

Trans-Pennine Route Upgrade

Heritage Statement for Railway Viaduct MVL3/64 Crimble Viaduct

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1. INTRODUCTION

1.1 Purpose

This Heritage Statement has been prepared to support the application for listed building consent (LBC) for works required as part of the Trans-Pennine Route Upgrade (TRU). TRU is a major, multi-billion-pound programme of improvements to bring more frequent, faster and greener trains between York, Leeds and Manchester on a better, cleaner, more reliable railway.

The TRU project involves a variety of works including the electrification of the railway (installation of overhead line equipment (OLE) and associated infrastructure) and the removal, re-modelling and replacement of bridges and structures to accommodate OLE. Due to the historic nature of the route, this includes works to listed bridges. This document forms part of the LBC application for works to the Crimble Viaduct. These involve the strengthening of existing parapets with pre-cast concrete units on their track side; the replacement of a missing parapet with a precast concrete unit faced with stone; and brackets to the outside of piers to support OLE portals to carry the overhead electrified lines.

The Crimble Viaduct was built in two phases. The structure supporting the first two lines was built c1847 and the viaduct was widened to carry another two lines c1884. It is Grade II listed as Crimble Viaduct (NHLE 12233737).

1.2 Scope

This Heritage Statement presents a statement of significance for the Crimble Viaduct, taking into account its architectural and historic interest, as well as placing it within the wider context of railway heritage. It goes on to provide an assessment of the impact of the proposed works on that significance in terms of harm caused in line with current planning policy. This document also provides a background to the development of the project, including decisions in relation to avoiding, minimising and/ or mitigating the impacts through options explored and design evolution. Finally, the heritage public benefits are set out in brief in order to understand the harm reported and enable the scheme to be weighed in the planning balance.

This document is submitted alongside the following supporting information and appendices:

- Listed Building Consent Cover Letter;
- Location Plan (including red line application boundary);
- 167037-TGP-55-MVL3-DRG-T-LP-166403-P03: Proposed Plan and Elevations

- 167037-TGP-55-MVL3-DRG-T-LP-166404-P03: Proposed Elevation and Section 1 of 3;
- 167037-TGP-55-MVL3-DRG-T-LP-166405-P03: Proposed Elevation and Section 2 of 3;
- 167037-TGP-55-MVL3-DRG-T-LP-166406-P03: Proposed Elevation and Section 3 of 3;
- Appendix A – Listing Description Text;
- Appendix B - Extract from; TransPennine Route Statement of History and Significance: West of Leeds (January 2017 Draft), Alan Baxter and Associates.

2. PLANNING LEGISLATION AND POLICY CONTEXT

2.1 Legislation

2.1.1 Planning (Listed Buildings and Conservation Areas) Act 1990

The Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) is the principal statutory instrument that must be considered in the determination of any application affecting listed buildings and conservation areas.

Under Section 16 of the Act, listed buildings are protected against unauthorised works, being those works not authorised by the local planning authority or the Secretary of State. This process is embodied within Listed Building Consent (LBC). The Act further states that ‘the local planning authority or, as the case may be, the Secretary of State may grant or refuse an application for listed building consent and, if they grant consent, may grant it subject to conditions’ (Section 16 (1)). Furthermore, ‘in considering whether to grant listed building consent for any works the local planning authority or the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses’ (Section 16 (2)).

Section 17 of the Act deals with conditions attached to a Listed Building Consent, including the preservation of particular features, making good after completion of the works and use of original materials. Of relevance to this application, Section 17 (2) states that a condition ‘may also be imposed requiring specified details of the works (whether or not set out in the application) to be approved subsequently by the local planning authority or, in the case of consent granted by the Secretary of State, specifying whether such details are to be approved by the local planning authority or by him’.

In considering whether to grant planning permission which affects a listed building, Section 66 (1) of the Act requires that the local planning authority, or the Secretary of State ‘shall have

special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses’.

2.2 National Planning Policy

2.2.1 National Planning Policy Framework (NPPF; Ministry of Housing, Communities and Local Government (MHCLG) 2025)

The NPPF sets out the Government’s planning policies for England and how these should be applied to contribute to the achievement of sustainable development. Section 16 of the NPPF sets out a series of policies that are a material consideration to be taken into account in development management decisions in relation to the heritage consent regimes established in the Ancient Monuments and Archaeological Areas Act 1979 and the Planning (Listed Buildings and Conservation Areas) Act 1990.

