and Ledgard Bridge Mill derive very limited significance from their interrelationship. As the view of the viaduct from Ledgard Bridge Mill is of the later extension, neither structure derives more than very limited significance from that view. Both structures derive limited significance from their positions amongst a group of surviving buildings and structures of historic Mirfield.

4. MIRFIELD VIADUCT UNDERBRIDGE (MVN2/192) – METHODOLOGIES

4.1 Summary

4.1.1 As outlined above in Section 1.2, this CIMP responds to the requirements of Condition 4 attached to the Listed Building Consent for Mirfield Viaduct Underbridge (MVN2/192), which states:

'No works including any works of demolition shall commence until a Conservation Implementation Management Plan (CIMP) has been submitted to and approved in writing by the local planning authority. The approved CIMP will include as a minimum requirement contents based on the model template CIMP structure attached to this list of conditions. The CIMP will specifically include methodologies for:

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

The works must be carried out in accordance with the approved CIMP unless otherwise agreed in writing with the local planning authority.'

4.1.2 The following sections consider and outline the key principles and approaches which are to be applied in relation to the methodologies i) to vii) as identified in the Condition wording, as well as those items identified in Section 4 of the model template CIMP structure attached to the list of conditions (see Appendix B).

4.2 (a) Historic Building Recording and Monitoring before and after the works

Historic Building Recording

4.2.1 As secured by Condition 3, historic building recording will be undertaken in accordance with the WSI submitted to Kirklees Council and approved by West Yorkshire Archaeological Advisory Service (WYAAS). A separate application to Kirklees Council to discharge Condition 3 will be made following the production of the report. In accordance with the WSI, monitoring visits may also occur should WYAAS or Kirklees Council wish to visit site.

4.3 (b) Methodology for Fabric Removal

4.3.1 The proposed works would not require the removal of any historic fabric from Mirfield Viaduct Underbridge (MVN2/192). However, the proposed works would require the removal of ballast in the areas where the proposed OLE foundations would be sited. The ballast is a modern component of the trackbed and does not contribute to the significance of the Listed structure. The localised areas of ballast would be removed by a Road Rail Vehicle (RRV) to

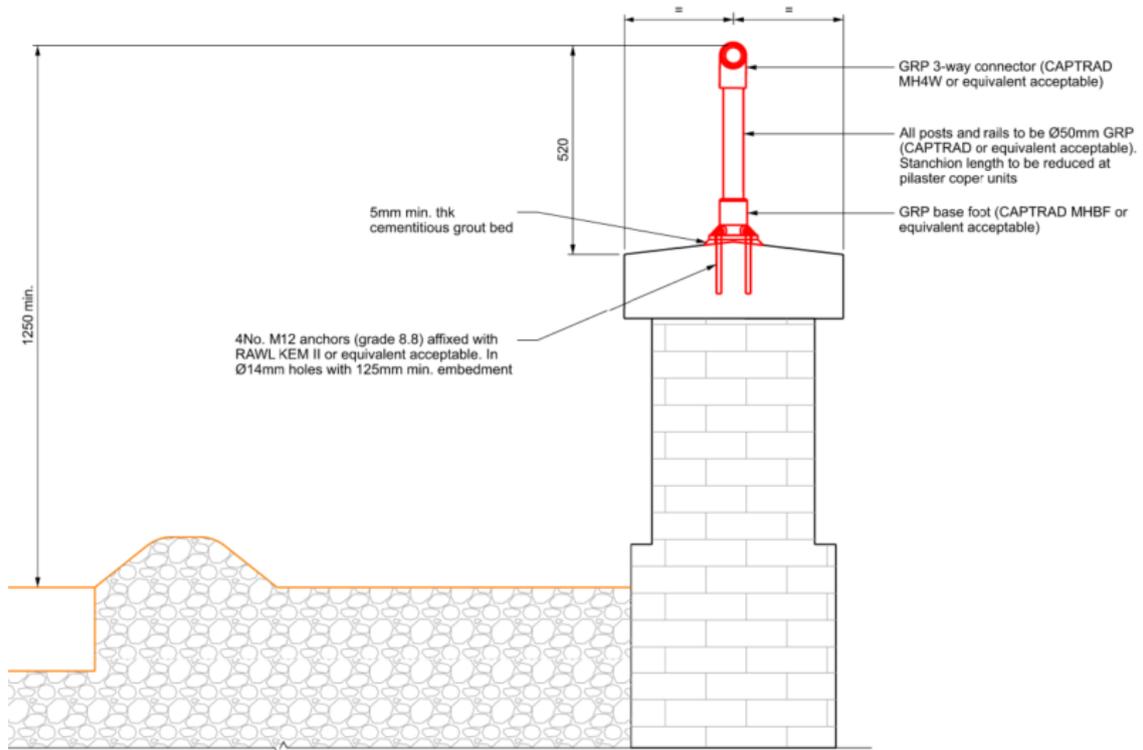
allow the placement of the OLE foundations. This is a standard approach to ballast removal on railway structures and carries low risk of accidental damage to the structural fabric of the viaduct itself.

4.4 (c) Introduction of New Fabric

Parapet vertical extension

- 4.4.1 As mentioned in Sections 1 and 2, it was agreed with Kirklees Council that the proposed vertical parapet handrail extension on the structure can be reviewed and approved via the CIMP (see above, paragraphs 1.2.2, 1.3.2 and 2.1.4). This section of the CIMP sets out details of the design development and proposed methodology for the installation of the handrail accordingly.
- 4.4.2 The existing handrail at Mirfield Viaduct Underbridge (MVN2/192) does not meet current safety regulations as it will be too low when the updated trackbed design has been implemented and consequently presents a risk to operatives working on the railway line atop the structure by not providing sufficient edge protection. As such, an extension to the height of the parapet on the northern Listed side of the structure is required to ensure the railway can be maintained safely.
- 4.4.3 A compliant parapet height will be achieved via the addition of a handrail attached to the coping stones of the existing parapet. The same approach has been successfully implemented on other viaducts as part of the wider TRU programme (see below Insert 4-2 for a comparable example). This approach would have minimal direct impact to the fabric of the structure, confined to drilling anchor points for base plates and application of small areas of grout. The handrail would be a dark colour to reduce its prominence in views towards Mirfield Viaduct Underbridge (MVN2/192).
- 4.4.4 Consideration has been given to the alternative option of raising the parapet height using masonry blocks to match the existing stonework of the historic parapet. This option was discounted for a number of reasons:
- Given the structural capacity of the existing parapet, increasing its height using stone would require additional strengthening works to be undertaken to increase its stability. This would increase the level of intervention to the Listed structure required to achieve compliant edge protection, leading to increased physical and visual alteration and potentially additional loss of historic fabric.
 - Raising of the parapet using masonry would be less readily discernible as an alteration and may reduce the legibility of the original extent of the parapet.
 - The proposed handrail would be more readily reversed should methods of working and safety standards change in future. It would be possible for the handrail bolts to be removed, grout bed removed and the anchor points sympathetically infilled, to return the parapet to its current condition.
 - Raising the parapet height using natural stone along the length of the viaduct would be considerably more expensive than the proposed handrail, a consideration in a publicly funded project
 - The carbon footprint arising from the quarrying, transportation and installation of natural stone required to achieve a compliant parapet is considered to exceed the carbon footprint of the proposed handrail due to more efficient production processes and ease of transportation. The ongoing maintenance requirement of additional natural stonework was also considered to represent a less environmentally sustainable approach than a handrail. A GRP handrail could also be recycled after use, were it to be removed or renewed in the future.

- 4.4.5 For the above reasons, the proposed GRP handrail was progressed as the preferred option. It was considered that, though the proposals would result in physical alteration to the historic structure, this approach was the least harmful practicable approach with respect to the heritage significance of the Listed viaduct.
- 4.4.6 The main elements of the proposals are as follows:
- Installation of a grout bed to level off the copers at the location of the proposed handrail posts
 - Place base plates on each grout bed
 - Drill 14mm diameter core through holes of the base plate into the existing masonry copers, to a minimum depth of 125mm
 - Secure the base plates with resin anchors; and
 - Connect the pre-assembled handrails into the base plates in sections
- 4.4.7 An indicative section of the proposed handrail is shown in Insert 4-1 below. A comparative example of a similar handrail installed on the Grade II Listed Uppermill (Saddleworth) Viaduct (MVL3/31) is also shown below in Insert 4-2.
- 4.4.8 A full set of updated drawings of the proposals for Mirfield Viaduct Underbridge (MVN2/192), including the handrail extension, is provided in Appendix C of this CIMP.
- 4.4.9 Installation of the proposed handrail would have limited impact on the significance of the Listed Building. The handrail would alter the appearance of the original masonry 1830s side of the viaduct, with this modern element slightly reducing the degree to which the Listed Building derives significance from its aesthetic value. The design of the handrail seeks to ensure it appears a recessive feature, while allowing the detail and proportions of Stephenson's original design to remain legible. The design seeks to deliver a constant height to the handrail, with the vertical posts altering in height to respond to the coping stones and pilaster capitals; the singular vertical height of the handrail consistently along the structure minimises its prominence. The proposed works would not impact on the historical value as a Stephenson structure dating from the Pioneering Age (1825-41) of railway construction.
- 4.4.10 As outlined in paragraph 3.5.4, Mirfield Viaduct Underbridge (MVN2/192) does derive some significance from its setting. The proposed handrail would not impact the degree to which setting contributes to the significance of the Listed Building, with views of the structure from the north bank of the River Calder and visual relationships with nearby heritage assets unaffected. The dark colouring of the handrail would ensure its visibility in such views is minimised as far as reasonably practicable.
- 4.4.11 This limited degree of harm is considered to constitute less than substantial harm in respect of NPPF paragraph 208. The proposed handrail would realise the public benefit of delivering a parapet which meets the minimum height standard thereby enabling a safer working environment for the delivery of the wider TRU Scheme which will bring significant economic, environmental and social benefits across the north of England. This public benefit is assessed to outweigh the level of harm identified, therefore satisfying both national and local planning policy.



