

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:	2026/65/91336/W
Site Address:	Crimble Railway Viaduct, Carr Lane, Slaithwaite, Huddersfield
Description:	Listed Building Consent for installation of five overhead electric line equipment portals on piers 2, 6,10,14 & 18 with supporting wall brackets; tubular handrail added to both parapets; new downpipes on north elevation at piers 2, 6,10,14 & 18; Addition of precast reinforced concrete L units installed on the inner face of entire northern parapet. New parapet over north side of Span 1 (Carr Lane) and L unit constructed over south side of Span 1
Recommending Officer:	Liz Chippendale

DECISION – CONSENT GRANTED

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: 28-Sep-2026

Application reference: 2026/91336

Site address: Crimble Railway Viaduct, Carr Lane, Slaithwaite, Huddersfield

Proposal: Listed Building Consent for installation of five overhead electric line equipment portals on piers 2, 6,10,14 & 18 with supporting wall brackets; tubular handrail added to both parapets; new downpipes on north elevation at piers 2, 6,10,14 & 18; Addition of precast reinforced concrete L units installed on the inner face of entire northern parapet. New parapet over north side of Span 1 (Carr Lane) and L unit constructed over south side of Span 1

Site Description

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.

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.

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).

Description of Proposal

The proposed works Crimble Viaduct are listed as follows:

- Installation of five OLE portals fixed to the outside of the pier spandrels with ten fixing brackets;
- Installation of five downpipes to the north elevation;
- Reinforcement of the north parapet and south parapet over span 1 at the western extent with precast concrete L units;
- Installation of precast concrete L unit on the north side of viaduct over span 1 and Carr Lane; and
- New handrail to be installed the length of the northern parapet

Reason for proposed works:

The applicant has provided the following reason for the required proposed works:

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.

History of negotiations / amendments received

No negotiations/amendments were required during the course of the application.

Relevant History

Application site

No planning history

Surrounding site

91/06422 – Arch 12, Crimble Viaduct – Change of use of scrap yard to scrap yard and waste transfer station – Conditional full permission

2003/92545 – Arch 12, Crimble Viaduct – Variation of condition 19 relating to time allowed for skips containing waste materials to remain in a specific section of the yard area on previous permission 97/92053 – Conditional full permission

2009/93363 - Crimble Viaduct, Viaduct street/Radcliffe Rd - Change of use of scrap yard to waste transfer station and skip business – Conditional full permission

2009/91763 – Arch 8, Crimble Viaduct, Carr Lane – Erection of pre fabricated building (listed building) – Refused

2014/92245 – 4, Crimble Ashes, Viaduct Street – Continued use of premises for waste transfer and skip hire – Conditional full permission

Access Considerations

None.

Climate Change Emergency

On 12th November 2019, the Council adopted a target for achieving 'net zero' carbon emissions by 2038, with an accompanying carbon budget set by the Tyndall Centre for Climate Change Research. National Planning Policy includes a requirement to promote carbon reduction and enhance resilience to climate change through the planning system and these principles have been incorporated into the formulation of Local Plan policies.

The Local Plan pre-dates the declaration of a climate emergency and the net zero carbon target. However, it includes a series of policies which are used to assess the suitability of planning applications in the context of climate change. When determining planning applications, the Council will use the relevant Local Plan policies and guidance documents to embed the climate change agenda. The proposals are part of a large scheme for the electrification of the Trans Pennine route from Manchester to Leeds. The works will see significant improvements to the network which will allow for a more efficient and accessible system. This should see more commuters making use of the rail network and reducing the number of vehicles on the road, which contribute to the region's carbon reduction.

Consultation Responses

KC Conservation and Design –

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 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.

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.

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.

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.

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.

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 are specified to be cast iron to preserve and enhance the character of the listed viaduct and mitigate their impact.

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.

It appears that the design of the OLE units and how they interact with the listed viaduct are comparable to how they were dealt with on the above viaducts previously. Provided the details are similar it is likely that the proposals are acceptable in accordance with the plans submitted.

The heritage benefits of retaining the structure in use as a railway viaduct, as have also been set out in the heritage statement.

Public/Members Response

The application has been publicised with a site notice and a press notice expiring on 10/07/2026. No representations have been received.

Policy

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications be determined in accordance with the Development Plan unless material considerations indicate otherwise. The statutory Development Plan for Kirklees is the Local Plan (adopted 27th February 2019).

- LP 35 Historic environment.

National Policies and Guidance:

National planning policy and guidance is set out in National Policy Statements, primarily the National Planning Policy Framework (NPPF) updated August 2026, together with Circulars, Parliamentary Statements and associated technical guidance.

The NPPF constitutes guidance for local planning authorities and is a material consideration in determining applications.

- HE4 – Securing the conservation of heritage assets
- HE5 – Assessing effects on heritage assets
- HE6 – Proposals affecting designated heritage assets
- HE9 – Conservation Areas

Assessment

Significance of the viaduct.

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.

Impact of the proposal on significance.

The impact of the proposed development works to the viaduct will be assessed individually as follows:

Installation of five OLE portals fixed to the outside of the pier spandrels with ten fixing brackets

The new OLE portals will create a small degree of visual clutter which will detract from the otherwise simple architectural silhouette of the viaduct. The holes drilled for bracket mountings of OLE portals will not be externally visible.

The design and detailing of the proposed mounting brackets would enable the OLE portals to be erected proud of the parapet string course, rather than flush to the face. The bracket fixings would also be positioned within the spandrels at a minimum 200mm clearance from the edges of the voussoirs forming the viaduct arches to ensure that there is no damage to the string course and arch voussoirs.

Installation of five downpipes to the north elevation

The proposed five downpipes on the north elevation will ensure that the structure is adequately drained following the refurbishment works. The downpipes would be cast iron which would preserve and enhance the character of the listed viaduct.