The NPPF describes the importance of being able to assess the significance of heritage assets that may be affected by a development proposal. In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. Furthermore, they should take this assessment into account when considering the impact of a proposal on a heritage asset (paragraph 208). Significance is defined in Annex 2 as ‘the value of an asset because of its heritage interest. This interest may be archaeological, architectural, artistic or historic and can extend to its setting’. The setting of a heritage asset is defined in Annex 2 as ‘the surroundings in which a heritage asset is experienced’. The level of detail should be proportionate to the asset’s importance and no more than is sufficient to understand the potential impact of the proposal on their significance (paragraph 207).

In determining planning applications, local planning authorities should take account of:

- the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- the desirability of new development making a positive contribution to local character and distinctiveness (paragraph 210).

Paragraphs 212 to 216 of the NPPF introduce the concept that heritage assets can be harmed or lost through alteration or destruction or development within their setting. This harm ranges from less than substantial through to substantial. With regard to designated assets, paragraph

212 states that great weight should be given to an asset's conservation and the more important the asset, the greater the weight should be. Distinction is drawn between those assets of exceptional interest (e.g. grade I and grade II* listed buildings), and those of special interest (e.g. grade II listed buildings). Any harm or loss of heritage significance requires clear and convincing justification, and substantial harm or loss should be wholly exceptional with regard to those assets of greatest interest (paragraph 213).

In instances where development would cause substantial harm to or total loss of significance of a designated asset, consent should be refused unless that harm or loss is 'necessary to achieve substantial public benefits that outweigh that harm or loss' (paragraph 214). In instances where development would cause less than substantial harm to the significance of a designated asset, the harm should be weighed against the public benefits of the proposal including its optimum viable use (paragraph 215).

2.2.2 Planning Practice Guidance: Historic Environment (MHCLG 2024)

The Planning Practice Guidance (PPG; MHCLG 2024) is a government produced on-line document that expands on national policy presented in the NPPF. It expands on terms such as 'significance' and its importance in decision making. The PPG clarifies that being able to properly assess the nature, extent and the importance of the significance of the heritage asset and the contribution of its setting, is very important to understanding the potential impact and acceptability of development proposals (Paragraph 008: Reference ID: 18a-008-20190723).

The PPG discusses how to assess if there is substantial harm. It states that what matters in assessing if a proposal causes substantial harm is the impact on the significance of the asset. It is the degree of harm to the asset's significance rather than the scale of the development that is to be assessed (Paragraph: 018 Reference ID: 18a-018-20190723).

The NPPF indicates that the degree of harm should be considered alongside any public benefits that can be delivered by development. The PPG states that these benefits should flow from the Proposed Development and should be of a nature and scale to be of benefit to the public and not just a private benefit and would include securing the optimum viable use of an asset in support of its long term conservation (Paragraph: 020 Reference ID: 18a-020-20190723).

2.2.3 Historic England Advice

Historic England has published a series of Good Practice Advice (GPA) notes and Historic England Advice Notes (HEANs), of which those of most relevance to this appraisal are GPA2

- Managing Significance in Decision-Taking (March 2015) and HEAN 12 - Statements of Heritage Significance (Oct. 2019).

GPA2 emphasises the importance of having a knowledge and understanding of the significance of heritage assets likely to be affected by the development and that the ‘first step for all applicants is to understand the significance of any affected heritage asset and, if relevant the contribution of its setting to its significance’ (paragraph 4). Early knowledge of this information is also useful to a local planning authority in pre-application engagement with an applicant and ultimately in decision making (paragraph 7).

Advice Note 12 outlines a recommended approach to assessing the significance of heritage assets in line with the requirements of NPPF. It includes a suggested reporting structure for a ‘Statement of Heritage Significance’, as well as guidance on creating a statement that is proportionate to the asset’s significance and the potential degree of impact of a proposed development. The Advice Note also offers an interpretation of the various forms of heritage interest that an asset can possess, based on the terms provided in the NPPF Glossary (Annex 2: Glossary); namely archaeological, architectural and artistic, and historic.

2.3 Local Planning Policy

Kirklees Local Plan was adopted on 27 February 2019 (Kirklees Council, 2019). Relevant policies include Policy LP19 Strategic Transport Infrastructure, and Policy LP35 Historic Environment.