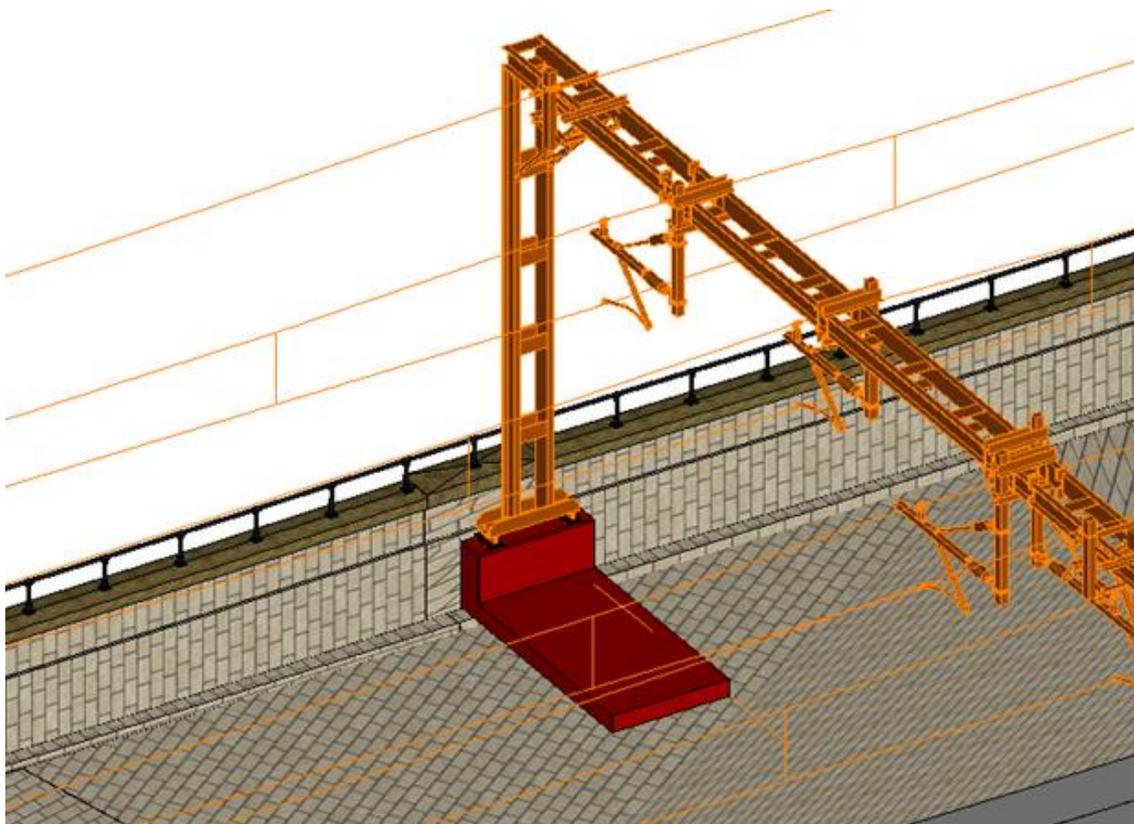
Insert 4-1 - Indicative section of proposed handrail.



Insert 4-2 - Photo of comparable handrail installed at Uppermill (Saddleworth) Viaduct (MVL3/31) (Grade II Listed, NHLE 1068120).

OLE Fixings

- 4.4.12 In order to install the OLE on the structure as per the consented design, the OLE portals will be landed onto foundations within the deck of the viaduct. The proposed OLE portal foundations consist of pre-cast concrete L-unit pad foundations to be lifted into position by railway crane. The foundations do not require affixing to the fabric of the viaduct, instead they will be installed directly on a prepared subbase. The shape of the foundations has been designed to minimise the loading transferred by the OLE onto the masonry spandrels, thereby avoiding the requirement to do strengthening works to the Listed structure.
- 4.4.13 The main elements of the proposals are as follows:
- Removal of section of track in location of proposed OLE foundation
 - Removal of the existing track ballast
 - Removal of the existing fill to the required depth
 - Granular engineered fill to be instated and compacted
 - OLE foundation pad units to be lifted onto prepared base via railway crane
 - Ballast to be reinstated and suitable trackbed formed
 - OLE stanchions affixed to newly installed foundations complying with Network Rail standards



Insert 4-3 - Typical foundation design showing L-unit pad sited on Mirfield Viaduct Underbridge (MVN2/192)

- 4.4.14 The proposed OLE foundation fixings have been designed to avoid adverse impacts on the significance of the Listed Building wherever reasonably practicable. They are of bespoke design to avoid structurally loading the spandrels and the consequent impact of strengthening that would have been required. The proposed design also avoids any requirement for dowelling into the existing fabric, meaning the foundations solution is fully reversible should the need arise in future. As detailed in Listed Building Consent application

2021/65/91333/E, the proposed design sites the OLE portals in board of the parapet of the Listed viaduct, avoiding alteration to the masonry parapet to accommodate the stanchions.

4.5 (d) Repairs, Vegetation Removal etc.

- 4.5.1 No repairs have been identified as currently being required to the Listed portion of the structure.
- 4.5.2 Strengthening works are being undertaken to the 1930s Mirfield Viaduct (Steel Spans) Underbridge (MVN2/192A), the section of the structure excluded from the Listing; these works would have no impact on the masonry spans.
- 4.5.3 Section 5 below outlines the approach to the future regime for inspections which will form the basis of an ongoing maintenance plan. Should repairs be needed in the future, repairs will be undertaken with a matching material and undertaken following best conservation practice to maintain the special interest of Mirfield Viaduct Underbridge (MVN2/192).

4.6 (e) The identification of historic fabric which once removed may be reused or preserved, and a strategy for their storage or reuse

- 4.6.1 No historic fabric of interest is proposed to be removed during the works at Mirfield Viaduct Underbridge (MVN2/192).

4.7 (f) Improvements to the setting to sustain, enhance and better reveal the significance of the heritage assets affected

Heritage Interpretation material

- 4.7.1 The Environmental Statement (ES) submitted with the TWAO application recommended that appropriate mitigation should include the provision of temporary information panels or hoardings during the construction period which will depict the historic development of the heritage assets within their local and wider context.
- 4.7.2 This methodology is concerned with discharging Condition 4 in respect of:
- v) any improvements to the setting to sustain, enhance and better reveal the heritage asset affected; and
 - viii) provision of heritage interpretation boards during construction works.
- 4.7.3 The wording of this CIMP condition was agreed via the Public Inquiry process regarding the Listed Building Consents and TWAO, with input from Kirklees Council and the Planning Inspector. Interpretation was included in the CIMP condition as a recognised way to capture the methodological approach to securing heritage interpretation for the scheme as a mitigation and compensation measure. This section of the CIMP responds to the condition wording and this intended purpose.
- 4.7.4 The heritage interpretation to be produced and installed will provide the opportunity for members of the public to engage with the heritage of the Trans-Pennine railway, better revealing the significance of Mirfield Viaduct Underbridge (MVN2/192).
- 4.7.5 The approach to meeting Condition 4 item v and viii is outlined in this methodology which covers:
- Part 1: Concept design
 - Part 2: Research and content creation
 - Part 3: Construction and implementation

Concept Design

4.7.6 At the concept design stage, a team of graphic designers worked on creating three concepts with different approaches as summarised below:

- Concept 1: Traditional Portrait Panel Layout – this concept makes use of informative bold key messaging with a playful typography which grabs attention and creates a memorable impression. Duotone photography in company branding is paired with spot illustrations to create a cohesive and engaging visual style.
- Concept 2: Modular Layout – this concept makes use of a playful annotation style applied over a traditional layout to create a concept with a dual personality which can appeal to different demographics. The complimentary palette is used to highlight key information and pairs with the annotated assets, which range from key messaging to photography and illustrations.
- Concept 3: Dynamic Layout – this concept differs from the standard panelled approach and allows for content to flow smoothly between sections. The concept includes large scale illustrations which are embedded with key messaging and information on a stone colour background to align with the surroundings, as well as allowing space for community engagement.

4.7.7 The concepts were further developed with discussions largely focused on social value and how that might be prioritised in the final design. The interpretation had to appeal to different communities and to a wide range of people, including residents, travellers, visitors, young people and the construction / work teams undertaking the TRU scheme. These concepts were thus developed with consideration of the above discussions and the need to comply with Network Rail brand guidelines and design standards.

4.7.8 Concept 2 was chosen as the agreed concept. This was due to the modular design which would enable ease of content and messaging; and the ability to section out more historical interpretative facts and information alongside sharing the TRU Programme concept and the ultimate benefits to the public from the new scheme. The concept design is aimed at meeting the social value principles of: identity, inclusion and wellbeing.

4.7.9 The Concept 2 design is shown in Insert 4-5 below:



Insert 4-4 Chosen Concept 2 design for temporary heritage interpretation.

4.7.10 The font and colour palette, whilst relating to the TRU Programme branding, is also designed to appeal to a wide spectrum of people and be user-friendly. It is styled to encourage engagement and discussion about the content. The design takes account of dual messaging with content aimed to accommodate different needs and perspectives. For instance, the content will be sectioned across panels and hoarding at different heights and with varying depth of detail. This is to purposefully aim particular content at:

- Public passing Back Lane compound – will have the opportunity to gain a quick insight into the works and history of the area,

- Residents / local people - who want to know more detailed information about the history of their local railway assets.

4.7.11 The benefits of this interpretive approach are:

- Increased engagement with local history and local stories.
- Increased sense of identity and community understanding of their past
- Greater perspective and appreciation of places and spaces within which people live and work.

Research and content creation

4.7.12 In order to produce the content for the Mirfield Viaduct Underbridge (MVN2/192) temporary heritage interpretation boards, a variety of documents were consulted. These include but are not limited to:

- Trans-Pennine Route Statement of History and Significance: West of Leeds (Baxter, March 2017);
- Trans-Pennine Route Upgrade Route-wide Statement of Significance (Baxter, August 2019); and
- The Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order: Mirfield Viaduct Underbridge (MVN2/192) – Heritage Assessment (Atkins, March 2021).

4.7.13 Key information was drawn out of these documents in order to produce a summary which sought to effectively communicate the historical significance of Mirfield Viaduct Underbridge (MVN2/192). This included:

- General scheme information and messaging;
- A history of the railway;
- A timeline on the coming of the railway;
- Information about engineers George Stephenson and Thomas Gooch;
- A history of Mirfield Viaduct Underbridge (MVN2/192); and
- Information about relationship to other underbridges on the route.

4.7.14 This information was then condensed in order to provide an effective amount of text and content on the interpretation panel. It was essential to achieve an appropriate balance between providing enough information and not over-burdening with text. It had to blend historical content and the importance of the Grade II Listed asset with messaging on the needs for the scheme and the benefits it would bring.

4.7.15 Each of the interpretative elements will feature general key messages about the works and the wider TRU scheme. In addition, there will be some historical background about the coming of the railway in Huddersfield and the significance of the railway assets. Each board or hoarding will then have specific information about the correlating location. This will consist of historic background, a summary of significance, information about the works being implemented and what is being done in order to protect the heritage assets during these works.

