

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

2026/91381 Golcar Railway Viaduct, Fernlea Grove, Golcar, Huddersfield

Listed Building Consent for installation of three rainwater downpipes on the south elevation of piers 1, 2 and 3 and waterproofing of viaduct deck (within a Conservation Area)

Date Responded: 15/7/26

Responding Officer: SC

Responding Ref:

The original Golcar viaduct, MVL3/70, is the structure to the south, and does not currently carry active railway lines. 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.

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.

Golcar (New) Viaduct, MVL3/69, to the north, is a sympathetic copy of the original 1840s design, and carries two railway lines.

The new viaduct (MVL3/69) is of special interest as a sympathetic copy of the design of the original 1840s viaduct, and 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.

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.

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 on P.18). It appears these were never installed.

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.

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.

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.

The proposed installation of a drainage system and re waterproofing will ensure the viaduct's long term survival.

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.

In this case, the installation of a waterproofing and drainage system does not harm the significance of the listed asset, or the conservation area.