TRANSPENNINE ROUTE UPGRADE

ON TRACK TO BETTER

Trans-Pennine Route Upgrade

Heritage Statement for Railway Viaduct MVL3/69 Golcar 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 Golcar Viaduct involving drainage downpipes and track bed drainage management. The TRU project is an opportunity for these remedial maintenance works to the structure, which has had longstanding waterproofing problems.

The Golcar viaduct was built in two phases. The first, southernmost structure was built c1845 supporting two lines, with a separate second structure was built alongside to the north c1890. They are Grade II listed as a single structure (NHLE 1276344), but they are separately numbered for railway administrative purposes as Golcar (New) Viaduct MVL3/69; and Golcar Viaduct MVL3/70. The proposed works relate to MVL3/69, the later northern viaduct built c1890.

1.2 Scope

This Heritage Statement presents a statement of significance for the Golcar viaduct structure, 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-166900-P02: Proposed Plan and Elevations;
- 167037-TGP-55-MVL3-DRG-T-LP-166901-P02: Proposed Elevations and Section;
- Appendix A - Listing Description Text;
- Appendix B - Archive Drawings;
- Appendix C - 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 if 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, this policy 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 falls within Golcar Conservation Area, at its southern corner southern edge (Kirklees Council, no date). The centre of the conservation area is the older village on the hillside to the north of the viaduct. The viaduct is not separately mentioned as a feature in the conservation area appraisal, although it is included in the appendix of listed structures. The railway is not included as forming any aspect of an important vista in the appraisal.

3. HERITAGE ASSET AND ITS SIGNIFICANCE

3.1 Location

Golcar Viaduct lies west of Huddersfield, carrying the railway line which extends east towards Huddersfield and Leeds, and west to the Standedge Tunnel and Manchester. Figure 1 shows the location of MVL3/82 relative to the other locations where LBCs are proposed as part of the Trans-Pennine Upgrade.

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

At this point, the line follows the course of the River Colne and its parallel canal. The viaduct crosses a valley and small tributary to the river, close to its confluence. It lies north of the River Colne, and south of the hillside settlement of Golcar and east of the hamlet of Wellhouse. Some modern residential development has extended down from Golcar to the railway corridor.

The viaduct straddles the stream, a footpath, and a farm track in this small wooded valley. This valley was previously the site of a water treatment works, but is now an attractive part of the White Rose Forest, the community forest for North and West Yorkshire.

Figure 2: Location of MVL3/69 in relation to MVL3/70. Map Data © 2026 Google, Airbus.

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 formed an important part of 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 Manchester Times reported: *“In a slight cutting the Golcar station is placed, three miles from Huddersfield; and then the line stretches over another valley, partly by embankment, and partly by the Golcar Brook Viaduct, 61 yards in length, and consisting of four arches of 30 feet span; the height from the brook to the top of the rail being 48 feet.”*

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, with the extensions abutting the original viaducts. The only significant difference to these viaducts is the brick soffits used for the extensions. However at Golcar, a separate viaduct was constructed parallel to and separated from the original to the north, designed by Francis Stephenson, copying the design of A S Jee.

3.2.2 Map Regression

In this map of 1828, Figure 3 below, prior to the arrival of the railway, Golcar is marked as a significant cluster of dwellings on the hillside above the canal. The district is largely rural.

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

The first map showing the railway, Figure 4 below, shows the viaduct crossing an otherwise undeveloped valley. To the north is the small Golcar Station with platforms either side of the line.

Figure 4: Ordnance Survey map surveyed 1848 to 1851, printed 1854. Copyright National Library of Scotland under Creative Commons licence.

By 1891, the railway lines have been quadrupled and a Golcar Station has been enlarged with new bridges crossing the line beside it, shown in Figure 5 below. Sewage works have been to the south of the viaduct. To the west, the village of Lower Wellhouse has some increased housing, and there are additional dwellings above the station, linking the station to the growing settlement of Golcar on the hill above it.

