



Kirklees Council  
Development Control  
PO Box 1720  
Huddersfield  
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Network Rail  
George Stephenson House  
Toft Green, York, YO1 6JT

Date: 18/05/2026

Our Reference: TP/LNE/2026-035 & 167037

Dear Sir/ Madam

**Application for Listed Building Consent for a parapet height extension to railway overbridge MVL3/82, Paddock Bridge, Church Street, Huddersfield.**

Please find enclosed the following in support of the above application for Listed Building Consent:

- Application Form
- Location Plan (including red line application boundary)
- 167037-TGP-56-MVL3-DRG-T-LP-168202-P02: Existing and Proposed Plan
- 167037-TGP-56-MVL3-DRG-T-LP-168203-P02: Existing and Proposed Elevation and Section
- Heritage Statement (AECOM, February 2026)

The proposed works to Paddock Bridge comprise the replacement of existing metal handrailing with a parapet extension of perforated steel screens. The works are required to protect users from contact with (future) overhead electrification lines. A more detailed explanation of the design considerations that have been applied to the proposed works and how they have taken account of the listed bridge is included at section 4.1 of the Heritage Statement. The overarching need for and benefits of the proposed works is summarised in the relevant sections below.

### **The Need for the Works**

Bridge MVL3/82 forms part of the Network Rail Trans-Pennine Route, which is a key strategic rail route for passengers and freight across the North of England, with the core route linking Manchester and York, via Huddersfield and Leeds. Demand for passenger and freight services is high and is expected to rise significantly in the future and the Trans-Pennine Route is one of the busiest lengths of rail at peak times on the national rail network.

The Trans-Pennine Route currently handles a mix of fast express, local stopping services and freight, but has not seen significant infrastructure investment in enhancements to increase capacity for many years. Therefore, without improvements, the Trans-Pennine Route network is increasingly becoming crowded and congested, journeys are slow and unreliable and due to the current infrastructure provision being relatively dated there is limited existing capacity to accommodate predicted growth.

The need for improvements and investment is clearly established by numerous national and regional government policy documents, including UK Infrastructure: A 10 year strategy (HM Treasury, 2025) (page 54), Integrated Rail Plan for the North and Midlands (Department for Transport, 2021 (pages 14, 45 and 100) and West Yorkshire Transport Strategy 2040 (West Yorkshire Combined Authority, 2017) (pages 22, 42 and 44).

In addition, Policy LP19 of the Kirklees Local Plan encourages proposals that bring forward strategic transport infrastructure, such as improvements of existing rail stations and rail corridors, and cites Network



Rail's commitment to the electrification of the Trans-Pennine route (paragraph 10.54) as part of its policy justification.

### **The Benefits of the Works**

The electrification of the railway beneath Bridge MVL3/82 forms part of the wider electrification of the Transpennine route from Manchester Victoria through to York which, together with installation of overhead line equipment (OLE) and associated infrastructure, includes the removal, upgrading and replacement of bridges and structures to accommodate the OLE.

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, as explained in the Heritage Statement, the works will replace the visually distracting patchwork of existing handrails with a simple, unified design that will enable the structure to remain in its optimum viable use as a railway bridge. Given these considerations and the very low level of less than substantial harm caused to the listed bridge, there is a clear and compelling case for the Listed Building Consent to be granted.

As agreed with Kirklees Council planning officers, a 5-year (as opposed to 3 year) implementation period for the Listed Building Consent is requested. The proposed works form part of the wider upgrades to the Trans-Pennine Route whose implementation period will extend beyond 3 years. Works to the structures and viaducts on the Route between Gledholt Tunnel and Standedge Tunnel are currently anticipated to be undertaken between late 2028 and 2030. However, this programme is subject to change given the current stage of the project. Therefore, to provide certainty that the proposed works can be co-ordinated as part of the wider upgrades and implemented within the timescales of the Listed Building Consent, a 5-year implementation period is considered appropriate. This is also consistent with the approach taken on the W3 (Huddersfield to Westtown (Dewsbury) Transport & Works Order where a 5-year time horizon was considered appropriate given the scale and likely duration of the works.

I trust the above and enclosed provides sufficient information to determine the application for Listed Building Consent. However, please do not hesitate to contact me should you have any queries on this application or require further information.

Yours faithfully

**Tony Rivero**

Town Planning & Heritage Manager (North)  
Network Rail Land & Property (Eastern)