

Infrastructure Projects

Northern Programmes



The Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order

Wheatley's Viaduct (MVN2/196) – Conservation Implementation Management Plan

Network Rail

August 2026



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1. INTRODUCTION

1.1 Overview

1.1.1 Network Rail has been granted a Transport and Works Act Order (TWAO) to authorise the Huddersfield to Westtown (Dewsbury) Improvements of the Trans-Pennine Route Upgrade (TRU) programme (Planning Direction for the Order was received from the Department for Transport, referenced TWA/21/APP/03, dated 13 October 2022). The works granted in the Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order are referred to as 'the Order Scheme'. The Order Scheme forms part of a wider TRU programme which will improve the Trans-Pennine railway between Manchester, Huddersfield, Leeds and York and improve connections between key towns and cities across the north of England. The Order Scheme will contribute to the overall TRU Programme aims of increasing service capacity and offering journey time benefits through:

- Four tracking and upgrading of the existing railway line including track realignment (currently the majority of the railway in the Scheme area has two tracks);
- Electrification of the line;
- Increase in line speeds;
- Provision of sections of new railway;
- Provision of new grade-separated junction within the Ravensthorpe area;
- Remodelling of stations including platform extension works at Deighton, Mirfield and Huddersfield; and
- Provision of replacement station at Ravensthorpe.

1.1.2 The application under the Transport and Works Act 1992 (TWAO) has been determined by the Secretary of State for Transport. As the proposed works affect a number of heritage assets and pass through a number of conservation areas a series of separate Listed Building Consent applications were submitted to Kirklees Council. Under the TWA (Listed Buildings Conservation Area and Ancient Monuments Procedure) Regulations 1992 these applications were automatically called in and considered at the Huddersfield to Westtown (Dewsbury) public inquiry and were also granted permission by the Secretary of State.

1.1.3 Listed Building Consent for the proposed Order Scheme works at Wheatley's Viaduct (MVN2/196) was granted on 27 June 2022 (Ref: 2021/65/91344/E). A plan showing the location of Wheatley's Viaduct (MVN2/196) is included in Appendix A.

1.1.4 The consent for the Order Scheme requires the discharge of various conditions attached to the Deemed Planning Permission and Listed Building Consent (refer to Appendix B for the list of agreed Listed Building Consent conditions). Condition 4 of the Listed Building Consent for the works to Wheatley's Viaduct (MVN2/196) requires the production of a Conservation Implementation Management Plan (CIMP) before any works to the Listed structure can commence.

1.2 Purpose of the Document

1.2.1 A Conservation Implementation Management Plan (CIMP) is a comprehensive document based on a detailed understanding of an historic asset and its significance. It sets out a conservation framework in the context of which the work for the Order Scheme is undertaken. This includes policies to ensure an asset's significance is retained in any future use, repair, alteration, development or management. Where it is not possible to retain an asset's significance, such as through partial or total loss, then the purpose of the CIMP is to set out best practice methodologies for demolition and removal which will be adhered to during the construction works.

1.2.2 It was acknowledged by way of the LBC conditions that, at the time of making the Order and associated Listed Building Consent applications, elements of detailed design and specifics of construction methodology were not fully determined. It was agreed that the CIMP would provide a suitable framework to capture, review and approve such details, within the context of the heritage significance of Wheatley's Viaduct (MVN2/196) and the Trans-Pennine Route.

1.2.3 Overhead Line Electrification (OLE) will be provided to the section of track over Wheatley's Viaduct (MVN2/196). This requires the siting of OLE portal structures on the Listed Building; the location of these on the viaduct necessitates the removal and reconstruction of specific sections of the parapet. These works will be undertaken as part of the Order Scheme and this CIMP has been produced to satisfy the requirements of Condition 4 of the Listed Building Consent, the wording of which states as follows:

'4. (Conservation Implementation Management Plan) No works including any works of demolition shall commence until a Conservation Implementation Management Plan (CIMP) has been submitted to and approved in writing by the local planning authority. The approved CIMP will include as a minimum requirement contents based on the model template CIMP structure attached to this list of conditions. The CIMP will specifically include methodologies for:

i) fabric removal, masonry repairs, vegetation removal, repointing, metalwork repairs and application of protective paint systems as appropriate;

ii) the identification of historic elements of the fabric which once removed may be reused or preserved, and a strategy for their storage or reuse where appropriate;

iii) any improvements to the setting to sustain, enhance and better reveal the heritage asset affected;

iv) exact affixing details of overhead line electrification;

v) details of any maintenance access regime required (if any);

vi) provision of heritage interpretation boards during construction works; and

vii) dissemination of "toolbox talks" to personnel involved in demolition and construction works.