Construction and Implementation

4.7.16 The interpretation will consist of hoarding erected as part of the Back Street Compound.

Improvements to Setting

4.7.17 Mirfield Viaduct Underbridge (MVN2/192) derives some significance from its setting,

particularly its prominence in views looking south from the north bank of the River Calder, to the north of the structure. The consented works at Mirfield Viaduct Underbridge (MVN2/192) will have a minimal impact on the extent to which the Grade II Listed structure derives significance from its setting, due to the sensitive positioning of the OLE portals above the river banks.

- 4.7.18 No opportunities to improve the setting of the viaduct have been identified as part of the works to install the OLE and the parapet handrail. However, the design of the works has aimed to ensure the original masonry parapets of the structure, as well as the character and form of the 1830s viaduct as a whole, continue to be appreciated in views towards the structure, as far as is reasonably practicable.

4.8 Toolbox Talks

- 4.8.1 Toolbox Talks were identified as a required mitigation measure which would be applied in relation to the historic environment in the ES for the Scheme⁹. Toolbox Talks aim to disseminate best practice guidance to the construction staff working on the Scheme, identifying the sensitivities of the historic environment with the objective of reducing impact on the historic environment as a result of construction of the Scheme.
- 4.8.2 The Toolbox Talks will outline the sensitivities of Mirfield Viaduct Underbridge (MVN2/192) and its environs, as well as the measures to be taken throughout the relevant construction sites to preserve the significance of the bridge, its setting, and the contribution the bridge makes to the setting of other heritage assets. The Toolbox Talks aim to address such best practice throughout the construction phase. The Toolbox Talk material for Mirfield Viaduct Underbridge (MVN2/192) is included as Appendix C.
- 4.8.3 Toolbox Talks will be delivered to the TRU construction contractors and teams working at Mirfield Viaduct Underbridge (MVN2/192). The dissemination of the Toolbox Talks will be secured via the embedding of environmental and consents leads within the TRU Alliance teams coordinating on-site works for the Scheme. The Toolbox Talk will be delivered as part of the site induction for all personnel working at the Listed structure. A register will be kept of all personnel who have received the information contained within the Toolbox Talk, this record will be kept at the site office and will be available to Kirklees Council for inspection when requested. They will comprise written handout information sheets and/or slide pack presentations, as appropriate.
- 4.8.4 The Toolbox Talks material for Mirfield Viaduct Underbridge (MVN2/192) will include reference to:
- Extent of the granted Listed Building Consent and requirement to adhere to consented documentation, including relevant conditions attached
 - Relevant historic environment legislation and policy
 - Procedure for obtaining Listed Building Consent for any works outside of the granted Consent
 - Agreed methodologies and processes, including details of agreed working practices
 - Areas of particular heritage sensitivity at Mirfield Viaduct Underbridge (MVN2/192) and within its setting
 - Best practice guidance on avoiding accidental damage to heritage assets and minimising temporary settings impacts from construction activity

⁹ Network Rail, 2020. *Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order application Environmental Statement, Volume 2i – Scheme-wide Assessment, Chapter 6 – Historic environment.*

- Reporting requirements for contacting Environmental, Consents and Heritage staff, both within the TRU project and Kirklees Council, in respect of any unforeseen circumstances

4.8.5 The material of all historic environment-related Toolbox Talks on the Scheme will continue to be reviewed and revised, as necessary, throughout the duration of the construction phase of the Scheme.

5. MAINTENANCE AND MANAGEMENT SCHEDULES TO PROTECT THE LONG-TERM CONDITION OF THE HERITAGE ASSETS AFFECTED

5.1 Asset Management

5.1.1 Network Rail is among the largest land and property owners in the UK, owning and managing a unique estate of railway infrastructure which is widely acknowledged as being of international significance. This estate includes circa 30,000 bridges, tunnels and viaducts to be maintained, with circa 1450 Listed Buildings forming part of this number. Many of these assets continue to form part of the active network subject to ongoing heavy physical wear and tear. This context prompts the two main drivers of current Network Rail maintenance policy namely: the safe management of railway structures and the long-term care and maintenance of the asset. A planned programme of routine inspection is key to satisfying both of these drivers.

5.1.2 Structures within Network Rail's estate are subject to two types of inspection. These aim to ensure that inspection of structures are both appropriately regular and detailed, in order to maintain and protect the structures' long-term condition. The two types of inspection comprise:

- Visual examinations – these are undertaken on an annual basis from ground level to check for changes to tracked defects and to identify any new areas of concern; and
- Detailed surveys – these are where every structural element is examined, photographed and its condition recorded, and are undertaken at a frequency based on the assessed risk at each specific structure.

5.1.3 Some structures with non-critical defects also require additional examination to monitor their condition until they are repaired.

Mirfield Viaduct Underbridge (MVN2/192)

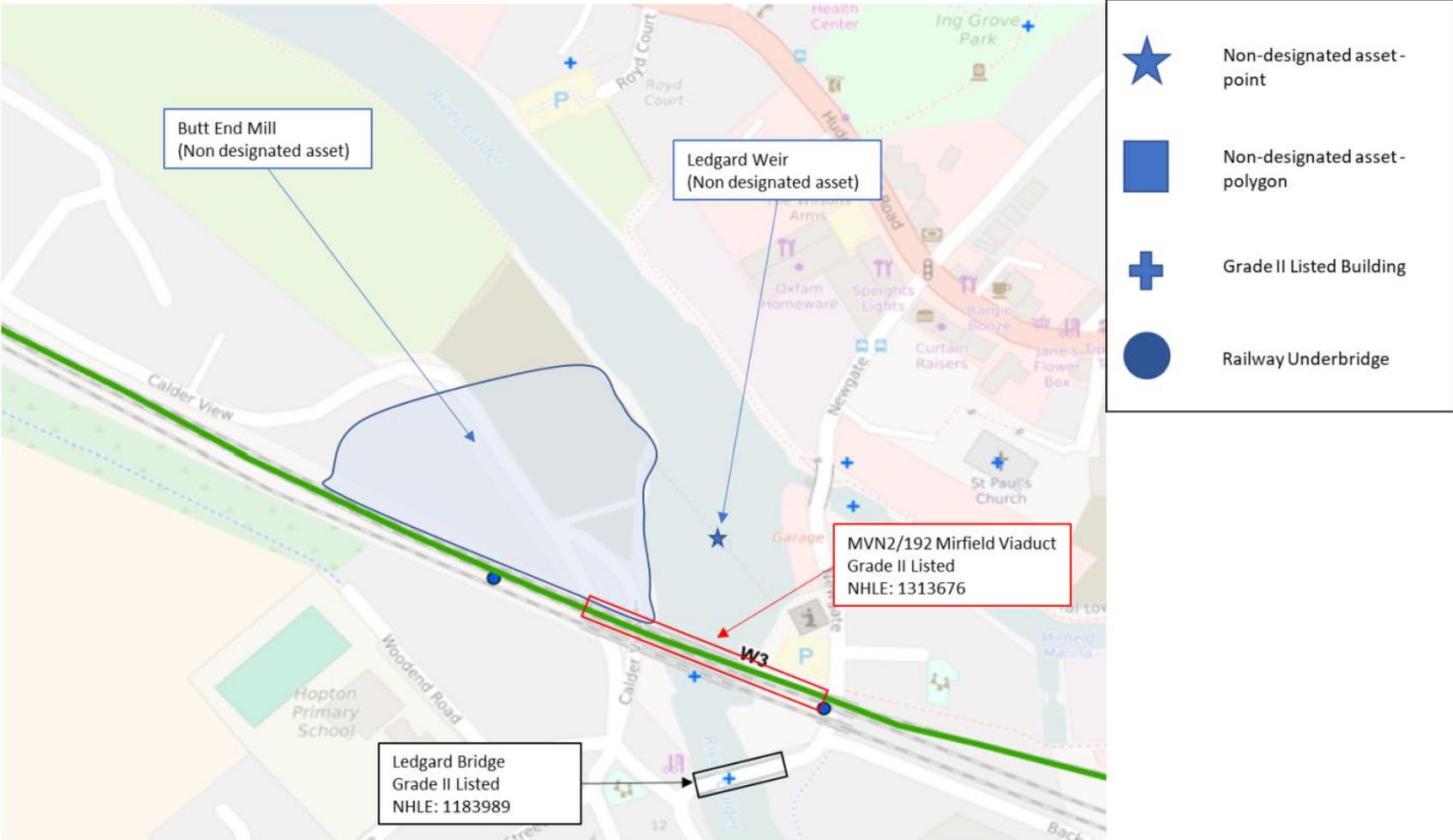
5.1.4 As stated in paragraph 5.1.2 the assessed risk at each structure dictates the frequency of detailed examination. Detailed examination at Mirfield Viaduct Underbridge (MVN2/192) takes place every six years. There is the potential for this examination interval to change where the risk factors are considered to have increased or decreased. For example, should a defect be identified in the future, the inspector may consider it appropriate to decrease the interval between detailed examination periods. This decision will be made by a suitably qualified individual following the completion of the works.

6. IMPLEMENTATION AND REVIEW OF THE CIMP

6.1 Implementation

- 6.1.1 On approval of this document by the relevant local planning authority it will be implemented as approved for the works undertaken as agreed by the Secretary of State for the Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order.
- 6.1.2 As outlined above, in Section 2, this document comprises the sole submission of the CIMP and is intended to cover the full details of the scheme construction for Mirfield Viaduct Underbridge (MVN2/192). The methodologies included within this CIMP will be implemented in accordance with the detail provided, as approved by Kirklees Council, for the duration of construction works. Any necessity to depart from the methodologies due to unforeseen or emergency circumstances will be discussed and agreed with Kirklees Council via the TRU Heritage Working Group.

APPENDIX A – LOCATION PLAN



Note: Listed Building point marker on the map is reflective of the location of the structure as opposed to the extent of the listing, this is shown accurately by the red line on the map.

APPENDIX B – AGREED LISTED BUILDING CONSENT CONDITIONS

Mirfield Viaduct (MVN2/192)- Application Reference 2021/91333

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

2. (Materials) Before the works hereby approved commence, 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 works shall be submitted to and approved in writing by the local planning authority. The works shall be constructed only using the approved materials unless otherwise agreed in writing by the local planning authority.

3. (Historic Structures Recording) No works shall take place until a methodology for full structure recording including the appropriate level of recording has been approved in writing with the local planning authority. Subsequent recording will take place prior to commencement of works 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.