Reinforcement of the north parapet and south parapet over span 1 at the western extent with precast concrete L units and installation of precast concrete L unit on the north side of viaduct over span 1 and Carr Lane

The proposed detailing and finish of the new parapets over 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.

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.

New handrail to be installed the length of the northern parapet

The proposed GRP tubular handrail would be socketed into cored holes in the parapet to match the existing handrail to the south.

Conclusion

NPPF Policy HE6 sub paragraph 1 states that:

“When considering the potential effect of a development proposal on the significance of a designated heritage asset, substantial weight should be given to the asset’s conservation 95 (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential effect amounts to a positive effect, harm, substantial harm, or total loss of its significance”.

NPPF Policy HE6 sub paragraph goes on to state that:

“Where a development proposal would harm the significance of a designated heritage asset the effect on the asset and its significance should be weighed against any public benefits resulting from the proposal. Important public benefits can include securing the long-term reuse of a vacant or underused listed building, and enabling energy efficiency and low carbon heating measures to be employed”.

Section 16 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires that any application for development must preserve the character and appearance of the listed building.

Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires special attention to be paid to the desirability of preserving or enhancing the character or appearance of that area.

This application has been assessed against relevant policies in the development plan and other material considerations, in particular Kirklees Local Plan policy LP35 and NPPF chapter 20.

The proposals are considered to demonstrate some harm to the significance of the listed bridge and this harm should be weighed against the public benefits delivered by the TRU project.

The proposed works are in conjunction with the electrification of the line as part of the Transpennine Route Upgrade (TRU) improvement scheme which will deliver positive improvements to the service of the line across the region. As the identified adverse impacts resulting from the proposed works to bridge

would result in harm to its significance they must be evaluated and balanced against the deliverable public benefits. The proposed works are required to enable the electrification of the Transpennine Route and the line-wide improvements which will deliver substantial rail service and environmental improvements area to the region. The substantial public benefits have been clearly evidenced, sufficient to justify and balance the adverse impacts of the proposed amendments. The identified, substantial public benefits which would result from implementation of the proposed initiative are, therefore, considered to outweigh the identified harm to the Listed bridge.

Recommendation: Grant Listed Building Consent.

Decision Authorisation - Delegated Powers

Application Number: - 2026/91336

Officer Recommendation: Grant Consent

Conditions:

1. The development shall be begun not later than the expiration of five years beginning with the date on which consent is granted.

Reason: Pursuant to Section 18(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990, as amended by the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out in complete accordance with the plans and specifications schedule listed in this decision notice except as may be specified in the conditions attached to this permission, which shall in all cases take precedence.

Reason: For the avoidance of doubt as to what is being permitted and to ensure the satisfactory appearance of the development on completion, in the interests of the significance of the heritage asset and to accord with the National Planning Policy Framework.

3. Prior to the installation of the OLE brackets, detailed designs and drawings at a scale of 1:10 - 1:20 of the OLE brackets, including the method and detail of their fittings, shall be submitted to and approved by the Local Planning Authority.

Reasons: For the avoidance of doubt as to what is being permitted and so as to ensure the satisfactory appearance of the development on completion, in the interests of the significance of the heritage asset and to accord with Chapter 20 the National Planning Policy Framework.

4. Prior to the commencement of works to the Grade II listed structure, detail of all mortar specifications for repointing and repair works shall be submitted to and approved by the Local Planning Authority.

Reasons: In the interests of visual amenity and sustaining the architectural significance of the heritage asset in accordance with Chapter 20 of the National Planning Policy Framework and Policy LP35 of the Kirklees Local Plan.

5. Prior to the commencement of works to the Grade II listed structure, full details of masonry repairs, including details of any replacement materials, shall be submitted to and approved by the Local Planning Authority.

Reason: In the interests of visual amenity and sustaining the architectural significance of the heritage asset in accordance with Chapter 20 of the National Planning Policy Framework and Policy LP35 of the Kirklees Local Plan.

6. Prior to the commencement of development, a Historic Building recording shall be completed to a Level 1 standard in accordance with Historic England Guidance.

Reason: For the avoidance of doubt as to what is being permitted and to ensure the satisfactory appearance of the development on completion in order to retain the significance of the designated heritage asset and to accord with Policy LP35 of the Kirklees Local Plan, as well as Chapter 20 of the National Planning Policy Framework.

Plans and specifications schedule: -

Plan Type	Reference	Version	Date Received
Location Plan	-	-	22.05.2026
Proposed plan and elevations	167037-TGP-55-MVL3-DRG-T-LP-166403	P03	22.05.2026
Proposed elevation and section 1 of 3	167037-TGP-55-MVL3-DRG-T-LP-166404	P03	22.05.2026
Proposed elevation and section 2 of 3	167037-TGP-55-MVL3-DRG-T-LP-166405	P03	22.05.2026
Proposed elevation and section 3 of 3	167037-TGP-55-MVL3-DRG-T-LP-166406	P03	22.05.2026
Network Rail cover letter dated 18.05.2026	TP/LNE/2026-053 & 167037	-	22.05.2026
Heritage statement for Railway viaduct MVL3/64 Crimble viaduct	167037-NWR-W2C-MVL3-REP-W-EN-000025	-	22.05.2026

Pursuant to article 35 (2) of the Town and Country Planning (Development Management Procedure) Order 2015 and guidance in the National Planning Policy Framework, the Local Planning Authority have, where possible, made a pre-application advice service available, complied with the Kirklees Development Management Charter 2015 and otherwise actively engaged with

the applicant in dealing with the application. The submitted plans and information is felt to be acceptable.

Report Dated:

25.09.2026