The justification for Policy LP19 states that efficient transport is especially significant given the district’s strategic position on the national motorway and rail networks.

The Policy states that: “Proposals will be encouraged where they assist to bring forward strategic transport infrastructure.” Upgrades to the Trans-Pennine rail line is specifically referred to within the Local Plan as a strategic opportunity and is referred to in the justifications for Policy 19.

The justification for Policy LP35 Historic Environment reiterates the strategies of the NPPF. It states that the council recognises that heritage assets are an irreplaceable resource and should aim to conserve them in a manner appropriate to their significance.

Amongst other points, it states that the strategy takes into account the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent

with their conservation; and the wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring.

The policy justification states that some historic assets are less sensitive to change than others and can be altered without damaging their significance: “Alterations and extensions to historic buildings should in the main make use of traditional materials and craftsmanship. However, in some cases, where there is less significance, modern innovative design should not be disregarded.”

The viaduct does not fall within Slaithwaite Conservation Area located to the south west of the viaduct. Views into the Slaithwaite Conservation Area from the viaduct, and out of the Conservation Area towards the viaduct, are very limited due to the curvature of Carr Lane and to intervening development, in particular the leisure centre located to the south west of the viaduct.

3. HERITAGE ASSET AND ITS SIGNIFICANCE

3.1 Location

Crimble Viaduct lies west of Huddersfield, carrying the railway line which extends east towards Huddersfield and Leeds, and west to the Standedge Tunnel and Manchester. At this point, the line follows the course of the River Colne and its parallel canal. Figure 1 shows the location of MVL3/64 relative to the other locations where LBCs are proposed as part of the Trans-Pennine Upgrade.

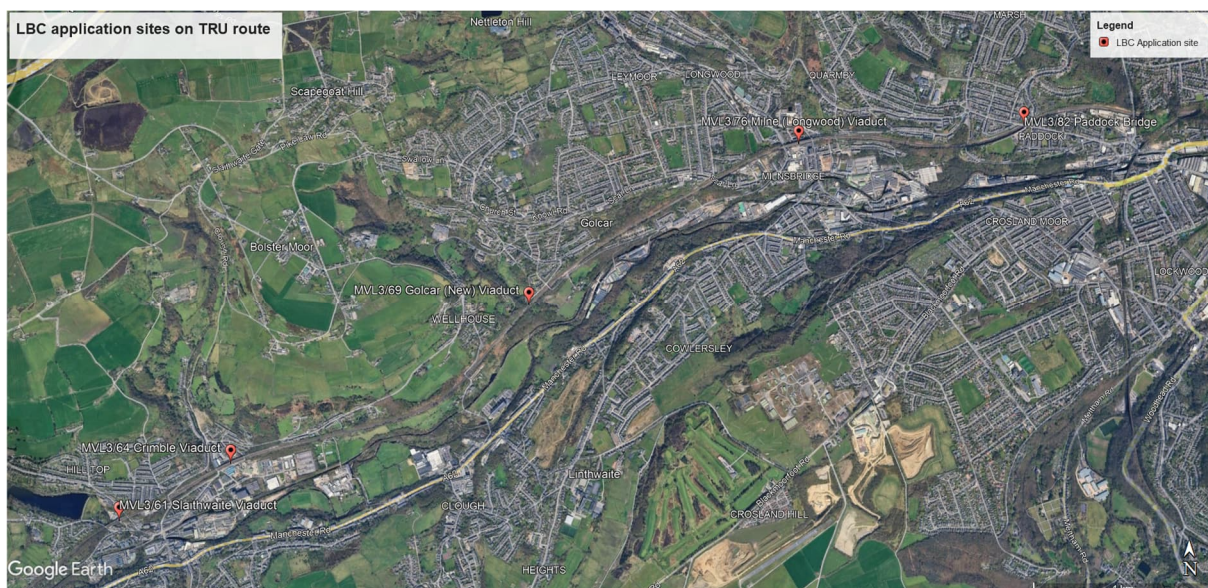


Figure 1: Location of Crimble Viaduct in relation to other listed structures requiring LBCs as part of electrification works. Map Data © 2026 Google, Airbus.