4. (Conservation Implementation Management Plan) No works shall commence until a Conservation Implementation Management Plan (CIMP) has been submitted to and approved in writing by the local planning authority. The approved CIMP will include as a minimum requirement contents based on the model template CIMP structure attached to this list of conditions. The CIMP will specifically include methodologies for:

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

The works must be carried out in accordance with the approved CIMP unless otherwise agreed in writing with the local planning authority.

SCHEDULE 5: Approved Plans

151667-TSA-34-MVN2-DRG-T-LP-163500 Rev P02 Existing & Proposed Plan Sheet (1)

151667-TSA-34-MVN2-DRG-T-LP-163501 Rev P01 Existing & Proposed Elevation Sheet (2)

151667-TSA-34-MVN2-DRG-T-LP-163502 Rev P02 Existing & Proposed Elevation Sheet (3)

151667-TSA-34-MVN2-DRG-T-LP-163503 Rev P02 Existing & Proposed Elevation Sheet (4)

151667-TSA-34-MVN2-DRG-T-LP-163504 Rev P02 Existing & Proposed Elevation Sheet (5)

151667-TSA-34-MVN2-DRG-T-LP-163505 Rev P02 Existing & Proposed Elevation Sheet (6)

151667-TSA-34-MVN2-DRG-T-LP-163506 Rev P02 Existing & Proposed Elevation Sheet (7)

151667-TSA-34-MVN2-DRG-T-LP-163507 Rev P02 Existing & Proposed Section Sheet (8)

A separate note is attached setting out the circumstances and the manner in which the validity of the Secretary of State's decision may be challenged in the High Court.

Proposed Outline Contents of Conservation Implementation Management Plans (CIMPs)

CIMP – proposed contents:	Details:
<p>1. Introduction</p> <ul style="list-style-type: none"> • (a) Overview • (b) Purpose of the Document • (c) Consultation Process • (d) Other Supporting Information [<i>TBC dependant on structure</i>] 	<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>
<p>2. Strategic Overview</p> <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>
<p>3. Understanding the Site</p> <ul style="list-style-type: none"> • (a) Heritage Context Overview: History of the Transpennine Route • (b) Historic Development of [<i>Structure</i>] • (c) Heritage Context: Other Designated Heritage Assets [<i>TBC dependant on structure</i>] • (d) Significance of Heritage Assets: [<i>Structure</i>] • (e) Significance of Other Designated Heritage Assets [<i>TBC dependant on structures</i>] 	<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>

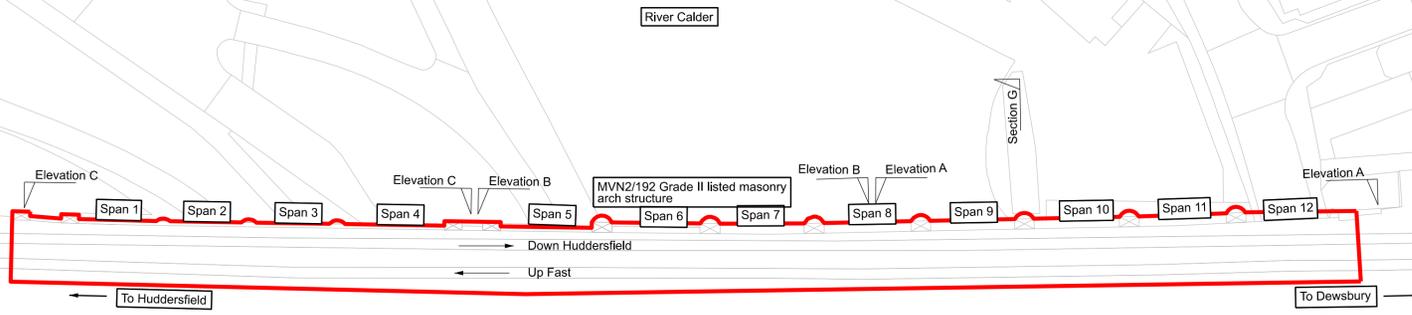
<p>4. [<i>Structure</i>] - Methodologies</p> <ul style="list-style-type: none"> • Summary • (a) Historic Building Recording and Monitoring before and after the works • (b) Fabric removal • (c) Introduction of new fabric • (d) Repairs, vegetation removal, repointing • (e) The identification of historically or architecturally significant elements of fabric which once removed may be reused or preserved, and a strategy for their storage or reuse [<i>TBC</i>] • (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 [<i>TBC</i>] <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 with Section 4</p>

	<p>(above) this will be supported by appendices, where relevant and applicable, such as proposed maintenance schedules.</p>
<p>6. Implementation and Review of the CIMP</p> <ul style="list-style-type: none"> • (a) Implementation • (b) Review 	<p>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.</p>
<p>Appendices [<i>would include</i>]</p> <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. <p><i>N.B. Those applicable to the asset</i></p>	<p>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.</p> <p>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</p>

APPENDIX C – UPDATED PROPOSAL DRAWINGS

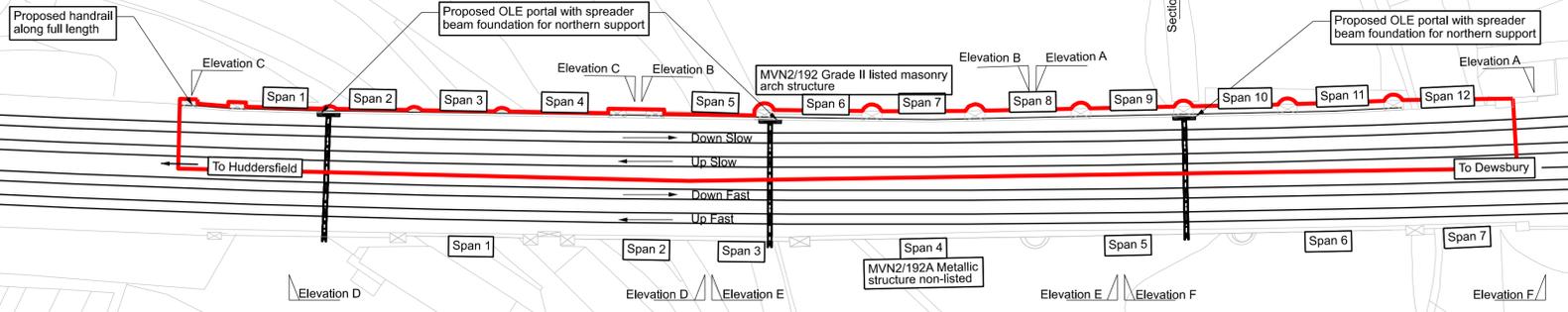
Updated LBC Drawings

The following comprise updated versions of appropriate plan, elevation and section drawings submitted with the granted Listed Building Consent application (Ref: 2021/65/91333/E), showing the inclusion of the proposed parapet handrail.

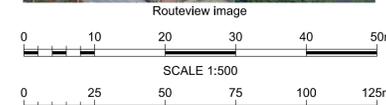
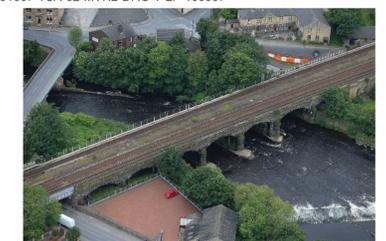
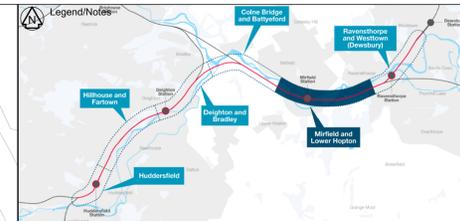


Location plan
Scale 1:1250

Existing: Mirfield Viaduct - MVN2 192 and 192A
Scale 1:500



Proposed: Mirfield Viaduct - MVN2 192 and 192A
Scale 1:500



SCALE 1:500
SCALE 1:1250
THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) IMPROVEMENTS) ORDER

P01	18/03/21	First Issue		VB	RF	GT
P02	19/03/21	Second Issue		VB	RF	GT
P03.1	21/10/24	Issued for CIMP		LJ		
Rev	Date	Description of Revisions	Drawn	Chkd	Appr	Suitability
Initial Status WIP						S0



Authorised: _____ Signed: _____ Date: _____

Contractor(s): **TRU West Alliance**

Location: THORPES BRIDGE JN - NORMANTON (MANCHESTER - NORMANTON LI)

Type: CAD Drawing Sub-type: Plan

Role: Town and Country Planner Sub-Role: General

Zone: Mirfield and Lower Hopton

Phasing: Proposed Grip Stage: 0

Project: **Transpennine Route Upgrade**

Contract No.: **151667**

Contract Title: **TRU - West of Leeds**

Drawing Title: **Listed Building Consent Drawing - MVN2/192 & 192A**

Mirfield Viaduct Existing & Proposed Plan

Designed: A.Harrap Signed: _____ Date: 21/10/24

Drawn: L.Jones Signed: _____ Date: 21/10/24

Checked: _____ Signed: _____ Date: _____

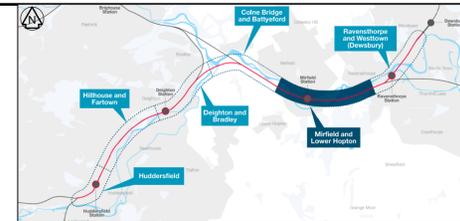
Approved: _____ Signed: _____ Date: _____

