

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:	2026/65/91381/W
Site Address:	Golcar Railway Viaduct, Fernlea Grove, Golcar, Huddersfield
Description:	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)
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: 30-Sep-2026

Application reference: 2026/91381

Site address: Golcar Railway Viaduct, Fernlea Grove, Golcar, Huddersfield

Proposal: 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)

Site Description

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.

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 a part of the White Rose Forest, the community forest for North and West Yorkshire.

Description of Proposal

The proposed works to Golcar viaduct comprise the full re-waterproofing of the viaduct through installation of membranes between the ballast and existing arch backing and the creation of three new drainage outfalls on the southern elevation. The pipes will emerge from the spandrels at the base of the existing parapet and feed into black painted metallic hoppers feeding into black metallic downpipes fixed to the face of the stone work.

Reason for proposed works:

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

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.

History of negotiations / amendments received

There have been no negotiations or amendments requested throughout the course of the application.

Relevant History

No relevant planning history

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 –

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.

Public/Members Response

The application has been publicised with a site notice and a press notice expiring on 17/07/2026. 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.

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 new viaduct is assessed 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 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.

Impact of the proposal on significance.

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.

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 less than substantial harm to the significance of the listed viaduct but these proposals 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 ‘less than substantial 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 less than substantial harm to the Listed bridge.

Recommendation: Grant Listed Building Consent.

Decision Authorisation - Delegated Powers

Application Number: - 2026/9381

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 within Chapter 20 of The National Planning Policy Framework and policy LP35 of the Kirklees Local Plan. Plans and specifications schedule: -

Plan Type	Reference	Version	Date Received
Heritage statement for Railway viaduct MVL3/69 Golcar Viaduct	167037-NWR-W2C-MVL3-REP-W-EN-000026	1.0	28.05.2026
Location Plan	-	-	28.05.2026
Proposed elevations and sections	167037-TGP-55-MVL3-DRG-T-LP-166901	P02	28.05.2026
Proposed plan and elevations	167037-TGP-55-MVL3-DRG-T-LP-166900	P02	28.05.2026

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