The viaduct crosses a small side valley which enters the main river valley from the north. It originally crossed over the river Crimble Clough, but this has since been culverted. The viaduct, which curves slightly, lies at the north eastern edge of the settlement of Slaithwaite to the east of an area of higher ground known as Crimble Bank. It passing over Carr Lane at the west, Clay Lane at its centre, and Knowle Road at the east.



Figure 2: Slaithwaite and its viaducts. Map Data © 2026 Google Earth.

3.2 Heritage Baseline

3.2.1 Historical Background

The Trans-Pennine route overall reflects the agricultural development of the landscape until the arrival of the industrial age in the late 18th and 19th century. This had a striking effect on the landscape.

The Huddersfield & Manchester railway forms an important part in this industrialisation, cutting through the rural landscape to link the industrially burgeoning towns. The railways took over from the canals in transporting goods and people across the country. The canals were focussed around the existing waterways, linking the industrial towns of the midlands and

northwest. The railways provided the opportunity to link more rural areas and smaller towns to encourage a larger movement of people, and thus a workforce, as well as goods.

The Stalybridge to Leeds line, 35 miles long, is the core component of the main Trans-Pennine railway route. It was built through some exceptionally difficult terrain, involving numerous viaducts and tunnels. It was constructed at the height of the railway boom of the mid-1840s, and was essentially the work of three railway companies: the Huddersfield & Manchester Railway; the Leeds, Dewsbury & Manchester Railway; and the Lancashire & Yorkshire Railway.

This site is included in the section built by the Huddersfield & Manchester Railway, authorised in 1845. It was planned to follow the route of the Huddersfield Narrow Canal for much of its length. The engineers appointed to survey and design the line were Joseph Locke and Alfred Stanistreet Jee, who had already been working together on a major project to link Manchester and Sheffield. It appears to have been Jee who took the main responsibility for the new line to Huddersfield, assisted by resident engineers including his brother Moreland Jee (until 1848) and Herbert F. Mackworth.

In August 1847, engineer Herbert F Mackworth made a report to the Directors of the Huddersfield and Manchester Railway, stating that the building of the viaducts was already underway, and that 4,000 men were at work on the line (Railway Times, 1847).

The line was opened in July 1849. The Leeds Intelligencer reported: *"We approach the Crimble Viaduct of 19 semicircular arches, of 30 feet long, spanning altogether a distance of 233 yards, and 60 feet high from rail level, on a 60 chain curve for 16 chains to the left. Here we have an extensive view of the Crimble vale on the right, and the Slaithwaite vale on the left. The scenery, as on the previous points of the line named, is both picturesque and romantic. Passing through a slight cutting on a reversed curve of 40 chains for 17 chains, we approach the Slaithwaite station in course of erection, 54 miles from Huddersfield, sat completely above the village of Slaithwaite, the approaches to which from the railway lie down a very steep incline. Leaving the Slaithwaite station, we pass by a reversed curve over to Slaithwaite viaduct, 182 yards long, and numbering fourteen 30-feet arches, the highest of which is 75 feet high ... From this viaduct we command an extensive view of the Slaithwaite valley on the right, when we see the large reservoir from which the canal is supplied with water, and apparently on a level with the line of railway. We also have a commanding view over Slaithwaite on the left."*

The most conspicuous subsequent change on this line was the widening from two to four tracks (known as quadrupling). A notice of an application to Parliament was made by the London and North Western Railway Company in 1877 for an Act to empower them to make a large number of improvements, including the widening of the Huddersfield-Manchester Railway (Leicester Journal, 1877). The structures along the line were widened in 1881-9 in a variety of ways. Although the line has been largely reduced to two tracks, including at this site, the changes are still evident.

At Slaithwaite, Crimble and Longwood, the viaducts were extended, with the engineers making every effort to match the older work. The only significant difference to these viaducts is the brick soffits used for the extensions.

During the widening of Crimble viaduct, two men working on the line were killed: Patrick Kenny, in his 50s, and his son-in-law Harry Giles, about 40. They were employed by sub-contractors under Messrs John Wilson and Sons. The Huddersfield Chronicle (1885) reported: "Between three and four o'clock in the afternoon they went down the embankment on the side of the railway to the Swan Inn, Crimble, to have a glass of beer. On their return they got on to the four foot of the down-line, a long goods train being standing on the up line. The express from Manchester, due in Huddersfield, came round the curve through the station, and before either of the men could get out of the way they were knocked down and killed immediately."