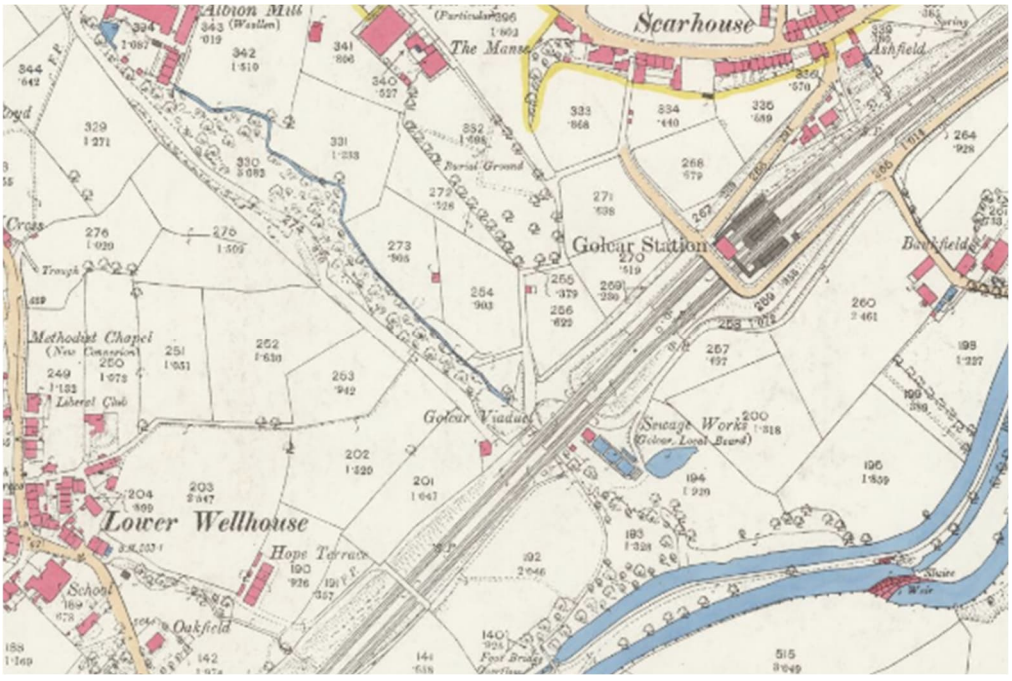

Figure 5: 1891 Ordnance Survey map. Copyright National Library of Scotland under Creative Commons licence.

By 1930, the sewage works beneath the viaduct are more extensive, visible in Figure 6 below. Additional housing has developed in Wellhouse, Golcar and on the opposite side of the River Colne, but not immediately next to the viaduct.

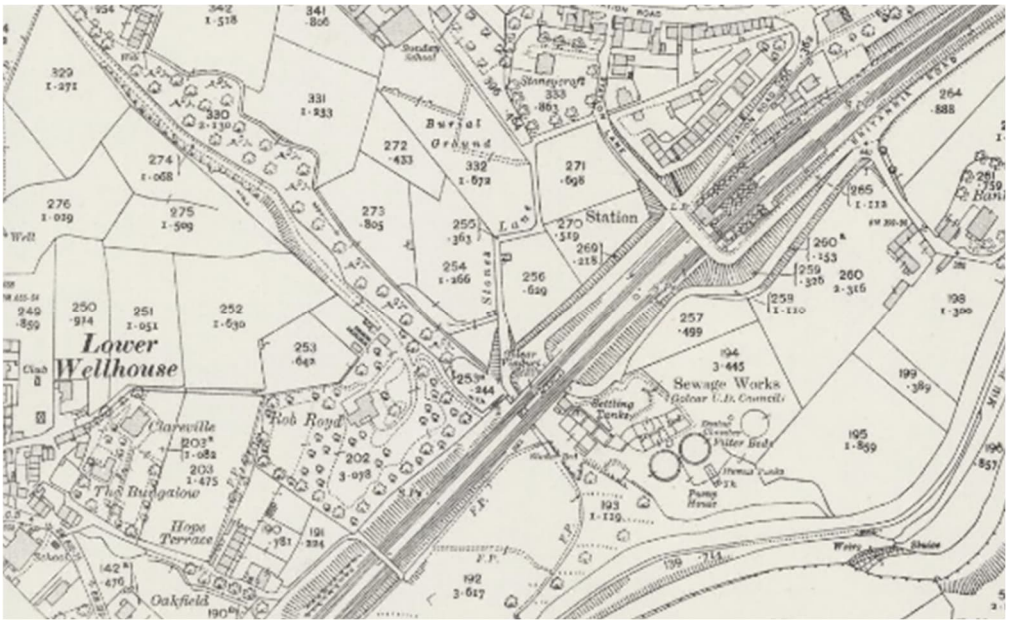

Figure 6: 1930 Ordnance Survey map. Copyright National Library of Scotland under Creative Commons licence.

Today, the biggest change is the removal of Golcar station, as visible in Figure 7 below. The remains of the sewage works beneath and south of the viaduct are now hidden in woodland.

Figure 7: Golcar, 2025. Map Data © 2026 Google Earth.

3.2.3 Golcar Viaduct MVL3/69 and MVL3/70 Description

The original Golcar viaduct, MVL3/70, is the structure to the south, and does not currently carry active railway lines. It is constructed of coursed rock faced sandstone, with ashlar string course and parapet coping. Four semi-circular, 30ft span arches have stepped voussoirs and squared impost bands. It now carries a track leading to a small vehicle and storage compound off Britannia Road. The track is not accessible to the public.

Golcar (New) Viaduct, MVL3/69, to the north, is a sympathetic copy of the original 1840s design, and carries two railway lines. It is also built coursed rock faced sandstone, with four semi-circular arches with stepped voussoirs and squared impost bands. The arch soffits are of brick rather than stone, but otherwise the design is a close match to the earlier MVL3/70 viaduct to the south.

The pair of viaducts are located within a small wooded clough that feeds into the main river Colne valley. It is largely concealed from the wider landscape by the clough sides and the mature woodland of the valley and surrounding hillsides. The arches can be glimpsed from the A62 Manchester Road when the trees are not in leaf, but is otherwise hidden. The top of the viaduct parapet can be glimpsed through the woodland from the riverside path.

The decks of the viaducts, with a small parapet built around the void between them, are visible from the Britannia Road bridge (MVL3/71) to the east of the viaducts and Lockwood footbridge (MVL3/68) to the west. The footbridge connects a network of paths around the river and canal to the Wellhouse.

Figure 8: The arch of the viaduct barely visible in the centre of the image, below Golcar village in a view north.

Figure 9: The top of the viaduct parapet from the riverside path.