Scale(s): As Shown ELR & Mileage 002.0248 to 050.0691

Alternative Reference: _____ Sheet 1 of 8

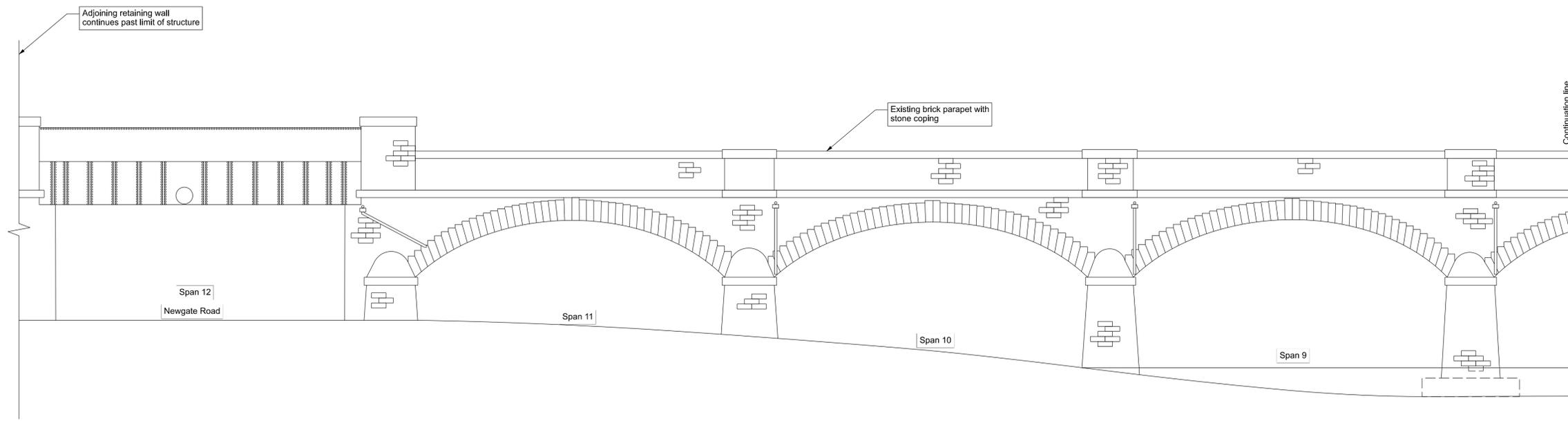
Drawing Number: 151667-TSA-34-MVN2-DRG-T-LP-163500 P03.1

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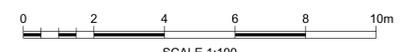


Legend
Listed Building Consent Application Boundary

- Notes
- All dimensions are in millimetres unless stated otherwise.
 - Do not scale from this drawing.
 - In constructing or maintaining the works identified as Scheduled Works in Schedule 1 of the Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order Network Rail may deviate from the dimensions shown on this drawing to the extent permitted by the Order.
 - Overhead Line Equipment wires omitted for clarity.
 - This drawing is to be read in conjunction with drawings:
151667-TSA-34-MVN2-DRG-T-LP-163500,
151667-TSA-32-MVN2-DRG-T-LP-163502,
151667-TSA-32-MVN2-DRG-T-LP-163503,
151667-TSA-32-MVN2-DRG-T-LP-163504,
151667-TSA-32-MVN2-DRG-T-LP-163505,
151667-TSA-32-MVN2-DRG-T-LP-163506 and
151667-TSA-32-MVN2-DRG-T-LP-163507



Elevation AA
Existing: Mirfield Viaduct (MVN2/192) North Elevation part 1
Scale 1:100



SCALE 1:100
THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) IMPROVEMENTS) ORDER

P01	15/03/21	First Issue	VB	RF	GT
P02.1	14/10/24		LJ		
Rev	Date	Description of Revisions	Drawn	Chkd	Appr
Status					Suitability
Initial Status WIP					S0



Authorised _____ Signed _____ Date _____

Contractor(s)
TRU West Alliance

Location THORPES BRIDGE JN - NORMANTON (MANCHESTER - NORMANTON LI)
Type CAD Drawing Sub-type Elevation
Role Town and Country Planner Sub-Role General
Zone Mirfield and Lower Hopton
Phasing Proposed Grip Stage 0

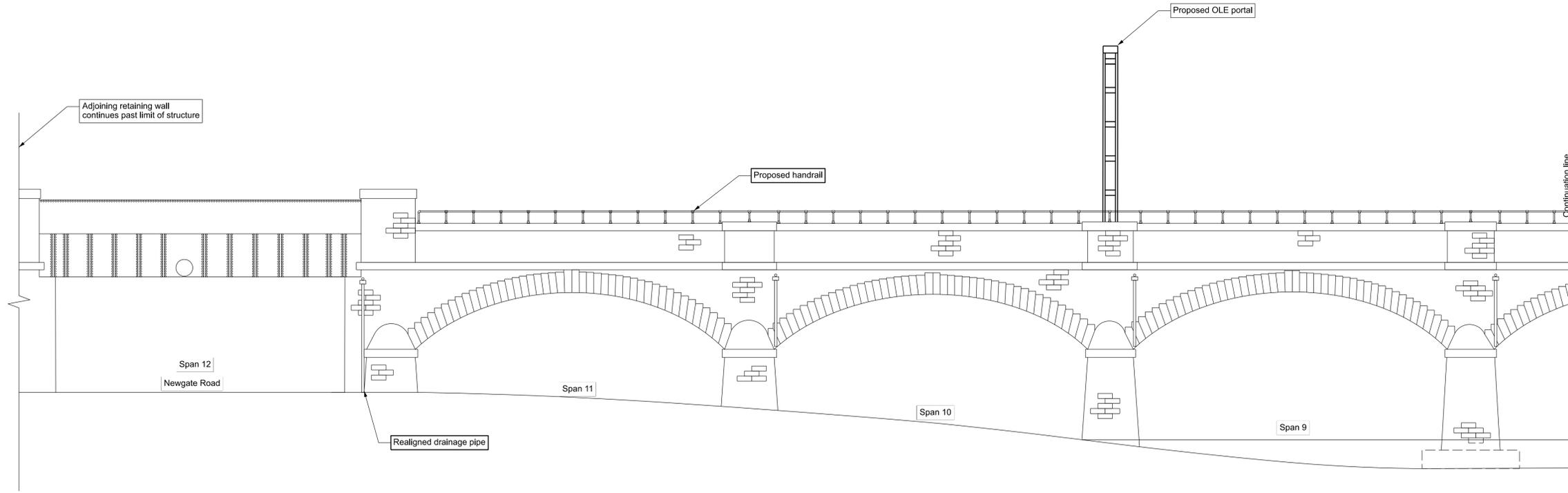
Project
Transpennine Route Upgrade

Contract No.
151667

Contract Title
TRU - West of Leeds

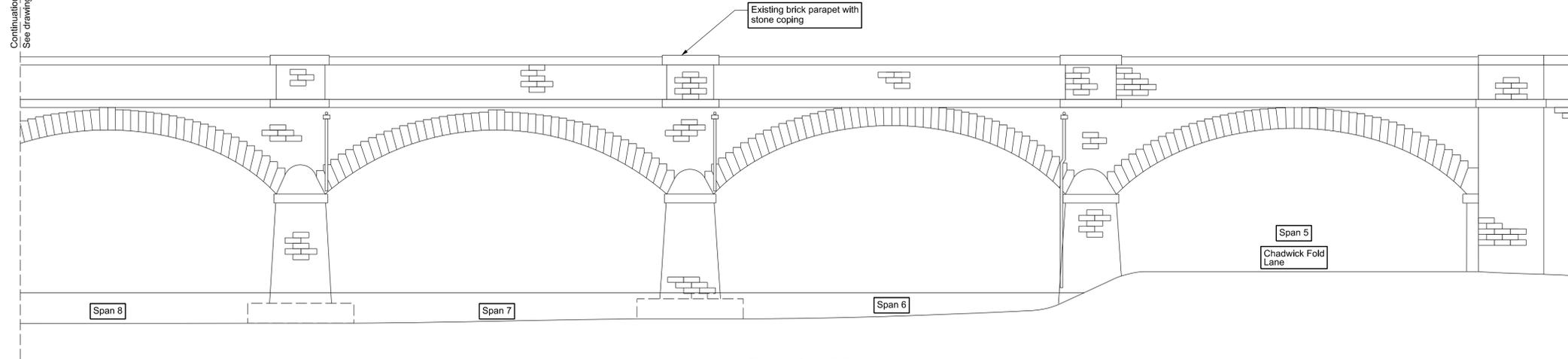
Drawing Title
**Listed Building Consent
Drawing - MVN2/192
Mirfield Viaduct
Existing & Proposed Elevation**

Designed	A.Harrap	Signed	Date	14/10/24
Drawn	L.Jones	Signed	Date	14/10/24
Checked		Signed	Date	
Approved		Signed	Date	
Scale(s)	1:100	ELR & Mileage	002.0248	to 050.0691
Alternative Reference		Sheet	2 of 8	
Drawing Number	151667-TSA-34-MVN2-DRG-T-LP-163501	Revision	P02.1	



Elevation AA
Proposed: Mirfield Viaduct (MVN2/192) North Elevation part 1
Scale 1:100

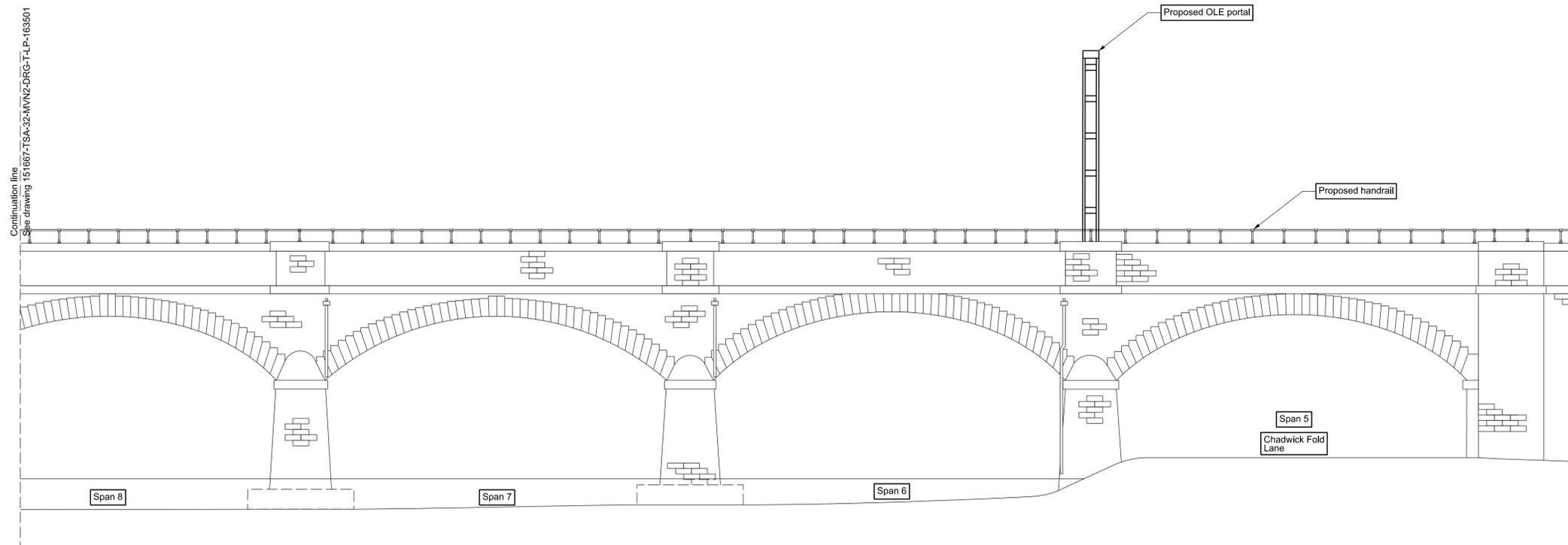
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Elevation BB
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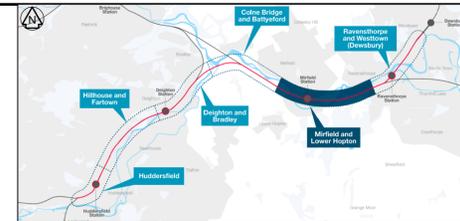
Scale 1:100