3.2.2 Map Regression

In the below map of 1828 (Figure 3), prior to the arrival of the railway the area was largely rural. The Huddersfield canal and feeder reservoirs are notable features. The settlement of Slaithwaite is shown, with the Crimble Valley located to the north east.



Figure 3: 1828 map by Teesdale & Bingley. Copyright National Library of Scotland under Creative Commons licence.

The first Ordnance Survey map of the area, Figure 4 below, which has apparently been updated after the original survey of 1838, shows the new railway marked with Slaithwaite viaduct, west of the station. East of the station, the Crimble viaduct, which is smaller, is not marked. Dwellings are still scattered. The river, Crimble Clough, is clearly marked but not named.



Figure 4: Ordnance Survey map surveyed 1838, printed 1863. Copyright National Library of Scotland under Creative Commons licence.

On this larger scale map of a similar date, Figure 5 below, Crimble Viaduct is marked, to the north east of Slaithwaite Station. Crimble Clough is still shown in addition to the small settlement of Crimble.



Figure 5: Ordnance Survey map, surveyed 1848 to 1851, published 1854. Copyright National Library of Scotland under Creative Commons licence.

By 1904, the lines have been quadrupled, reflecting the engineering works of the 1890s which widened the viaducts, see Figure 6 below. Further sidings are shown in the station area. There are further mills, and terraced housing is also expanding, predominantly as ribbon development. A new Town Hall, demonstrating the town's increasing prosperity, has been constructed immediately east of Slaithwaite viaduct. Crimble Clough has disappeared under the new mills north of Crimble viaduct.



Figure 6: 1904 Ordnance Survey map, published 1908. Copyright National Library of Scotland under Creative Commons licence.

By the 1960s, further rows of terraced houses have been constructed north of station and new industrial buildings have been constructed to the south and south east of the viaduct, shown in Figure 7 below.



Figure 7: 1967 Ordnance Survey map. Copyright National Library of Scotland under Creative Commons licence.

Today, in Figure 8 below, the biggest change is the extension of modern industrial units east of Crimble viaduct, south of the railway line. Some mills north of the viaduct have also been demolished.



Figure 8: Crimble Viaduct, 2026. Map Data © 2026 Google, Airbus.

3.2.3 Crimble Viaduct MVL3/64 Description

The viaduct was built in two phases c1845 and 1888-91, of coursed slightly quarry faced stone, large squared and coursed ashlar and rusticated dressings. The 19 semi-circular arches are 30ft across, and the piers are slightly battered. The arches spring from a large ashlar impost band, and a large ashlar string course at the base of parapet has ashlar coping. The original arches have stone soffits, the later portion has brick soffits.

The viaduct was widened to accommodate a further two lines, taking close account of the earlier design. The main deviation in their design and construction is the use of brick for the arch soffits.

The arches are in use as storage facilities and for light industrial uses. A roof has been constructed within one arch, but generally they are merely fenced off. To the north and south are 19th and 20th century industrial development, parking and storage yards.

Three roads pass under the viaduct: Carr Lane to the west, Clay Lane to the centre and the unmade track of Knowle Road to the east. The original stream, Crimble Clough, appears to have been culverted before passing under the viaduct.



Figure 9: Crimble Viaduct looking east from Carr Lane.



Figure 10: Crimble Viaduct, looking north from Carr Lane.



Figure 11: View of Crimble viaduct looking north from A62 Manchester Road with five storied part of Spa Mill in the foreground, adjacent to the listed Platts Mill Chimney.



Figure 12: Looking south down Knowle Road, listed weavers' cottages to left, north elevation of viaduct to right.



Figure 13: Looking south down Carr Lane to listed Platts Mill Chimney.

3.3 Significance of Asset

According to the TransPennine Statement of History and Significance: West of Leeds (Alan Baxter (2017), Crimble Viaduct (MVL3/64) is of special interest as it was designed by A S Jee, placing it within the heroic phase of railway construction. It has group value as part of a sequence of similarly-designed viaducts in the Colne Valley.

The viaduct has historical value as part of the overall railway. The widening of the 1890s is of interest in demonstrating the great changes brought about by the original 1840s railway in terms of industrial growth and population change.