The works must be carried out in accordance with the approved CIMP unless otherwise agreed in writing with the local planning authority.'

1.3 Consultation process

1.3.1 Stakeholder liaison in conjunction with consultees is an integral part of the condition discharge process. The CIMP has been developed alongside engagement with Kirklees Council.

1.3.2 As noted above in paragraph 1.2.2, Kirklees Council agreed that this CIMP would provide a suitable framework for approving those details of the design of the scheme at Wheatley's Viaduct (MVN2/196) which were not fully determined at the time of application. In particular, the Council have been engaged on the development of this CIMP in respect of the proposed anti-trespass measures, southern parapet handrail replacement and spandrel strengthening, in terms of the review and approval of these being undertaken via this CIMP rather than in a new Listed Building Consent application. This was discussed in regular meetings of the TRU

Kirklees Heritage Working Group, which have included opportunities to review and comment on draft document structures, contents and the presentation of detail on individual methodologies covered in this document.

1.4 Other Supporting Information

1.4.1 The CIMP should be read in conjunction with further information submitted for discharge of Listed Building Consent conditions. This includes:

- Specification of materials and finishes, produced to satisfy Condition 2 attached to the Listed Building Consent;
- Approved drawings, submitted with the Listed Building Consent application; and
- Updated and additional drawings, included within Appendix D of this CIMP.

1.4.2 The CIMP should also be read in conjunction with the TWA Order and LBC Application documents including the Heritage Assessment¹ and Environmental Statement (ES) chapters^{2 3}.

¹ Network Rail, 2021. *The Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order: Wheatley's Underbridge (MVN2/196) Heritage Assessment*.

² Network Rail, 2020. *Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order application Environmental Statement, Volume 2i – Scheme-wide Assessment, Chapter 6 – Historic environment*.

³ Network Rail, 2020. *Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order application Environmental Statement, Volume 2ii – Route Section Assessment, Route Section 5 Mirfield and Lower Hopton, Chapter 6 – Historic environment*.

2. STRATEGIC OVERVIEW

2.1 Strategic Approach of the CIMPs within the TRU Project

- 2.1.1 As outlined above in Section 1.2, this CIMP has been produced as a requirement to discharge Condition 4 of the Listed Building Consent for Wheatley's Viaduct (MVN2/196), for the works undertaken for the Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order affecting the Listed Building. As such, the CIMP sits alongside other documents produced for the Listed Building Consent application and the wider Order Scheme.
- 2.1.2 The production of CIMPs for the works where Listed Building Consent was required as part of the Order Scheme was agreed between Network Rail and Kirklees Council (with the support of Historic England) in order to provide further design and construction detail pertinent to the impact on the significance of such Listed Buildings. It was acknowledged that, at the time of making the Order and associated Listed Building Consent applications, elements of detailed design and specifics of construction methodology were not fully determined. The CIMP was agreed to provide a suitable framework to capture, review and approve such details, within the context of the heritage significance of the Trans-Pennine Route and the individual Listed Buildings affected.
- 2.1.3 The content of the CIMP will define how the construction of the Order Scheme at Wheatley's Viaduct (MVN2/196) is undertaken with respect to the sensitivity of the historic fabric, character and setting of the Listed Building. The critical elements of this CIMP are in setting out the detailed approaches to be undertaken in respect of: fabric removal (regarding the sections of parapet to be reconstructed); introduction of new fabric (in the form of OLE, handrails, anti-trespass measures and spandrel strengthening units); identification of historic elements suitable for re-use; the provision of temporary interpretation. The CIMP provides a conservation framework for the duration of the construction of the Order Scheme.
- 2.1.4 This CIMP has also included the details of the anti-trespass measures, replacement handrail on the southern parapet and spandrel strengthening. The details of this were confirmed following the submission and granting of the LBC (Ref: 2021/65/91344/E). However, it was agreed via the regular TRU Heritage Working Group that the details of these alterations to the structure could be covered within this CIMP for review and approval via Kirklees Council rather than requiring the submission of a new LBC.
- 2.1.5 The methodologies and approaches discussed in this CIMP are conversant of the significance of Wheatley's Viaduct (MVN2/196). The significance of Wheatley's Viaduct (MVN2/196) is outlined below in Section 3, with further information on its historic context and significance detailed within the Heritage Assessment⁴ produced to support the Listed Building Consent application and in the Environmental Statement produced for the Scheme.⁵
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- 2.1.6 The heritage significance of the Trans-Pennine Route as a whole, of which Wheatley's Viaduct (MVN2/196) is a part, has already been analysed and outlined in the TransPennine

⁴ Network Rail, 2021. *The Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order: Wheatley's Underbridge (MVN2/196) Heritage Assessment*.