Continuation line
See drawing 151667-TSA-32-MVN2-DRG-T-LP-163501



Elevation BB
Proposed: Mirfield Viaduct (MVN2/192) North Elevation part 2

Scale 1:100



Legend
Listed Building Consent Application Boundary

- Notes
- All dimensions are in millimetres unless stated otherwise.
 - Do not scale from this drawing.
 - In constructing or maintaining the works identified as Scheduled Works in Schedule 1 of the Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order Network Rail may deviate from the dimensions shown on this drawing to the extent permitted by the Order.
 - Overhead Line Equipment wires omitted for clarity.
 - This drawing is to be read in conjunction with drawings:
151667-TSA-34-MVN2-DRG-T-LP-163500,
151667-TSA-32-MVN2-DRG-T-LP-163501,
151667-TSA-32-MVN2-DRG-T-LP-163503,
151667-TSA-32-MVN2-DRG-T-LP-163504,
151667-TSA-32-MVN2-DRG-T-LP-163505,
151667-TSA-32-MVN2-DRG-T-LP-163506 and
151667-TSA-32-MVN2-DRG-T-LP-163507



SCALE 1:100
THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) IMPROVEMENTS) ORDER

P01	18/03/21	First Issue		VB	RF	GT
P02	19/03/21	Second Issue		VB	RF	GT
P03.1	14/10/24			LJ		
Rev	Date	Description of Revisions	Drawn	Chkd	Appr	Suitability
Initial Status WIP						S0



Authorised: _____ Signed: _____ Date: _____

Contractor(s)
TRU West Alliance

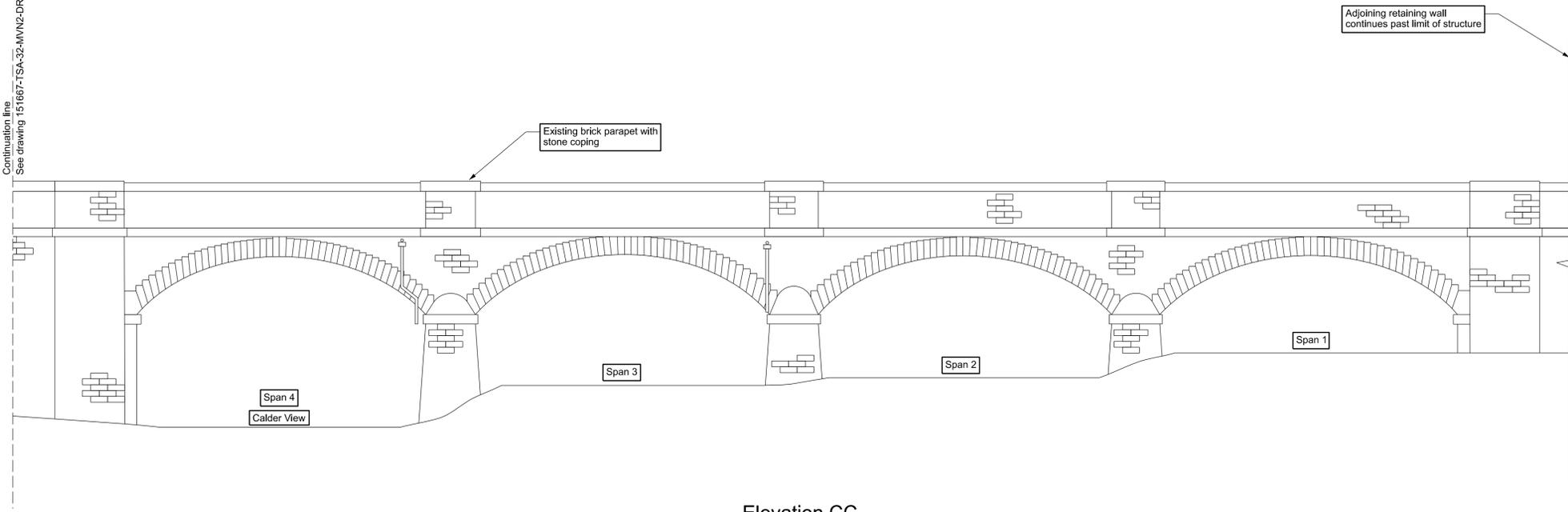
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Type: CAD Drawing
Role: Town and Country Planner
Zone: Mirfield and Lower Hopton
Phasing: Proposed
Project: Grip Stage 0

Transpennine Route Upgrade
Contract No. **151667**
Contract Title: **TRU - West of Leeds**

Drawing Title:
**Listed Building Consent
Drawing - MVN2/192
Mirfield Viaduct
Existing & Proposed Elevation**

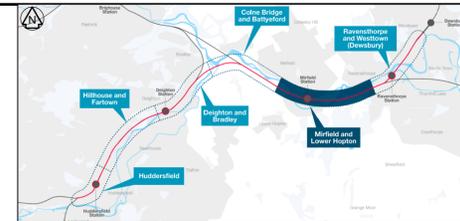
Designed	A.Harrap	Signed		Date	14/10/24
Drawn	L.Jones	Signed		Date	14/10/24
Checked		Signed		Date	
Approved		Signed		Date	
Scale(s)	1:100	ELR & Mileage	002.0248	to	050.0691
Alternative Reference		Sheet	3	of	8
Drawing Number	151667-TSA-34-MVN2-DRG-T-LP-163502	Revision			P03.1

Continuation line
See drawing 151667-TSA-32-MVN2-DRG-T-LP-163502



Elevation CC
Existing: Mirfield Viaduct (MVN2/192) North Elevation part 3

Scale 1:100



Legend
Listed Building Consent Application Boundary

- Notes
- All dimensions are in millimetres unless stated otherwise.
 - Do not scale from this drawing.
 - In constructing or maintaining the works identified as Scheduled Works in Schedule 1 of the Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order Network Rail may deviate from the dimensions shown on this drawing to the extent permitted by the Order.
 - Overhead Line Equipment wires omitted for clarity.
 - This drawing is to be read in conjunction with drawings:
151667-TSA-34-MVN2-DRG-T-LP-163500,
151667-TSA-32-MVN2-DRG-T-LP-163501,
151667-TSA-32-MVN2-DRG-T-LP-163502,
151667-TSA-32-MVN2-DRG-T-LP-163504,
151667-TSA-32-MVN2-DRG-T-LP-163505,
151667-TSA-32-MVN2-DRG-T-LP-163506 and
151667-TSA-32-MVN2-DRG-T-LP-163507



SCALE 1:100
THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) IMPROVEMENTS) ORDER

P01	18/03/21	First Issue		VB	RF	GT
P02	19/03/21	Second Issue		VB	RF	GT
P03.1	14/10/24			LJ		
Rev	Date	Description of Revisions	Drawn	Chkd	Appr	
Status						Suitability
Initial Status WIP						S0



Authorised _____ Signed _____ Date _____
Contractor(s)

TRU West Alliance

Location THORPES BRIDGE JN - NORMANTON (MANCHESTER - NORMANTON LI)

Type CAD Drawing Sub-type Elevation

Role Town and Country Planner Sub-Role General

Zone Mirfield and Lower Hopton

Phasing Proposed Grip Stage 0

Project

Transpennine Route Upgrade

Contract No.

151667

Contract Title

TRU - West of Leeds

Drawing Title

Listed Building Consent

Drawing - MVN2/192

Mirfield Viaduct

Existing & Proposed Elevation

Designed A.Harrap Signed _____ Date 14/10/24

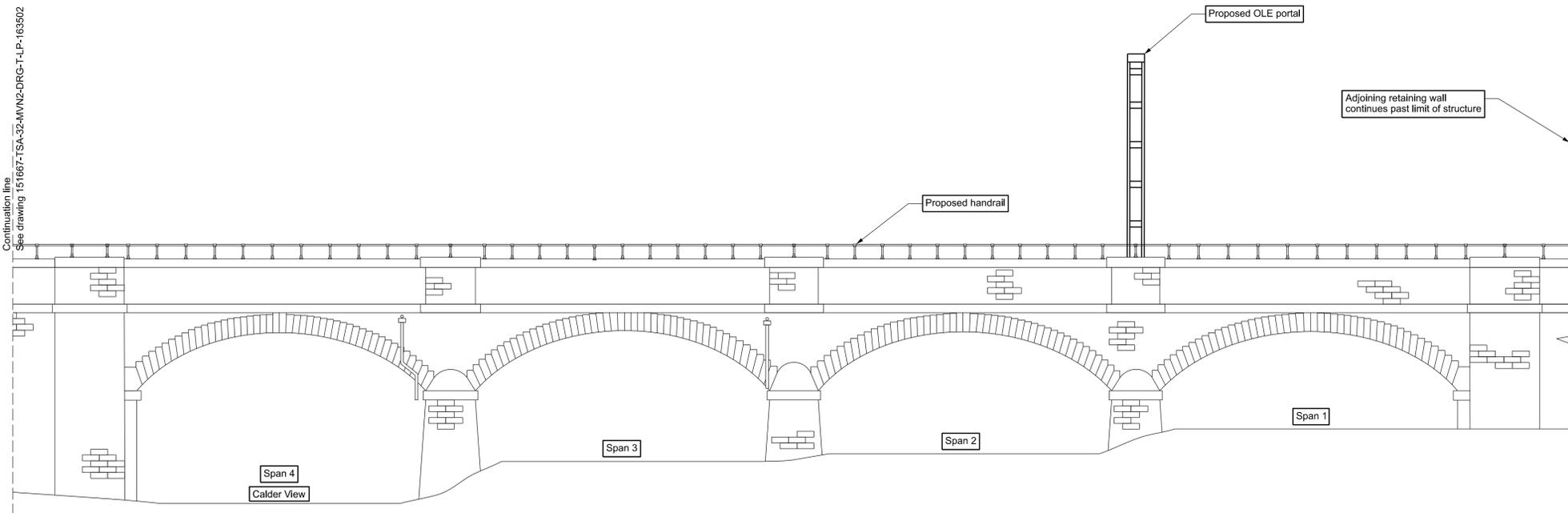
Drawn L.Jones Signed _____ Date 14/10/24