The viaduct also has architectural value as a high quality structure, and evidential value in showing the evolving techniques and the increasing availability of brick as a material during the 19th century.

The viaduct is a landmark on the north eastern side of the town. It is visible from the southern side of the valley, although it is less visible from within the town than the neighbouring Slaithwaite Viaduct to the west. It makes some contribution to the character of the town and the landscape, and as such has communal value.

Views into the Slaithwaite Conservation Area from the viaduct, and out of the Conservation Area towards the viaduct, are very limited due to the curve of Carr Lane and to intervening development, in particular the leisure centre. Crimble Viaduct does not contribute to the significance of the Slaithwaite Conservation Area.

The viaduct forms part of the setting of a row of Grade II listed cottages between 80 and 110m north of the viaduct: 307 Radcliffe Road (NHLE 1222520), 309 and 311 Radcliffe Road (NHLE 1274623), 313 Radcliffe Road (NHLE 1274541), 315 and 317 Radcliffe Road (NHLE 1222521).

These cottages date to c1820 and were weavers' houses, noted for their mullioned windows and moulded stone gutters. They predate the railway and their setting has been greatly altered by the industrial and residential developments around them. The significance of this group is evidential and architectural, demonstrating the earliest history of the settlement and its architectural evolution resulting from industrial development. The viaduct forms part of the setting of this cluster of historic buildings. Although later in date than these earlier buildings, the viaduct makes some contribution to their significance, as part of the evidential value of the development of the town's industrial development.

4. DETAILED PROPOSALS

4.1 Description of Proposals

The programme of works is to realign the tracks for line speed increase and install overhead electrification (OLE).

At Crimble Viaduct, these works consist of; installation of five OLE portals fixed to the outside of the pier spandrels via ten fixing brackets, and the creation of five new downpipes to the north elevation. Reinforcement of the entire north parapet (where existing) with precast concrete L units and of the south parapet over span 1 at the western extent of the viaduct is also proposed. On the north side of the viaduct, no parapet is present over span 1 and Carr Lane and as such a pre-cast concrete L unit will be installed here, with external natural stone facing, and topped with a safety handrail. A new handrail will also be installed the length of the northern parapet, socketed into the copes.

Early stage proposals were developed through a pre-application consultation meeting on 24th July 2025 with Kirklees Council's Conservation Officer and Historic England's Inspector of Buildings and Areas, and latterly between Engineers at Tony Gee Partnership (TGP), Heritage Specialists at AECOM, and with the client Network Rail.

In accordance with British Standards and Network Rail standards concerning protective provisions relating to electrical safety for fixed installations, electrical safety signs are to be installed on the inside face of each parapet near the ends of the new mesh screen. The location of these signs are shown on the proposal drawings.

5. IMPACT OF PROPOSALS

5.1 Impacts to Heritage Assets

5.1.1 Crimble Viaduct

The significance of the viaduct is drawn from its architectural and historic value, with some communal value as a landmark in the industrial evolution of the area. The proposed alterations will result in a small degree of impact to the architectural interest of the viaduct through changes to its visual appearance, and alterations to the physical fabric of the bridge.

Changes to Visual Appearance

The new OLE portals will create a small degree of visual clutter, detracting from the otherwise simple architectural silhouette of the viaduct within the townscape. However, given the

utilitarian nature of the existing viaduct, its industrial and railway corridor setting, and the utilitarian appearance of the new railway infrastructure, this change in the appearance of the viaduct will have a limited impact on the experience of the architecture of the viaduct from viewpoints within the town, and from the railway itself as a railway user. The Viaduct is also visible from limited viewpoints close to the structure.

The impact to long-range views such as from the A62 Manchester Road and will be limited as the portals are relatively slender and are unlikely to represent a noticeable change to the appearance of the viaduct from a distance, or when seen against the hillside and the backdrop of vegetation and surrounding houses which flank the bridge.

Alterations to Physical Fabric

Physical alterations to the historic fabric across much of the viaduct will result in a minimal change to the overall architectural appearance of the viaduct. Holes drilled for bracket mountings of OLE portals, potential cutting down of gulleys on the upper side of masonry arches, and fixing of concrete L units to the internal face of the north parapet will not be externally visible.