Figure 10: Golcar viaducts' decks and parapets from Britannia Road bridge looking south west, Lockwood footbridge at the rear. Tracks pass over MVL3/69.

Figure 11: Golcar viaducts' decks and parapets from Lockwood footbridge, with Britannia Road bridge at rear, looking north east. Tracks pass over MVL3/69.

The arches are visible from the end of the new development of Fernlea Grove, from which two unmade tracks pass under the outermost of the four arches of the two viaducts. Under the most easterly arches, the track passes to a private construction compound with access to farmland.

Figure 12: North elevation of Golcar New Viaduct MVL3/69, from farm track, with plain voussoirs and keystone, with the eastern arch of MVL3/70 beyond.

Figure 13: North elevation of the older Golcar Viaduct MVL3/70 featuring more decorative keystone and voussoirs.

Figure 14: South elevation of the original viaduct MVL3/70 from farm track.

Under the most westerly arches, a footpath passes alongside the stream to a small wood. From here, footpaths through the wood continue south west to a pedestrian bridge over the brook, and south east to the canal towpath.

Figure 15: North elevation of Golcar new viaduct MVL3/69 central arches from footpath.

Figure 16: South elevation of Golcar new viaduct (MVL3/69) to left, original viaduct (MVL3/70) to right, looking north east from footpath.

Golcar (New) Viaduct, MVL3/69, shows signs of waterproofing failure including wet bricks and water staining. Plastic weep pipes are visible emerging from the arch soffit just above springer level. These are evidence of a previous intervention intended to address failure of water management in the viaduct.

Figure 17: Water staining on arch of later viaduct MVL3/69, with a plastic water pipe centre bottom, looking south west from farm track.

There are no signs of the cast iron drainage pipes to the outside of the south east face of the pier which are noted on archive drawing reference DMFP00021265 (see Appendix B and detail shown in Figure 18 below). It appears these were never installed.

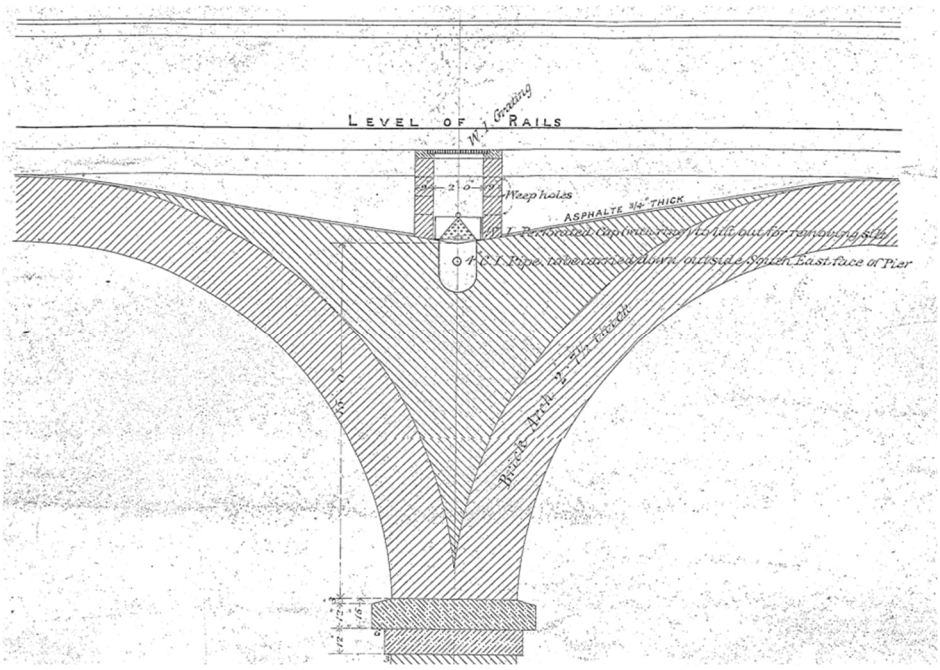

Figure 18: Excerpt of archive drawing stating pipe to be carried down south east face of pier.

3.3 Significance of Asset

According to the Trans-Pennine Statement of History and Significance: West of Leeds (Alan Baxter (2017) the original Golcar Viaduct (MVL3/70) is of special interest as an unaltered, handsomely-designed structure dating from the heroic phase of railway construction. It has group value as part of a sequence of similarly-designed viaducts in the Colne Valley and also in its relationship to the adjoining Golcar New Viaduct.

The Alan Baxter report also assessed the new viaduct (MVL3/69) as being of special interest as a sympathetic copy of the design of the original 1840s viaduct, and states that it also has group value with the adjoining structure.

The viaducts, considered together, have historical value as part of the overall railway. The widening of the 1890s, which is seen here most clearly compared to other viaducts on the route, is of interest as demonstrating the great changes brought about by the original 1840s railway in terms of industrial growth and population change.

The viaducts also have architectural value as high quality, unaltered structures. Taken together, they also show the evolving techniques and the increasing availability of brick as a material during the 19th century.

4. DETAILED PROPOSALS

4.1 Description of Proposals

The programme of works would realign the tracks for line speed increase and install overhead electrification (OLE). No OLE attachments are proposed to this structure. The works locally and route-wide provide an opportunity to address long-term defects to the structure and prolong its life span.