⁵ Network Rail, 2020. *Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order application Environmental Statement, Volume 2i – Scheme-wide Assessment, Chapter 6 – Historic environment*.

⁶ Network Rail, 2020. *Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order application Environmental Statement, Volume 2ii – Route Section Assessment, Route Section 5 Mirfield and Lower Hopton, Chapter 6 – Historic environment*.

Route Upgrade Route-Wide Statement of Significance, produced by Alan Baxter Associates⁷ (submitted as part of the Order submission). As well as being shaped by the significance of Wheatley's Viaduct (MVN2/196), production of the contents of this CIMP has taken into consideration the wider significance of the Route as a whole, including group value associated with this and other historic structures along it.

- 2.1.7 The design development of the proposals at Wheatley's Viaduct (MVN2/196) was conversant of group value and the significance derived from relationships between the structure and other similar and related bridges elsewhere on the Trans-Pennine Route. This was particularly the case in relation to the relationship between the bridge and the nearby Mirfield Viaduct Underbridge (MVN2/192). The methodologies detailed within this CIMP have also been developed in the context and understanding of the significance the viaduct derives from its group value. The group value associated with the bridge, and its contribution to the bridge's overall significance, is explored in more detail in Section 3.5 below.

2.2 Methodological Approach – Discharge of Condition

Strategy for Partial Discharge

- 2.2.1 For a number of Listed Buildings subject to works under the Order, the CIMP will be submitted in a number of phases for partial discharge to allow elements of works to commence prior to the full availability of information covering all works proposed to the structure. However, in the case of Wheatley's Viaduct (MVN2/196) it is anticipated that this CIMP will contain sufficient information to fully discharge the relevant condition.
- 2.2.2 We do not anticipate any need to depart from the information provided, however there may be unforeseen circumstances which require us to urgently revise proposals. In such circumstances Kirklees Council will be notified as soon as possible, and their agreement sought on the proposals through the established TRU Heritage Working Group.

⁷ Alan Baxter Associates, 2019. *TransPennine Route Upgrade Route-wide Statement of Significance*.

3. UNDERSTANDING THE SITE

3.1 Heritage Context Overview: History of the Trans-Pennine Route

- 3.1.1 The Trans-Pennine Route between Huddersfield and Westtown (Dewsbury) was constructed and opened between 1836 and 1849. The route today comprises sections of rail line developed by different railway companies, characteristic of the wider Trans-Pennine Route between York, Selby and Manchester. The complex chain of companies and projects is a typical product of the “Railway Mania” of the mid-1840s, the height of a period of commercial confidence and expansion in the railways.
- 3.1.2 Between Huddersfield and Westtown (Dewsbury), the Trans-Pennine Route is made up of sections of:
- The Manchester & Leeds Railway, constructed 1836-39, between Ravensthorpe and Heaton Lodge;
 - The Leeds, Dewsbury & Manchester Railway, constructed 1845-47, between Westtown (Dewsbury) and Ravensthorpe; and
 - The Huddersfield & Manchester Railway, constructed 1846-49, between Heaton Lodge and Huddersfield.
- 3.1.3 Wheatley's Viaduct (MVN2/196) is located on the section of the Trans-Pennine Route through Mirfield which was constructed and opened between 1839-41 as part of the George Stephenson's Manchester & Leeds Railway. It was superintended by George Stephenson and principally engineered by Thomas Longbridge Gooch; as such, the detail and individual structures of the line were largely engineered by Gooch. It was the first railway to link Lancashire and Yorkshire as it connected Manchester to Leeds via Rochdale and Todmorden. The line was 52 miles long and took a meandering northerly route to minimise gradients and the need for tunnelling. However, despite the avoidance of obstacles the northerly route necessitated the engineering of many impressive structures to navigate the tough upland country.
- 3.1.4 Between 1846 and 1849 this section of line was incorporated into the new Trans-Pennine Route, forming the connection between the Leeds, Dewsbury & Manchester Railway to the east and the Huddersfield & Manchester Railway to the west. The new route, engineered by Thomas Grainger (in the case of the Leeds, Dewsbury & Manchester Railway) and Alfred Stanistreet (A.S.) Jee and Joseph Locke (in the case of the Huddersfield & Manchester Railway), formed a new, more direct route to the West Riding from Manchester, in competition with the earlier railway through the Calder Valley. This more direct route was enabled partly through the advances in tunnel construction and large-scale engineering technology, improving travel times between Lancashire and Yorkshire. Between Huddersfield and Westtown (Dewsbury), the line is partly characterised by such examples of large scale and/or pioneering engineering structures, including tunnels, viaducts and both masonry and cast iron bridges.
- 3.1.5 The development and expansion of the railways and their associated infrastructure during the first half of the 19th century, was characterised by the considerable influence on those towns which experienced the development of this new mode of transport. The railways resulted in place-making and industrial growth, as towns benefited from the connections and influences which they brought with them. The Trans-Pennine Route between Huddersfield and Westtown (Dewsbury) certainly had an influence on towns, forming an additional infrastructure element of the expansion of settlements, such as Dewsbury, which was already underway as a result of the growth of textile, mining and malting industries.
- 3.1.6 With the continued growth of the network and expansion in volume of passenger and freight traffic during the second half of the 19th century, the London North Western Railway