The design and detailing of the mounting brackets enables the OLE portals to be erected proud of the parapet string course, rather than flush to the face. The bracket fixings are also detailed to be positioned within the spandrels at a minimum 200mm clearance from the edges of the voussoirs forming the viaduct arches. This string course and arch voussoirs will therefore not be damaged by the installation of the OLE portals.

Alterations to the north wall head above spans 1 and 2 over Carr Lane will result in a change to the architectural appearance of this part of the viaduct. However, the visibility of this area of the viaduct is very limited due to the viaduct's height above the road at this location and the topography of the adjacent valley slope, as well as the distance from this area of the viaduct from elevated viewpoints to the north of the viaduct. The existing structure which is missing a parapet makes a limited contribution to its special interest and significance of the viaduct as a whole. The proposals in this area will result in a small change in appearance to this isolated part of the viaduct.

The physical impact and visual changes to the overall appearance, and experience of the viaduct from the structure itself, and in views of it, will result in a small degree of less than substantial harm to the significance of the listed viaduct in NPPF terms.

There will be significant positive impacts to the viaduct itself in terms of its long-term survival and ongoing use as a viaduct carrying the railway. Assets which remain in regular use are more likely to survive than those which become obsolete. The modernisation of the rail network will mean long-term use maintenance of the viaduct.

5.1.2 Radcliffe Road Cottages

The installation will make a minor change to the view of the viaduct from the cottages, as the portals will be visible on the skyline. However, this will not affect their significance and would be a continuation of the evolving industrial setting of the cottages.

5.2 Mitigation

The detailing and finish of the new parapet over Carr Lane will largely replicate the existing stonemasonry finish through the use of natural stone cladding to the external (north) side of the precast reinforced concrete parapet units, mitigating the impact and any contrast in appearance of the new installation.

New downpipes on the south elevation will ensure adequate drainage of the structure following its refurbishment, and have been designed to avoid interference with the OLE portal fixing brackets. These downpipes are specified to be cast iron to preserve and enhance the character of the listed viaduct and mitigate their impact.

5.3 Public Benefits

In the case of a working structure such as this, unknowingly used by thousands of people every day, its survival is of great public benefit, as is maintenance to the structure which ensures the structure's ongoing use. This is in line with the heritage benefit included in PPG paragraph 020 of, "securing the optimum viable use of a heritage asset in support of its long term conservation".

The wider public benefits which will result from the electrification of the line are considerable, and have been outlined in the cover letter, submitted with this application.

The proposed works enable the structure to remain in its optimal viable use consistent with its conservation as a railway viaduct. This is in the public benefit as it will allow the continued appreciation of the architectural and historic special interest of the heritage asset by the public. The proposed works are therefore compliant with PPG paragraph 020, NPPF paragraph 215, and Local Plan Policy LP35. The Approval of this application would be consistent with

decisions taken in respect of other listed viaducts on the W3/4 sections of TRU in Kirklees Council's jurisdiction, namely at Huddersfield, Dewsbury, and Union Mill (Batley) viaducts.

6. CONCLUSIONS

The TRU project will bring benefits to the transport network in the form of faster and more energy efficient trains and will contribute to the UK Government's climate change targets. To facilitate this, works are required to the historic railway network, including physical works to a number of designated structures. Works to Crimble Viaduct fall within these required works.

The Trans-Pennine route has evolved from an historic network of railways. It represents a significant heritage asset in its own right. Its significance is increased by the involvement of pioneering railway engineers including Alfred Jee, responsible for designing many of the structures along this section of the route.

In this case, the installation of OLE portals represents a small level of less than substantial level of harm to the significance of the listed viaduct. It works would not harm the significance of the Radcliffe Road cottages.

In accordance with NPPF paragraph 213, justification for this less than substantial harm has also been set out within this heritage statement, with the alterations being necessary to achieve electrification of the line, and the ongoing use of the listed structure as a railway viaduct.

The heritage benefits of retaining the optimal viable use for the structure as a railway viaduct, as described in PPG paragraph 020 Reference ID: 18a-020-20190723 and by NPPF paragraph 215 have also been set out in this heritage statement.

The Kirklees Development Plan consists of the Kirklees Local Plan (Adopted 2019) and, in applicable areas, the Holme Valley Neighbourhood Development Plan. The Holme Valley Neighbourhood Development Plan is not applicable to this site. The tests set out in Policy LP35 of the Kirklees Local Plan regarding the historic environment are also considered to have been met. The proposals also align with Policy LP19 of the Kirklees Local Plan.