There have been historic waterproofing failures to this structure, which may be related to the absence of downpipes shown on the archive drawings. There is no evidence visible on the structure indicating that the originally designed outflow and downpipes were ever installed. The waterproofing failures have previously been addressed by grout injection into the arch barrels and installation of the plastic weep pipes visible above the springer line, but the root cause has not been addressed.

The works will include a full re-waterproofing of viaduct MVL3/69 to address the root cause, with the creation of three new outfalls on the southern elevation to provide drainage to the

spandrel valleys of the bridge deck. The waterproofing will involve the installation of membranes between the ballast and the existing arch backing.

The drainage system will involve pipes emerging through the spandrels at the base of the existing parapet. These will feed into large black-painted metallic hoppers feeding into black metallic downpipes fixed to the face of the stonework. These will run down the piers, angled around the springing point blockwork, and ultimately feed into a trench to avoid scouring at the piers' bases, before leading to the culvert.

These proposals were developed through a pre-application consultation meeting on 5th December 2025 with Kirklees Council's Conservation Officer, Engineers at Tony Gee Partnership (TGP), Heritage Specialists at AECOM, and with the client Network Rail, at which the proposals were deemed supported by the Conservation Officer.

5. IMPACT OF PROPOSALS

5.1 Impacts to Heritage Assets

There will be minimal impact to the historic fabric of the viaduct. A small number of stone blocks will be affected by the coring to facilitate insertion of the drainage pipes, and by the fixings to the piers.

There are significant positive benefits from the proposed works to the viaduct itself in securing its long term survival. As can be seen on the archive drawings, the viaduct was designed to have a drainage system very similar to that proposed, however does not appear to have been installed. The lack of adequate drainage has resulted in mortar washout and arch debonding which has weakened the structure. The proposed installation of a drainage system and re-waterproofing will ensure the viaduct's long term survival. This is in line with the heritage benefits included in PPG paragraph 020 Reference ID: 18a-020-20190723: "reducing or removing risks to a heritage asset" and also, "securing the optimum viable use of a heritage asset in support of its long term conservation".

The change to the appearance of the viaduct will be minimal. The downpipes will be positioned on the south elevation. This elevation is largely concealed by the original viaduct (MVL3/70) running alongside it. The downpipes will only be visible to pedestrians walking under the viaducts into or out of the woodland.

The significance of the viaduct is drawn from its architectural and historic value. The installation of this drainage, which reflects the original, intended system, does not harm the significance of the heritage asset and helps safeguard the future of the listed viaduct.

The viaduct forms part of the Golcar Conservation Area. However, due to its position across a fairly well-wooded side valley, it does not form part of any of the conservation area's key vistas or views. It is not visible from any of the listed buildings within the Golcar Conservation Area. It is only visible from Fernlea Grove, the short street of modern dwellings immediately adjacent to the viaduct; and from the public footpath that runs under the viaduct to the canal footpath. It does not form part of the setting of any other listed buildings. The proposed works will not alter the character or appearance of the Conservation Area, and will not result in harm to the significance of the conservation area or any heritage assets within it.

5.2 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 to the structure which ensures the structure's ongoing use. This is in line with the heritage benefit included in PPG paragraph 020 Reference ID: 18a-020-20190723, 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 Golcar 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 a waterproofing and drainage system does not harm the significance of the listed asset, or the conservation area. 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.

7. REFERENCES

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APPENDICES

APPENDIX A - LISTING DESCRIPTION TEXT

Railway Viaduct

Official list entry

Heritage Category: **Listed Building**

Grade: **II**

List Entry Number: **1276344**

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

List Entry Name: **Railway Viaduct**

Statutory Address 1: **RAILWAY VIADUCT, GOLCAR 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/)

Corrections and minor amendments

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

Location

Statutory Address: **RAILWAY VIADUCT, GOLCAR 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 09946 15238**

Details

SE OI NE GOLCAR VIADUCT

2/140 Railway Viaduct

-

- II

Railway viaduct, built in two halves. c.1845 and c.1890. Deep coursed rock faced stone. Rusticated dressings. Ashlar string course and coping to parapets. Two separate viaducts, side by side and each

carrying two tracks. Each viaduct has four arches (semi-circular) with brick vaults. Large ashlar string course at springing of arches. Piers slightly battered.