Checked _____ Signed _____ Date _____

Approved _____ Signed _____ Date _____

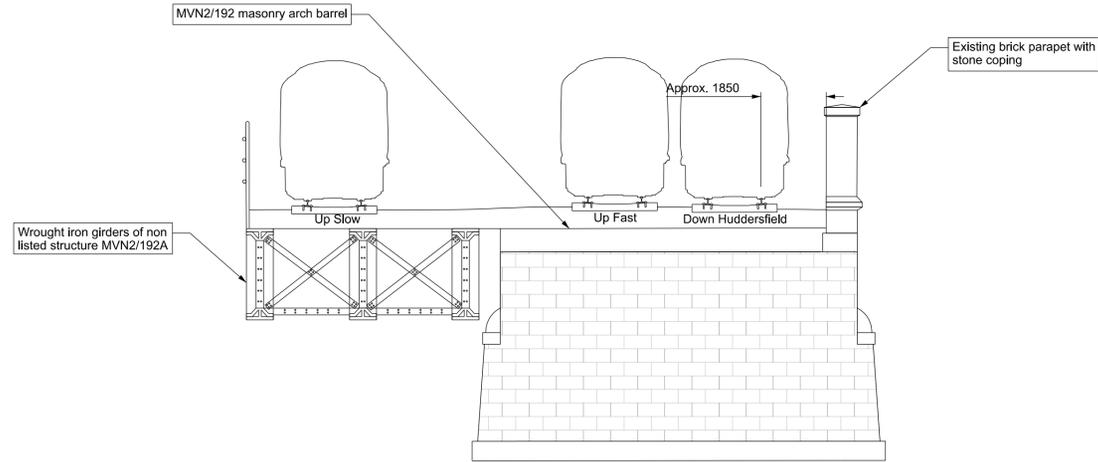
Scale(s) 1:100 ELR & Mileage 002.0248 to 050.0691
Alternative Reference _____ Sheet 4 of 8
Drawing Number 151667-TSA-34-MVN2-DRG-T-LP-163503 Revision P03.1

Continuation line
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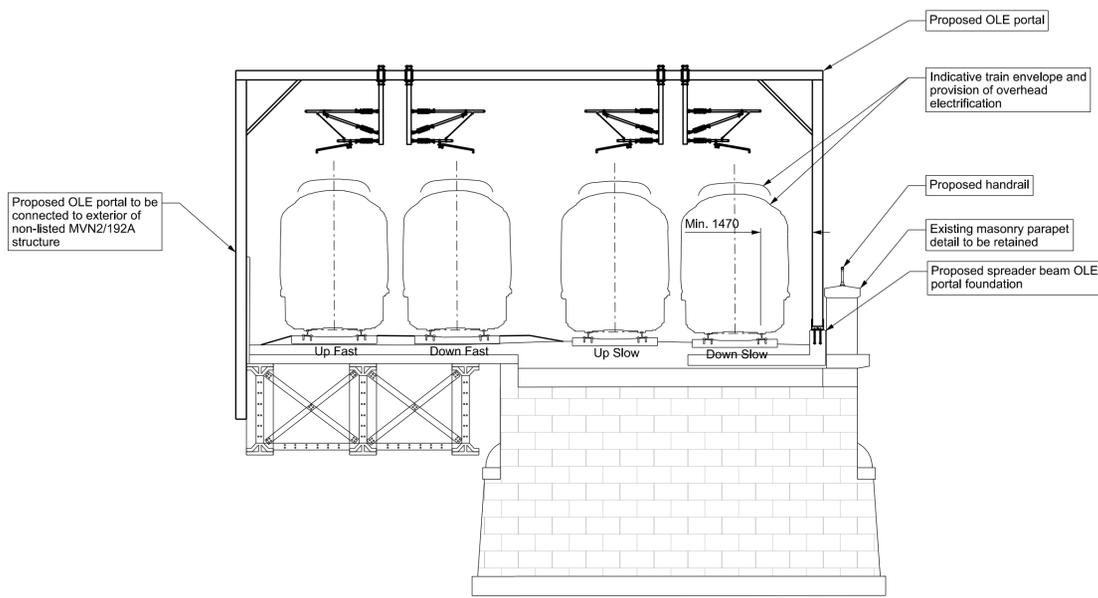


Elevation CC
Proposed: Mirfield Viaduct (MVN2/192) North Elevation part 3

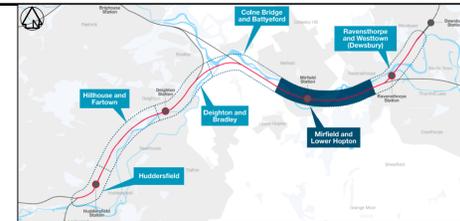
Scale 1:100



Section GG
Existing: Mirfield Viaduct (MVN2/192) Section at OLE Portal
Scale 1:100

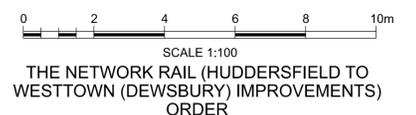


Section GG
Proposed: Mirfield Viaduct (MVN2/192) Section at OLE Portal
Scale 1:100



Legend
Listed Building Consent Application Boundary

- Notes**
- All dimensions are in millimetres unless stated otherwise.
 - Do not scale from this drawing.
 - In constructing or maintaining the works identified as Scheduled Works in Schedule 1 of the Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order Network Rail may deviate from the dimensions shown on this drawing to the extent permitted by the Order.
 - Overhead Line Equipment wires omitted for clarity.
 - This drawing is to be read in conjunction with drawings:
151667-TSA-34-MVN2-DRG-T-LP-163500,
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151667-TSA-32-MVN2-DRG-T-LP-163504,
151667-TSA-32-MVN2-DRG-T-LP-163505 and
151667-TSA-32-MVN2-DRG-T-LP-163506



P01	19/03/21	First Issue		VB	RF	GT
P02	19/03/21	Second Issue		EC	RF	GT
P03.1	14/10/24			LJ		
Rev	Date	Description of Revisions	Drawn	Chkd	Appr	
Status					Suitability	
Initial Status WIP						S0



Authorised	Signed	Date
Contractor(s) TRU West Alliance		
Location THORPES BRIDGE JN - NORMANTON (MANCHESTER - NORMANTON LI)		
Type	Sub-type	Section
CAD Drawing		
Role	Sub-Role	
Town and Country Planner	General	
Zone Mirfield and Lower Hopton		
Phasing	Grip Stage	0
Project Transpennine Route Upgrade		