(LNWR) embarked on widening the Trans-Pennine Route between Ravensthorpe and Stalybridge during the 1880s and 1890s. A number of the stations and structures along the Route were altered during this period to accommodate the widening of the line. The rail line within Mirfield was quadrupled and structures widened to accommodate the additional two tracks. The expansion of the network during the second half of the 19th century also saw various branch lines added to the route.

- 3.1.7 The history and significance of the Trans-Pennine Route is discussed at more length in the Route-Wide Statement of Significance (Alan Baxter, 2019). This was produced to characterise the overall heritage significance of the Trans-Pennine Route as a whole and was included in Appendix 6-1 of the ES for the Scheme.

3.2 Historic Development of Wheatley's Viaduct (MVN 2/196)

- 3.2.1 As noted above, Wheatley's Viaduct (MVN2/196) was originally constructed by the Manchester and Leeds Railway between 1836 and 1839 during the Pioneering Age (1825-41) of railway construction. Like most of the structures along the Manchester and Leeds Railway, it was jointly engineered by George Stephenson and Thomas Gooch. The 5-span viaduct was constructed to carry the railway over the River Calder. The structure forms one of a pair of Stephenson and Gooch engineered viaducts on the Manchester and Leeds Railway in Mirfield; the other, Mirfield Viaduct (MVN2/192), is located approximately 1.2km to the west.

- 3.2.2 The structure was expanded and altered to the south in 1884 by LNWR to accommodate two extra tracks, as part of their widening of the route (see above, 3.1.6). The expansion was constructed in a similar and sympathetic style to the 1836-39 viaduct, which gives the structure a unified character on both sides, albeit with the phasing legible through elements such as the blue brick arch rings on the later southern side.

3.3 Heritage Context: Other Designated Heritage Assets

- 3.3.1 There are three designated heritage assets located within the vicinity of Wheatley's Viaduct (MVN2/196); these comprise three Grade II Listed Buildings, Broad Oakes (NHLE 1313677), Cottage to Rear of Broad Oakes (NHLE 1300325) and Walls to the South East of Broad Oakes (NHLE 1134691), all located approximately 150m south of the viaduct. Broad Oakes is a mid-18th century house with adjoining late 18th century cottage and early 19th century barn. The building comprises deeply coursed stone with substantial stone quoins and a slate roof.

3.4 Heritage Context: Non-Designated Heritage Assets

- 3.4.1 The Heritage Statement and ES produced for the Scheme has identified two non-designated assets within the immediate vicinity of Wheatley's Viaduct (MVN2/196). Both of these comprise other historic railway structures on the Trans-Pennine Route. The first, Steanard Lane Underbridge (MVN2/197), was originally constructed as part of the Manchester and Leeds Railway between 1836-39 but has been heavily altered. It has surviving abutments dating from the 1836-39 structure.
- 3.4.2 The second non-designated asset is Steanard Lane Underbridge (MVN2/198). Steanard Lane Underbridge (MVN2/198) originally provided access directly to Cotewall, a large house which is located to the south of the railway. The underbridge has been heavily altered and infilled so as to remove its function and thereby it no longer accommodates any access, though the infilled northern face of the former bridge is visible from Steanard Lane, to the north of Wheatley's Viaduct (MVN2/196) and Steanard Lane Underbridge (MVN2/197).