Listing NGR: SE0994615238

Legacy

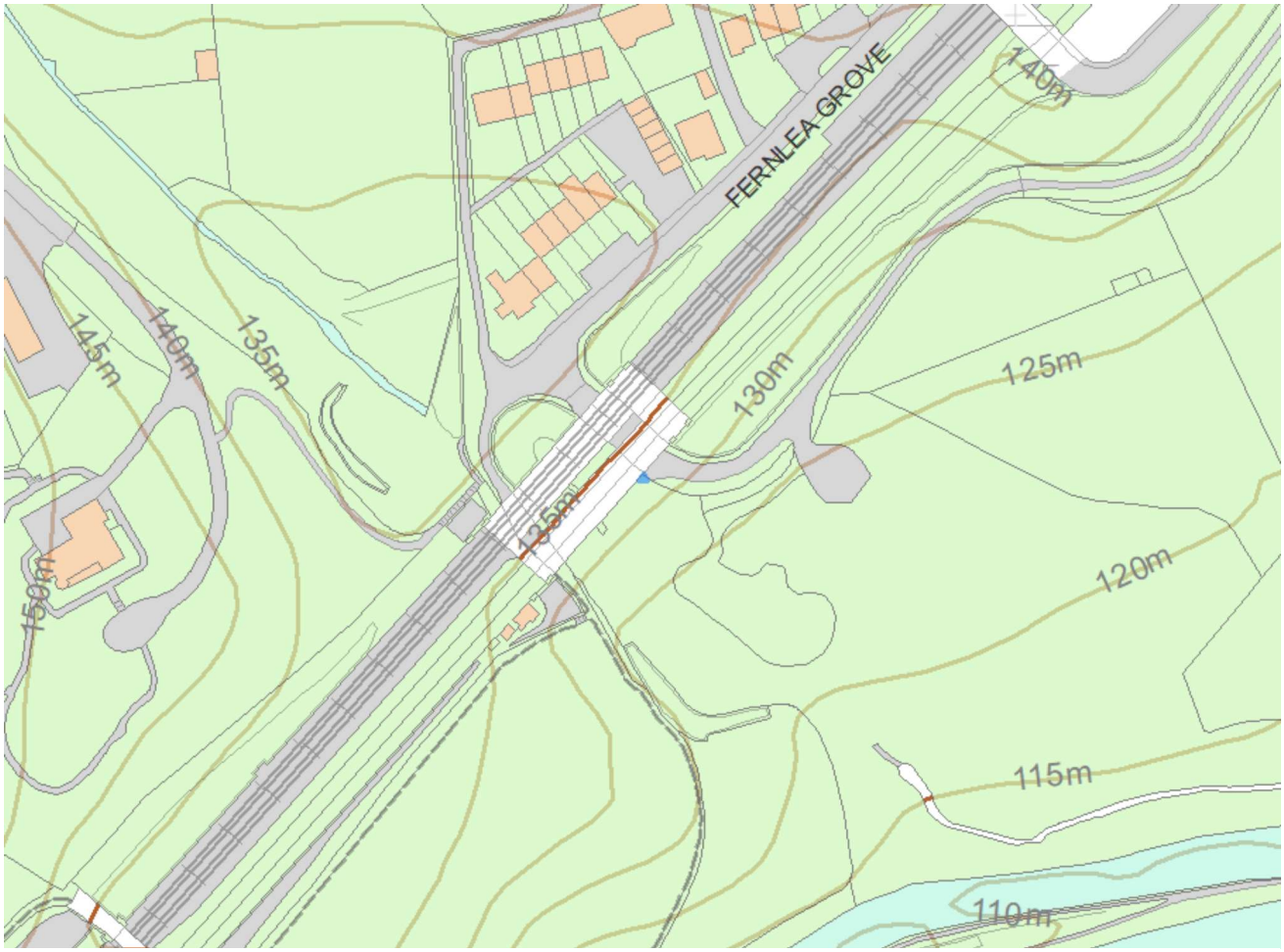
The contents of this record have been generated from a legacy data system.

Legacy System number: **409627**

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.