Contract No.
151667

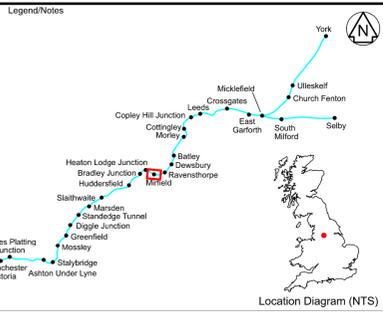
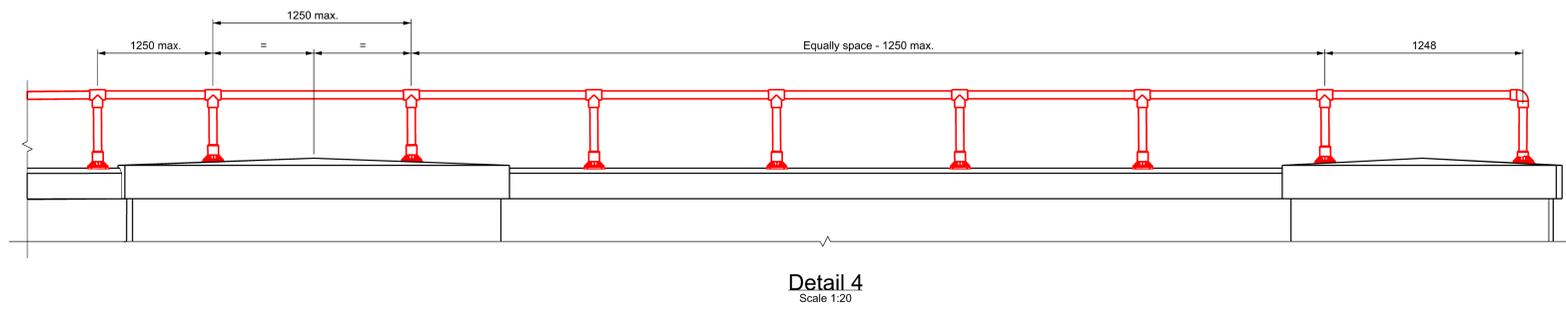
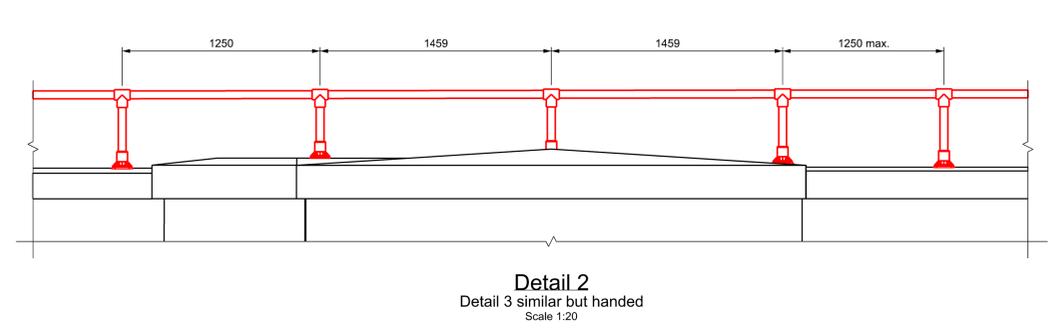
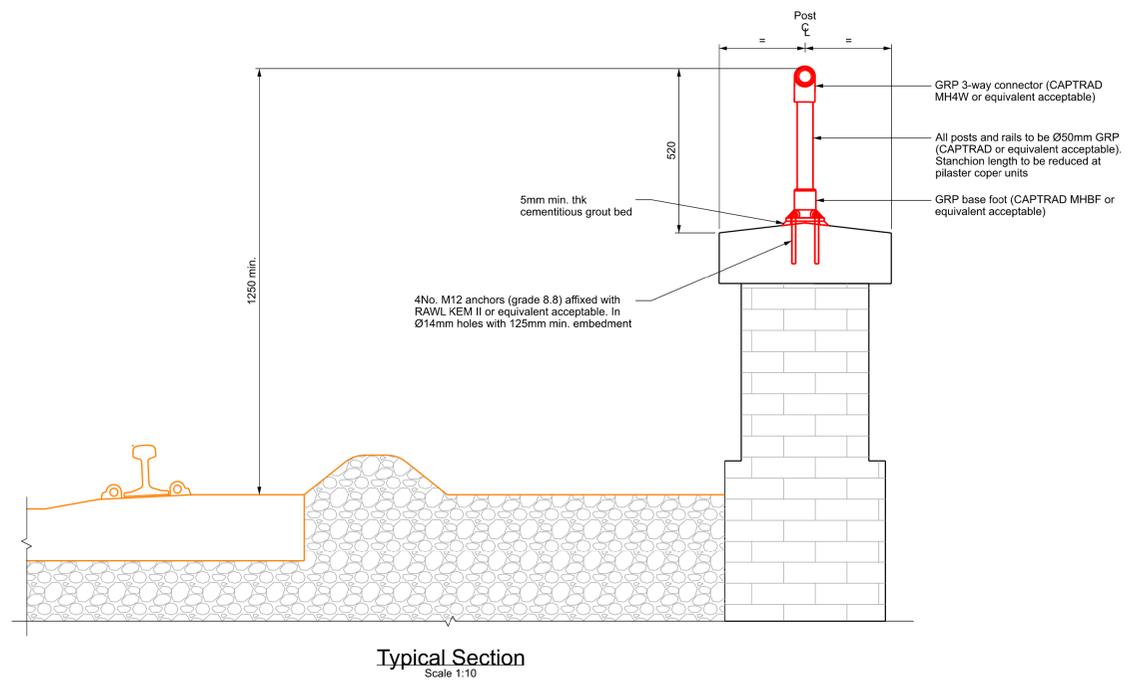
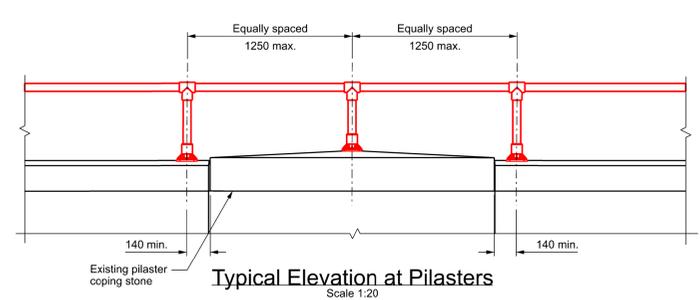
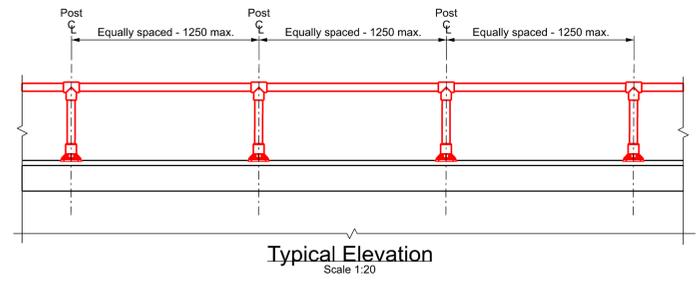
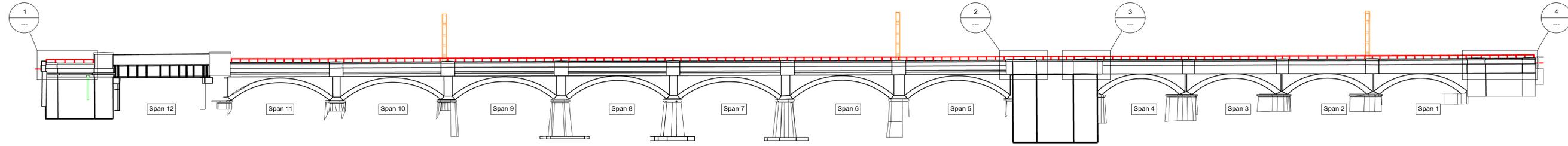
Contract Title
TRU - West of Leeds

Drawing Title
**Listed Building Consent
Drawing - MVN2/192 & 192A
Mirfield Viaduct
Existing & Proposed Section**

Designed	A.Harrap	Signed	Date	14/10/24
Drawn	L.Jones	Signed	Date	14/10/24
Checked		Signed	Date	
Approved		Signed	Date	
Scale(s)	ELR & Mileage		002.0248 to 050.0691	
Alternative Reference			Sheet	8 of 8
Drawing Number	151667-TSA-34-MVN2-DRG-T-LP-163507		Revision	P03.1

Additional Drawing – Proposed Handrail

The following comprises an additional drawing showing the detail of the proposed handrail.



- Notes:**
- This drawing is to be read in conjunction with the General Notes drawing 151667-TSA-34-MVN2-DRG-C-ST-045105.
 - For specific CDM hazards refer to Hazard Log Extract: 151667-TSA-34-MVN2-REG-W-MP-040100.
 - All GRP colour to be black/dark grey.

- Legend**
- Proposed
 - To be removed
 - To be modified
 - Existing
 - Ordnance survey data
 - Aerial survey data (LIDAR)
 - Indicative Network Rail land boundary
 - Temporary works
 - Proposed future works
 - Works by other disciplines
 - Relevant discipline details but not the focus of this drawing
 - Limit of Land to be Acquired or Used
 - Limit of Deviation - Bridges and Network Rail Boundary

Safety, Health and Environmental Information
For Health and Safety information, refer to discipline specific Project Hazard Record.

Rev	Date	Description of Revisions	Drawn	Chkd	Appr	Suitability
P01.1	02/09/24	First Issue			LJ	
Initial Status WIP						S0



Authorised	Signed	Date
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Contractor(s)
TRU West Alliance

Location THORPES BRIDGE JN - NORMANTON (MANCHESTER - NORMANTON LI)	
Type CAD Drawing	Sub-type
Role Civil Engineer	Sub-Role Structures and Buildings
Zone Mirfield and Lower Hopton	
Phasing Proposed	Project Stage GRIP 5

Project
Transpennine Route Upgrade

Contract No.
151667

Contract Title
TRU - West of Leeds

Drawing Title
W3 - 34 - MVN2/192
Mirfield Viaduct Spans 1-6
Handrailing Details

Designed B. Plonka	Signed	Date 02/09/24
Drawn L. Jones	Signed	Date 02/09/24
Checked	Signed	Date
Approved	Signed	Date

Scale(s) As Shown	ELR & Mileage 38.0236	to	0
Alternative Reference		Sheet	1 of 1

Drawing Number 151667-TSA-34-MVN2-DRG-C-ST-045140	Revision P01.1
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APPENDIX D – TOOLBOX TALK MIRFIELD VIADUCT UNDERBRIDGE (MVN2/192)

The below text comprises the material which will be included in the Toolbox Talk regarding Mirfield Viaduct Underbridge (MVN2/192) and the historic environment. Note – the handout and/or presentation to accompany the Toolbox Talk will be accompanied by illustrative pictures to supplement the text below.

Toolbox talk – Mirfield Viaduct Underbridge (MVN2/192)

Listed Buildings are buildings or structures considered of special architectural or historical importance which are protected by legislation. There are around 400,000 Listed Buildings in England. Listed Buildings are classified into three grades:

- Grade I Listed Buildings are of exceptional interest.
- Grade II* Listed Buildings are particularly important buildings of more than special interest.
- Grade II Listed Buildings are of special interest warranting every effort to preserve them.

A Listed Building may not be demolished, extended, or altered without special permission from the local planning authority and the relevant central government agency. Mirfield Viaduct Underbridge (MVN2/192) is one of nine sites where Listed Building Consent has been applied for and granted as part of section W3 of the Trans-Pennine Route Upgrade. Proposals will infill the structure in a sensitive manner which will retain historic fabric and overall significance.

What?

Mirfield Viaduct is a Grade II Listed Building which was built in the 1830s and consists of 12 spans which carries the railway over the River Calder. In 1932 the structure was extended to the south in a modern architectural style to accommodate two extra tracks. The southern steel deck of the extension and the brick piers are excluded from the Listing, with the Listed Building only comprising the northern masonry spans of the structure. Overall, the structure is significant for being a historic association with the railway and architectural quality.

Listed Building Consent has been approved based on the exact designs and programme of works proposed. This is legally binding and any deviation from the agreed plans without consent could result in serious penalties, including up to two years imprisonment or an unlimited fine.

The approved Listed Building Consent includes various conditions which must be adhered to. These conditions include agreed specifications for materials, methodologies for the works, and requirements for recording, toolbox talks and heritage interpretation.

Works must be undertaken in accordance with the methodologies, specifications and working practices as included in the construction pack.

Why?

Protected heritage: Mirfield Viaduct Underbridge (MVN2/192) is a Grade II Listed structure. By working on this project, you will be helping to safeguard the future of an important piece of railway history for future generations.

Avoid prosecution: It is illegal to make changes to a Listed Building without prior consent, any breaches can result in criminal prosecution, including up to two years imprisonment and unlimited fines.

Avoid reputational risk: Making changes to a Listed Building that are not approved has the potential to reflect badly on the reputation of TRU and Network Rail. Due to the high-profile nature of TRU project, it is likely that progress of these works will be of particular interest to stakeholders, special interest groups and the general public.

Do

- Be prepared to find any historical artefacts/features and report them immediately to the site manager.
- Take care when using tools and equipment close to and on Listed Buildings.
- When possible, fence off any heritage assets which are not being worked on.
- When unforeseen works are close to the edge of the Listed northern masonry half of the viaduct, or if there is uncertainty over whether an area impacted is within the Listing or not, engage with the TRU consents team
- Follow the advice of an appointed archaeologist or heritage consultant.
- Contact Environmental, Consents and Heritage staff, both within the TRU project and Kirklees Council, in respect of any unforeseen circumstances.

Don't

- Make any changes to the Listed Building which were not included in the granted Listed Building Consent.
- Deviate from the documentation approved by Kirklees Council as part of the granted Listed Building Consent application or subsequent condition discharge processes.
- Use equipment, tools or materials which have not been approved in the Listed Building Consent.



Network Rail
Infrastructure Projects – Northern Programmes

Waterloo General Office
London
SE1 8SW

www.networkrail.co.uk

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