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APPENDICES

APPENDIX A - LISTING DESCRIPTION TEXT

Crimble Viaduct

Listed on the National Heritage List for England. **Search over 400,000 listed places**

(<https://historicengland.org.uk/listing/the-list/>)

Official list entry

Heritage Category: **Listed Building**

Grade: **II**

List Entry Number: **1233737**

Date first listed: **11-Jul-1985**

List Entry Name: **Crimble Viaduct**

Statutory Address 1: **CRIMBLE VIADUCT, CRIMBLE VIADUCT**

This List entry helps identify the building designated at this address for its special architectural or historic interest.

Unless the List entry states otherwise, it includes both the structure itself and any object or structure fixed to it (whether inside or outside) as well as any object or structure within the curtilage of the building.

For these purposes, to be included within the curtilage of the building, the object or structure must have formed part of the land since before 1st July 1948.

[Understanding list entries](#)

([*https://historicengland.org.uk/listing/the-list/understanding-list-entries/*](https://historicengland.org.uk/listing/the-list/understanding-list-entries/))

[Corrections and minor amendments](#)

([*https://historicengland.org.uk/listing/the-list/minor-amendments/*](https://historicengland.org.uk/listing/the-list/minor-amendments/))

Location

Statutory Address: **CRIMBLE VIADUCT, CRIMBLE VIADUCT**

The building or site itself may lie within the boundary of more than one authority.

District: **Kirklees (Metropolitan Authority)**

Parish: **Non Civil Parish**

National Grid Reference: **SE 08305 14362**

Details

SE 01 SE CRIMBLE VIADUCT Slaithwaite 5/124

- Crimble Viaduct

- II

Built in two halves. c.1845 and c.1890. Railway viaduct. Slightly rock faced stone - large course ashlar and rusticated dressings. Two side by side viaducts each carrying two tracks. 19 arches. Slightly battered piers. Large ashlar string at springing of arches, and also at base of parapet. Ashlar coping to parapet. Battered piers at east end. Massive retaining wall at west end.

Listing NGR: SE0830514362

Legacy

The contents of this record have been generated from a legacy data system.

Legacy System number: **409311**

Legacy System: **LBS**

Legal

This building is listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest.



Map

This map is for quick reference purposes only and may not be to scale. This copy shows the entry on 14-May-2026 at 11:30:37.

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End of official list entry

APPENDIX B – EXTRACT FROM; TRANSPENNINE ROUTE STATEMENT OF HISTORY AND SIGNIFICANCE: WEST OF LEEDS (JANUARY 2017 DRAFT), ALAN BAXTER AND ASSOCIATES

Structure Number: MVL3/64

Crimble Viaduct

ELR: MVL3
Miles: 21
Chains: 32
Easting: 408305
Northing: 414362

LPA: Kirklees Council
Designation: Listed (Grade II)
List Entry Number: 1233737
Date of Designation: 11/07/1985

Structure Type: Viaduct
Design Type: Arch - semi-circular
Primary Material: Shale Grit/Kinderscout Grit/
 Millstone Grit
Secondary Material(s): N/A

Construction date: Huddersfield & Manchester Railway (1845-9)
Major alteration phase(s): London & North Western Railway (1888-91)

Description of structure:

Crimble Viaduct is a curved viaduct carrying two tracks. It was built in two halves. c.1845 and 1888-91, of slightly quarry-faced stone, large squared and coursed ashlar and rusticated dressings. The 19 arches are of 30ft span, and the piers are slightly battered, and the arches spring from a large ashlar impost band, and a large ashlar string course at base of parapet which has ashlar coping. The portion of the structure which was widened in 1888-91 has brick soffits and battered piers.

Assessment of Significance:

Crimble Viaduct possesses special interest for the following reasons: designed by A.S. Jee and constructed during the building of the Huddersfield & Manchester Railway (1845-9), then sympathetically widened by Francis Stevenson in 1888-91. Its construction was, therefore, part of the heroic phase of railway development. Crimble Viaduct also has group value as a part of a series of similarly built viaducts in the Colne Valley.

Significance Rating:

Special interest

Sources:

NR examination report, site visit, Biddle





 **TRANSPENNINE
ROUTE UPGRADE**

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