

**KIRKLEES METROPOLITAN COUNCIL  
INVESTMENT & REGENERATION SERVICE**

**DEVELOPMENT MANAGEMENT**

**Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) – SECTION 16**

**DELEGATED DECISION TO DETERMINE APPLICATIONS FOR LISTED BUILDING CONSENT**

Reference No:	<b>2025/44/91163/W</b>
Site Address:	Wheatley's Colliery Bridge MVL3/103, adj, Ashley Industrial Estate, Leeds Road, Bradley, Huddersfield, HD2 1UR
Description:	Discharge of details reserved by condition 3 (CIMP) on previous permission 2021/91337 for Listed Building Consent for demolition and replacement of Wheatley's Colliery bridge (MVL3/103)
Recommending Officer:	Liz Chippendale

**DECISION – GRANT CONSENT TO DISCHARGE CONDITION 3 OF PREVIOUS PERMISSION 2021/91337**

**I hereby authorise the approval of this application for the reasons set out in the officer's report and recommendation annexed below in respect of the above matter.**

Helen Bower

***AUTHORISED OFFICER***

**Date: 25-Jun-2025**

**Discharge of details reserved by condition 3 (CIMP) on previous permission 2021/91337 for Listed Building Consent for demolition and replacement of Wheatley's Colliery bridge (MVL3/103)**

**Condition 3 (Conservation Implementation Management Plan)**

Condition Wording:

*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) details of any maintenance access regime required (if any);*
- v) provision of heritage interpretation boards during construction works; and*
- vi) 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.*

Documents Submitted

- Wheatley's Overbridge (MVL3/103) – Conservation Implementation Management Plan. Dated April 2025

Publicity

The application was advertised by site notice and press notice, expiring 06.06.2025.

No representations have been received as a result of this publicity.

Consultation Responses

Historic England – Advise to seek views of specialist conservation and archaeological advisers.

KC Conservation and Design – *I note that Listed Building Consent has been granted for the demolition of Wheatley's Overbridge (MVL3/103) entailing the*

*complete removal of any above-ground structure associated with the bridge, and this deals with Discharge of Conditions.*

*A summary of the main points in the CIMP are set out below.*

*The design development of the proposals at Wheatley's Overbridge (MVL3/103) was conversant of the 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 Colne Bridge Overbridge (MVL3/107), which will now be partially removed as a result of the Order Scheme.*

*Wheatley's Overbridge (MVL3/103) was constructed in 1845-1849, during the Heroic Age (1841-1850) of railway building. The single-span overbridge was designed by A.S. Jee for the Huddersfield and Manchester Railway.*

*When the line closed in 1937, Wheatley's Overbridge (MVL3/103) remained largely disused until 2000 when both the bridge and the disused Midland Railway branch line were combined into The Calder Valley Greenway. Today, the bridge serves as a pedestrian crossing and forms part of the Sustrans National Cycle Route 66.*

*It is likely that Wheatley's Overbridge (MVL3/103) was constructed to provide access to the industrial colliery complex. However, the sites are no longer extant and are likely to have been disturbed by modern development.*

*The structure is located in a relatively secluded position, with very limited visibility from public roads or footpaths.*

*Design development of proposed parapet materials*

*4.4.9 The materials proposed for use in construction of the new bridge are not subject to a condition attached to the approved Listed Building Consent. However, the design and materiality of the structure was considered as part of the planning balance in weighing the loss of (level of harm to) significance arising from the proposals against public benefits to be delivered by the works.*

*A dark anthracite grey colour is proposed for the GRP parapet panels, to give a neutral appearance and add to the industrial aesthetic of the structure.*

*4.4.13 The proposed use of GRP parapet panels does not represent a significant deviation from the original anticipated materiality of the bridge. The impact of the change on the ability of the structure to visually reference the area's industrial heritage was considered and it was agreed with heritage stakeholders including Kirklees Council that this reference would still be legible in the new structure. It was agreed that there would be no change to the conclusion of the original assessment regarding harm to significance and public benefit arising from the proposed works.*

*4.6.2 Consideration was given to the possibility of numbering individual stones to assist with aligning stones more easily in their rebuilt positions, potentially reducing the amount of resizing required (and subsequent loss of historic fabric). However, the stringent time constraints of undertaking works during track closure and the need to minimise disruption / railway closure to rail users make this approach unfeasible. Stone will be considered for use on the wider scheme.*

*4.7.16 The interpretative elements will not be fixed to historic fabric. It is anticipated that the A0 interpretation board will be located on site fencing either side of the bridge.*

#### *Permanent Heritage Interpretation*

*4.7.17 It is proposed that permanent heritage interpretation takes the form of a traditional interpretation board, which will be sited on the canal side of the bridge by the footpath and cycleway. It is intended that an integrated panel, seat and cyclorack is created to form a rest and information point. 4.7.18 The location of the interpretation panel will provide views of the railway line and incorporate details of the demolished original 1845-1849 Wheatley's Overbridge and the construction of its replacement. It will also provide information on the history of the railway, including the new phase of development in the early 21st century from the Transpennine Route Upgrade.*

*4.8.3 Toolbox Talks will be delivered to the TRU construction contractors and teams working at Wheatley's Overbridge (MVL3/103), including specialist sub-contractors.*

*In conclusion, we are satisfied with the information submitted and consider that the Conditions can be discharged.*

### **Assessment**

KC Conservation and Design note that having reviewed the submitted details condition 3, they are satisfied that the condition can now be discharged. Again, Historic England have no other comments, advising the LPA to seek the views of their specialist conservation advisers.

In conclusion, the revised details are considered to be acceptable for the purposes of condition 3.

In section 2.2.3 of the CIMP it states *"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"*. For clarity there is no formal process through the regular Heritage Working Group to formally approve any subsequent revisions should these be required. Accordingly, any revisions will need to be considered through the Discharge of Condition process.

**Recommendation:** Approve details pursuant to condition 3.

**Report Dated:** 20.06.2025

### **Decision Notice Text**

### **Condition 3 (Conservation Implementation Management Plan)**

#### Documents Submitted

- Wheatley's Overbridge (MVL3/103) – Conservation Implementation Management Plan. Dated April 2025

#### Assessment

You have submitted the above document. The details therein are considered to be acceptable for the purposes of satisfying condition 3. The condition cannot be fully discharged at this time as it requires that the works must be carried out in accordance with the approved CIMP.

In the interests of clarity, with specific reference to paragraph 2.2.3 of the CIMP, any subsequent requirement to amend the approved details would have to be considered through the Discharge of Condition application process.