

**Consultation Response from KC,
Conservation & Design**

2026/91339 Slaithwaite Railway Viaduct, Nabbs Lane, Slaithwaite, Huddersfield

**Listed Building Consent for installation of five overhead electric line equipment portals on piers 3, 7 and 11 with supporting wall brackets; tubular handrail to replace existing on span over Bank Gate; new downpipes on same piers connected to existing outflow pipes.
Reinforcement of the north parapet with precast concrete L units, and rebuilding north side of eastern terminating span over Bank Gate, including replacement of bridge deck, parapet, and reconstruction of flanking pilasters (within a Conservation Area)**

Date Responded: 13/8/26

Responding Officer: SC

Responding Ref:

Proposals involve the strengthening of existing parapets with pre-cast concrete units on their track side; the replacement of a short section of bridge deck and parapet with a precast concrete unit faced with natural stone facing to the external parapet; and brackets to the outside of piers to support OLE portals to carry the overhead electrified lines.

The Slaithwaite 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 Slaithwaite Viaduct (NHLE 1224049).

[Slaithwaite Viaduct, Non Civil Parish - 1224049 | Historic England](#)

The viaduct, which is a significant part of the major Victorian growth of Slaithwaite, forms part of the boundary of the conservation area, and the historic core of the town. It is a gateway to the conservation area through Bank Gate and Holme Lane. Though outside the main commercial area, it forms part of the backdrop of the town through glimpsed views up Nabb Lane and Church Street. It is also visible across the valley and the conservation area from the A62 Manchester Road.

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Slaithwaite 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.

Proposed Works

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

At Slaithwaite Viaduct these works consist of; installation of three OLE portals fixed to the outside of pier spandrels via six brackets, and the creation of three new downpipes connected to existing outflow pipes. Reinforcement of the north parapet with precast concrete L units, and rebuilding the north side of the eastern terminating span over Bank Gate, including replacement of the bridge deck, parapet, and reconstruction of the flanking pilasters, is also proposed. The existing handrail will also be replaced to the north parapet at this same location only.

Impact on Heritage

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 easternmost span over Bank Gate 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 curvature and the topography of the adjacent valley slopes.

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appearance of this part of the viaduct. However, the visibility of this area of the viaduct is very limited due to the viaduct's curvature and the topography of the adjacent valley slopes.

The detailing and finish of the alterations over Bank Gate 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. The replacement of the existing wrought iron bridge deck with the use of natural stone cladding is preferred to the use of concrete artificial stone cladding. It is requested that the concrete box beam should be through-coloured concrete with a beige/buff/stone colour to match the adjacent stone.

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.

In this case, the installation of OLE portals and alterations to the viaduct over Bank Gate constitutes a medium degree of less than substantial level of harm to the significance of the listed asset.

The medium level of less than substantial harm that would be caused to the significance of the listed viaduct by these proposals should be weighed against the public benefits delivered by the TRU project. NPPF paragraph 215 should therefore be considered in weighing this public benefit.

Public Benefit

Switching from diesel trains to electric rolling stock has benefits for the environment and will assist Network Rail in achieving its decarbonisation objectives. Electrification also benefits train performance, with faster acceleration and more efficient braking being made possible, assisting with journey time improvements, capacity and punctuality. These benefits align with the policy objectives of various national, regional and local policy documents that encourage long-term, low-carbon economic growth by better connecting people to jobs, services, education and leisure in the North of England.

The wider public benefits which flow from the electrification of the line are considerable and are to be weighed against the harm caused to the listed asset. As explained in the Heritage Statement, the installation of portals and alterations to the viaduct over Bank Gate constitutes a medium degree of less than substantial harm to the significance of the listed viaduct. In addition, the works will not result in harm to the significance of Bank Gate Mill, although there is some harm to Slaithwaite Conservation Area. The medium degree of less than substantial harm to the listed viaduct needs to be weighed against the public benefits.

Conclusion

The medium level of less than substantial harm that would be caused to the significance of the listed viaduct by these proposals should be weighed against the public benefits delivered by the TRU project. NPPF paragraph 215 should therefore be considered in weighing this public benefit.

"215. Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use." The works would also comply with Policy 35 of the Kirklees Local Plan.

Suggested Conditions

1. Details, finishes and methods of fixing to match details of OLE proposed for WC3.
2. Tubular handrails colour finish to match existing.
3. Cast iron downpipes to be finished in either black or stone colour.
4. New natural stone coursing to match existing as closely as possible in terms of type of stone,

texture, colour, finish, coursing. A photograph and datasheet sample shall be provided and agreed in writing prior to commencing. Pointing to be finished flush or recessed, to match colour of stone closely.

5. New concrete box beam to be through-coloured buff/beige/stone colour to match the adjacent stone as closely as possible.