3.5 Significance of Heritage Assets: Wheatley's Viaduct (MVN 2/196)

- 3.5.1 Wheatley's Viaduct (MVN2/196) derives its chief significance from its historical association with George Stephenson and the Pioneering Age (1825-41) of railway construction. This is drawn from its survival, albeit in an altered form, as evidence of the impressive historic railway infrastructure that was constructed in the Calder Valley during the 1830s. The structure evidences this period of pioneering railway construction, as well as its historic association with both the engineer George Stephenson, and the Manchester and Leeds Railway. Its association with Stephenson further contributes to its significance, in a limited manner, as the viaduct sits in a clear a group of similar historic Stephenson structures along the route, including with the nearby Mirfield Viaduct (MVN2/192) (Grade II Listed, NHLE 1313676). To a lesser extent the viaduct also derives significance from its association with the LNWR as the extended side of the structure evidences continued expansion and improvement of the railway network in the later half of the 19th century; this understanding of later 19th century engineering is enhanced by the sympathetic design of the widening (see below).
- 3.5.2 Wheatley's Viaduct (MVN2/196) also derives significance from the aesthetic value of its architectural design. Stephenson's approach to constructing this viaduct, which incorporated styled elements such as the piers with rusticated bands and large sweeping segmental arch spans, have the effect of elevating the architectural expression of the structure. The structure also draws significance from the design of the south facing elevation. Although this side is a later extension, the extension has been carried out with high level of consideration for its original aesthetic appearance and features similar piers to the north side, as well as prominent brick segmental arches. The understanding of the quality of this design which is evident today, particularly when viewed from the east bank of the River Calder, contributes to its overall significance.
- 3.5.3 Wheatley's Viaduct (MVN2/196) derives some significance from its setting, particularly its prominence in views from the east bank of the River Calder to the north, although this view is constrained to Steanard Lane and the nearby access bridge. Foliage blocks views of the Viaduct from further afield. The viaduct also derives some significance from its prominence in views from the east bank of the River Calder to the south, although again, this view is constrained to Steanard Lane. Overall, the viaduct is a surprisingly discrete structure outside of its immediate surroundings and derives significance from its setting in only these specific examples.

Group value

- 3.5.4 Wheatley's Viaduct (MVN2/196) shares a common design language in some regards with Mirfield Viaduct (MVN2/192) (Grade II Listed, NHLE 1313676) on the west side of Mirfield. Both are masonry constructions with sweeping, skewed segmental arch spans designed by George Stephenson and Thomas Gooch. Though the difference in the design considerations in responding to the landform around the two structures has resulted in different design solutions, they share such common design characteristics and do derive significance from their shared group value.
- 3.5.5 Wheatley's Viaduct (MVN2/196) also derives some small significance from its group value with George Stephenson and Thomas Gooch designed structures across the route more widely. Many of these structures share design characteristics, despite the differing roles of the railway structures. As such, the viaduct is just one element of a wider historic set of structures along the length of the Manchester and Leeds Railway.

3.6 Significance of Other Designated Heritage Assets

- 3.6.1 Broad Oakes (NHLE 1313677), Cottage to Rear of Broad Oakes (NHLE 1300325) and Walls

to the South East of Broad Oakes (NHLE 1134691) derive their significance from being a surviving example of a mid-18th century cottage and barn. They derive most of their significance from their relationship to each other.

- 3.6.2 None of the buildings derive any significance from a relationship with Wheatley's Viaduct (MVN2/196), as high trees block any views north to the viaduct. The Heritage Statement submitted with the granted LBC application identified that the granted proposals for Wheatley's Viaduct (MVN2/196) would have no impact on the significance of these designated heritage assets.