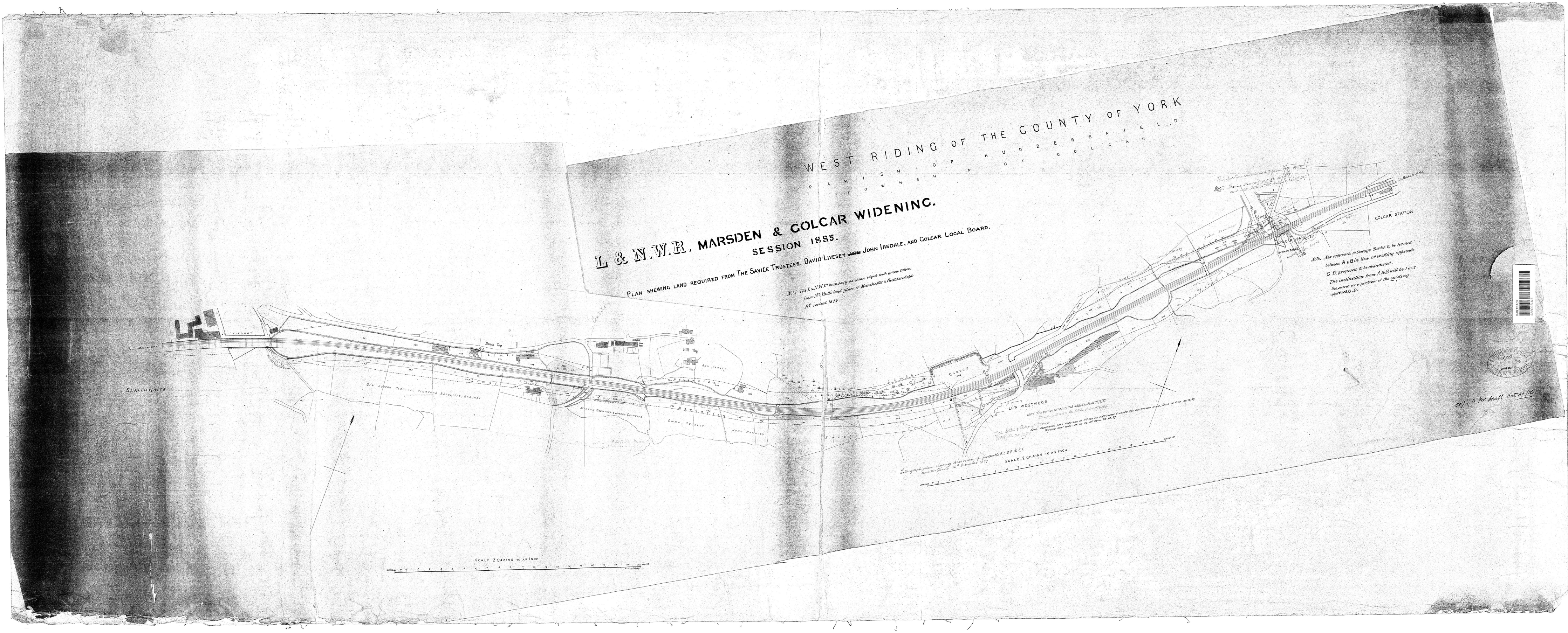


Map

This map is for quick reference purposes only and may not be to scale. This copy shows the entry on 14-May-2026 at 11:30:38.

End of official list entry

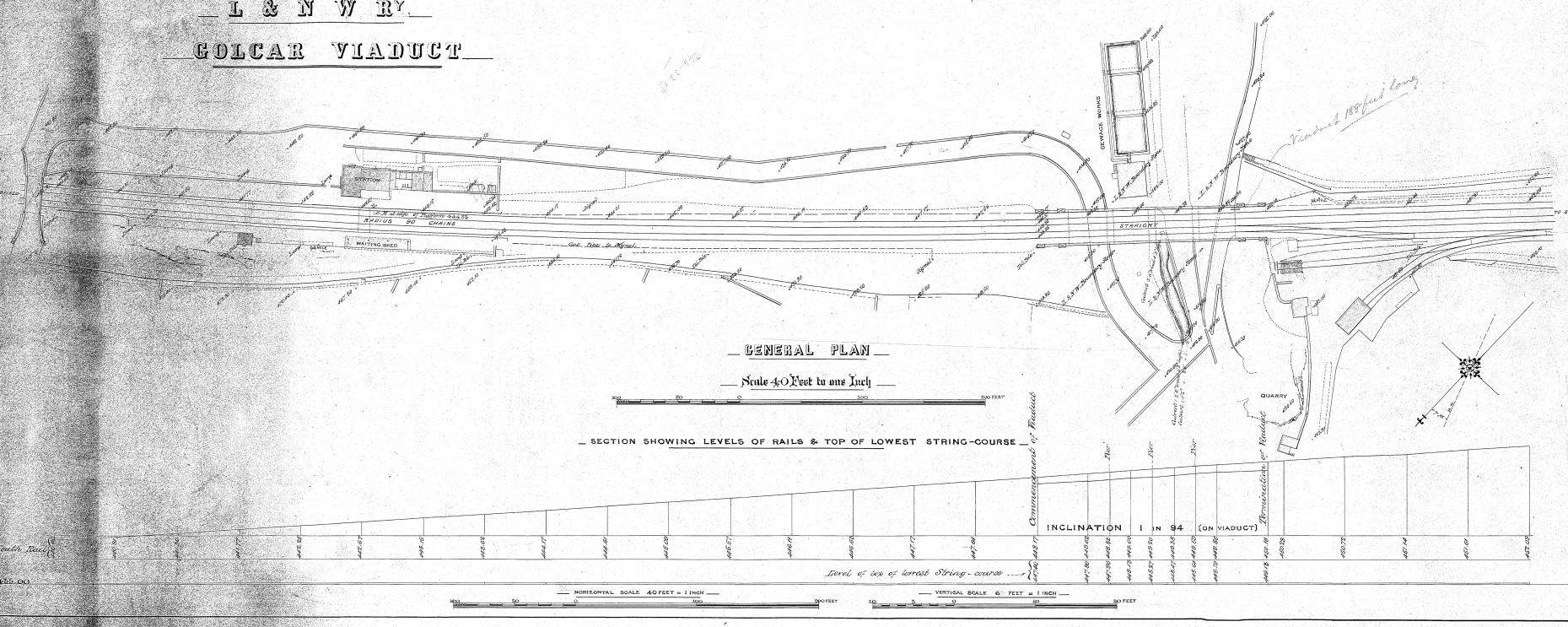
APPENDIX B - ARCHIVE DRAWINGS



WEST RIDING OF THE COUNTY OF YORK
PARISH OF HUDDERSFIELD
TOWNSHIP OF GOLCAR
L & N.W.R. MARSDEN & GOLCAR WIDENING.
SESSION 1885.
PLAN SHEWING LAND REQUIRED FROM THE SAVILE TRUSTEES, DAVID LIVESEY ~~AND~~ JOHN IREDALE, AND GOLCAR LOCAL BOARD.
Note. The L & N.W.Co's boundary as shewn edged with green taken from Mr. Hull's land plan of Manchester & Huddersfield Ry. revised 1874.
SLAITHWAITE
VIADUCT
Bank Top
Hill Top
LOW WESTWOOD
Quarry
COLCAR VIADUCT
SEWAGE TANKS.
GOLCAR STATION.
To Huddersfield
Note. New approach to Sewage Tanks to be formed between A & B in lieu of existing approach C. D. proposed to be abandoned.
The inclination from A to B will be 1 in 7 the same as a portion of the existing approach C. D.
SCALE 2 CHAINS TO AN INCH

L & N W Ry.