3.7 Significance of Non-Designated Heritage Assets

- 3.7.1 Steanard Lane Underbridge (MVN2/197) derives significance from its surviving early-19th century infrastructure, though the later alterations and replacement of its deck have largely degraded its significance. It does not derive any appreciable significance from its setting. It does derive some significance from group value via the relationship shared with other 1830s structures along the Trans-Pennine route.
- 3.7.2 Steanard Lane Underbridge (MVN2/198) derives limited significance on its visible side only from its legibility as part of the original early-19th century route, albeit now altered and having its fundamental purpose of accommodating access removed. As with Steanard Lane Underbridge (MVN2/197), it too derives some significance from group value via the relationship shared with other 1830s structures along the Trans-Pennine route.
- 3.7.3 The Heritage Statement identified that the granted proposals for Wheatley's Viaduct (MVN2/196) would have no impact on the significance of either of these non-designated heritage assets.

4. WHEATLEY'S VIADUCT (MVN 2/196) – METHODOLOGIES

4.1 Summary

4.1.1 As outlined above in Section 1.2, this CIMP responds to the requirements of Condition 4 attached to the Listed Building Consent for Wheatley's Viaduct (MVN2/196), which states:

'No works including anyworks of demolition shall commence until a Conservation Implementation Management Plan(CIMP) has been submitted to and approved in writing by the local planning authority. The approved CIMP will include as a minimum requirement contents based on the model template CIMP structure attached to this list of conditions. The CIMP will specifically include methodologies for:

- i) *fabric removal, masonry repairs, vegetation removal, repointing, metalworkrepairs and application of protective paint systems as appropriate;*
- ii) *the identification of historic elements of the fabric which once removed may be reused or preserved, and a strategy for theirstorage or reuse where appropriate;*
- iii) *any improvements to the setting to sustain, enhance and better reveal theheritage asset affected;*
- iv) *exact affixing details of overhead line electrification;*
- v) *details of any maintenance access regime required (if any);*
- vi) *provision of heritage interpretation boards during construction works; and*
- vii) *dissemination of "toolbox talks" to personnel involved in demolition and construction works.*

The works must be carried out in accordance with the approved CIMP unless otherwise agreed in writing with the local planning authority.'

4.1.2 The following sections consider and outline the key principles and approaches which are to be applied in relation to the methodologies i) to vii) as identified in the Condition wording, as well as those items identified in Section 4 of the model template CIMP structure attached to the list of conditions (see Appendix B).

4.2 (a) Historic Building Recording and Monitoring before and after the works

Historic Building Recording

4.2.1 As secured by Condition 3, historic building recording has been undertaken in accordance with the WSI submitted to Kirklees Council and approved by West Yorkshire Archaeological Advice Service (WYAAS). A separate application to Kirklees Council to discharge Condition 3 was made following the production of the report. This application to discharge Condition 3 was approved on 8th April 2025 (ref 2025/44A/90125/E).