GOLCAR VIADUCT



GENERAL PLAN

Scale 40 Feet to one Inch

SECTION SHOWING LEVELS OF RAILS & TOP OF LOWEST STRING-COURSE

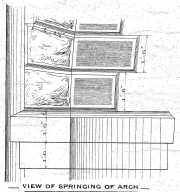
Hudderfield & Manchester No. 70

2747
22265

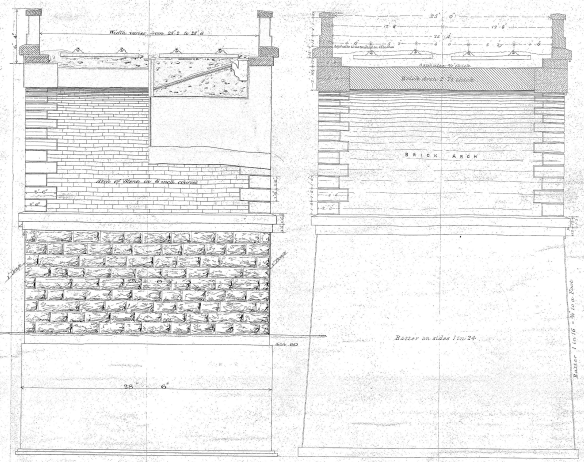
L. & N. W. RY.

GOLCAR VIADUCT NEAR HUDDERSFIELD

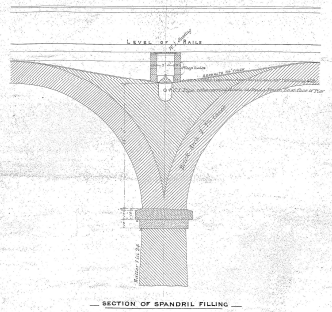
PROPOSED WIDENING FOR TWO ADDITIONAL LINES



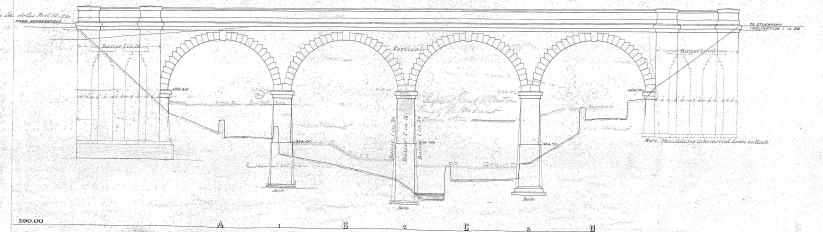
VIEW OF SPRINGING OF ARCH



CROSS SECTION AT CENTRE OF SPAN — CROSS SECTION AT PIER (PIER 1. EAST ELEVATION)

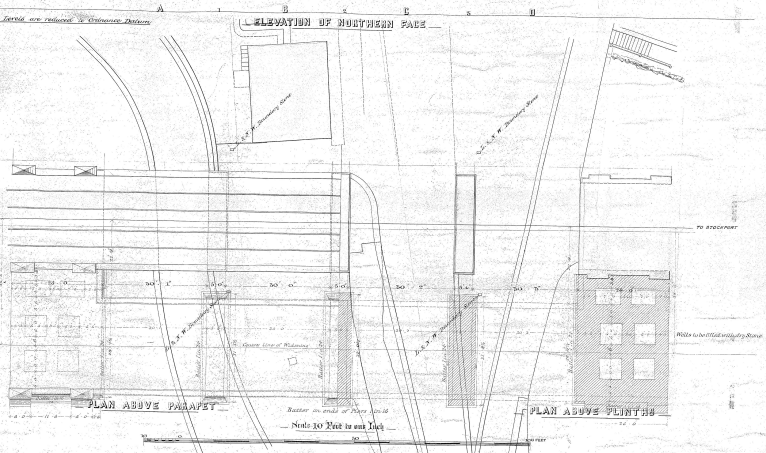


SECTION OF SPANDRIL FILLING



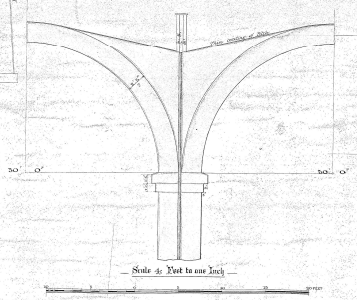
ELEVATION OF NORTHERN FACE

Note. All figures are reduced to Ordnance Datum.

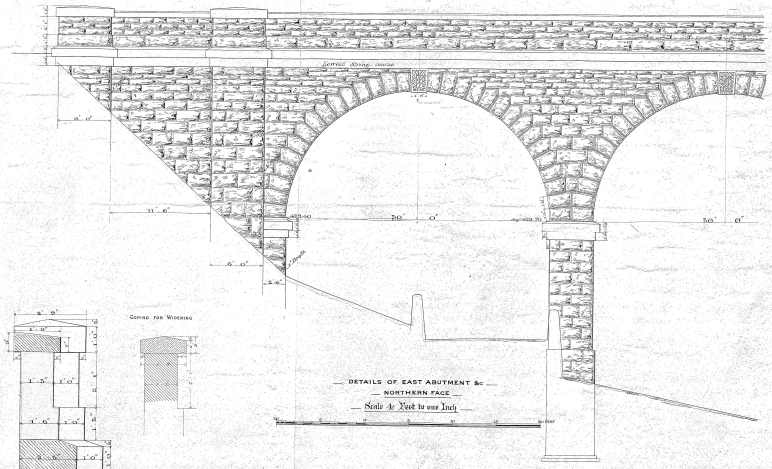


PLAN ABOVE PARAPET — PLAN ABOVE PLINTH

Scale 10 Feet to one Inch



Scale 4 Feet to one Inch



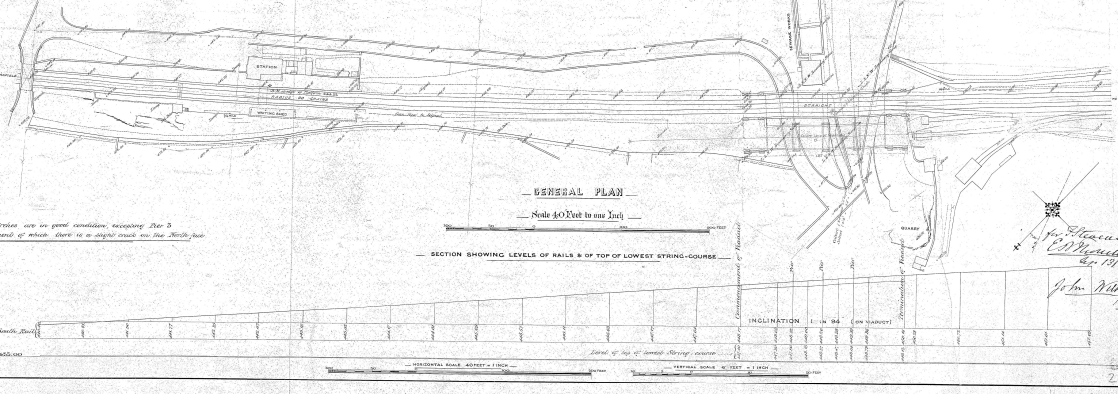
DETAILS OF EAST ABUTMENT &c.
NORTHERN FACE
Scale 4 Feet to one Inch

DETAILS OF PARAPETS &c.
SCALE 3 INCH = 1 FOOT

Note. The Arch Stones are in good condition, excepting Nos 3 in the testimonial of which there is a slight crack on the North face

Here, The dimensions given for the lengths of the Piers are in accordance with the approximate Foundations shown upon the Elevation.

The depth and spread of Foundations to be determined on excavating for same, but in no case to extend beyond the boundary of the Company's land.



GENERAL PLAN
Scale 40 Feet to one Inch

SECTION SHOWING LEVELS OF RAILS & OF TOP OF LOWEST STRING-COURSE

INCLINATION 1 IN 94 (ON VIADUCT)

HORIZONTAL SCALE 40 FEET = 1 INCH — VERTICAL SCALE 10 FEET = 1 INCH

John Wilson
1 April 1914

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

Structure Number: MVL3/69

Golcar New Viaduct

ELR:	MVL3
Miles:	22
Chains:	51
Easting:	409900
Northing:	415200
LPA:	Kirklees Council
Designation:	Listed Grade II On the boundary of a Conservation Area
List Entry Number:	1276344
Date of Designation:	1985
Structure Type:	Viaduct
Design Type:	Arch - semi-circular
Primary Material:	Shale Grit/Kinderscout Grit/Millstone Grit
Secondary Material(s):	N/A
Construction date:	London & North Western Railway (1888-91)
Major alteration phase(s):	N/A

Description of structure:

Golcar New Viaduct was designed by Francis Stephenson for the London & North Western Railway, as part of their programme in 1888-91 for the quadrupling of the line. It was designed to faithfully copy the original 1840s viaduct by Jee, alongside (MVL3/70). Like that structure, the viaduct is built of coursed rubble walling and four semi-circular arches of 30ft across which feature stepped voussoirs and squared impost bands.

Assessment of Significance:

Golcar New Viaduct is a sympathetic copy of the design of the original 1840s. viaduct and has Group Value with the adjoining structure.

Significance Rating:

Of special interest

Sources:

NR examination report

Structure Number: MVL3/70

Golcar Viaduct

ELR:	MVL3
Miles:	22
Chains:	51
Easting:	409900
Northing:	415200
LPA:	Kirklees Council
Designation:	Listed Grade II On the boundary of a Conservation Area
List Entry Number:	1276344
Date of Designation:	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):	N/A

Description of structure:

Golcar Viaduct was designed by A.S.Jee for the Huddersfield & Manchester Railway (1845-9). It is constructed of coursed rubble, with ashlar string course and parapet coping. Four semi-circular 30ft. span arches have stepped voussoirs and squared impost bands.

Assessment of Significance:

Golcar Viaduct is of special interest as an unaltered, handsomely-designed structure dating from the heroic phase of railway construction. It has group value as part of a sequence of similarly-designed viaducts in the Colne Valley and also in its relationship to the adjoining Golcar New Viaduct.

Significance Rating:

Of special interest

Sources:

NR examination report

TRANSPENNINE ROUTE UPGRADE

NetworkRail

www.networkrail.co.uk