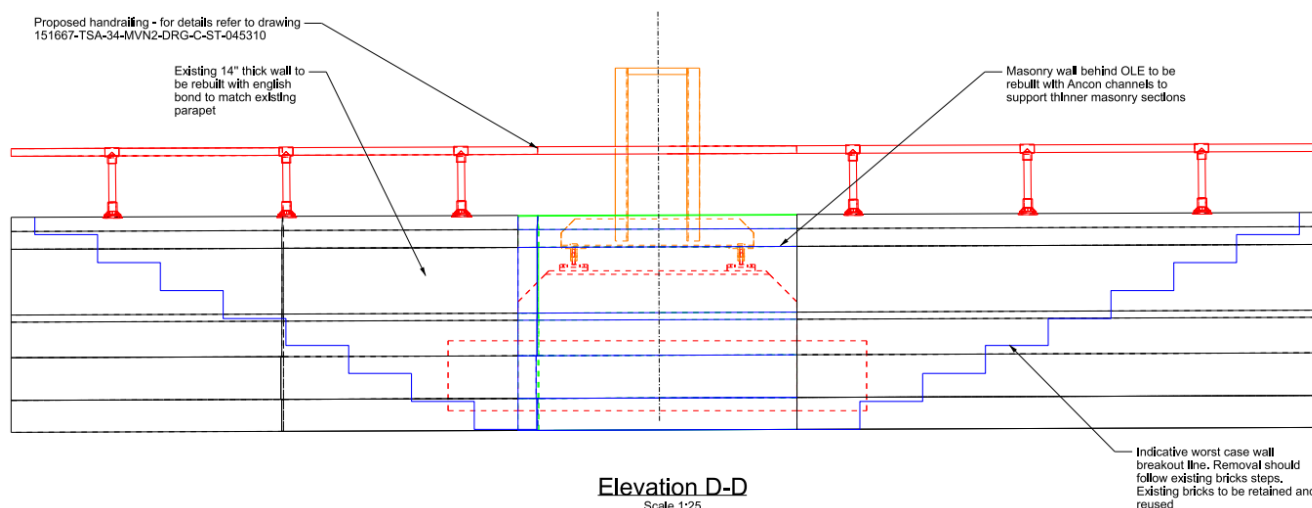
4.3 (b) Methodology for Fabric Removal

4.3.1 The proposals at Wheatley's Viaduct (MVN2/196) would require the temporary removal and reinstatement of two elements on the structure: the localised temporary deconstruction of the sections of parapet where the OLE portals are to be sited and the removal of the trackbed over the structure in preparation for the OLE foundations.

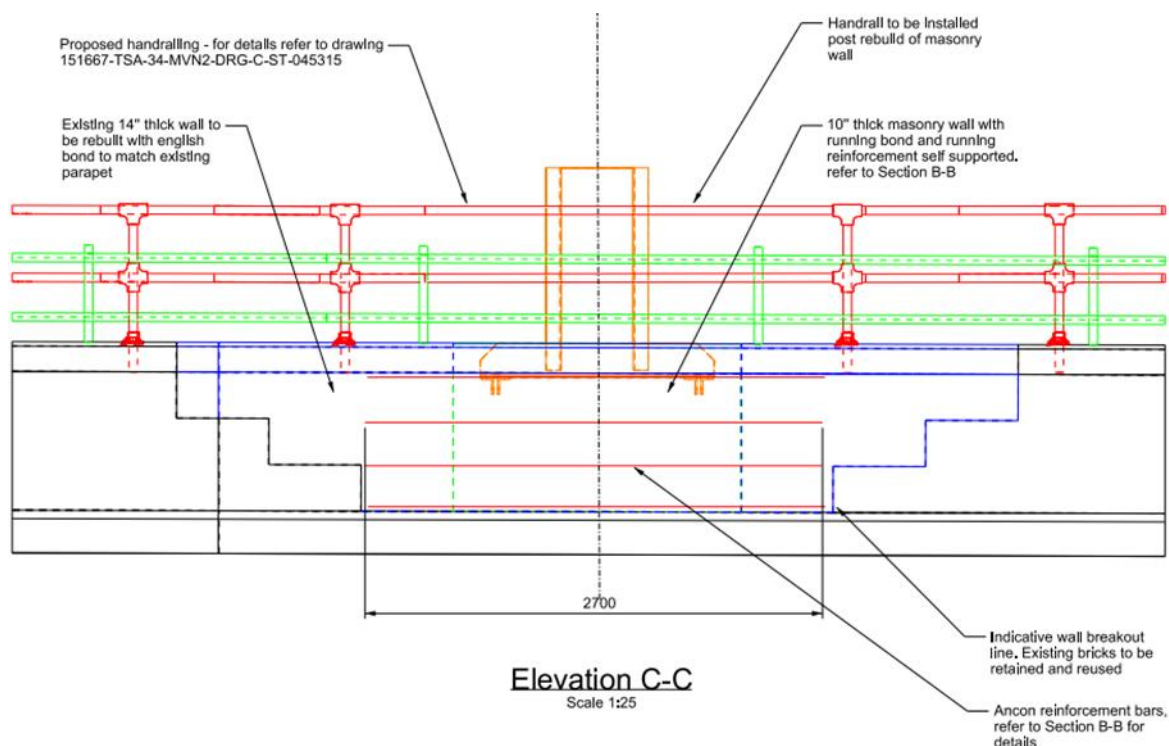
4.3.2 The proposed works would require the removal of ballast in the areas where the proposed

OLE foundations would be sited. The ballast is a modern component of the trackbed and does not contribute to the significance of the Listed structure. The localised areas of ballast would be removed by a Road Rail Vehicle (RRV) to allow the placement of the OLE foundations and spandrel strengthening units. This is a standard approach to ballast removal on railway structures and carries low risk of accidental damage to the structural fabric of the viaduct itself. Any services running along the cess on each side of the viaduct deck will be exposed and protected prior to installation of the OLE foundations.

- 4.3.3 The sections of parapet wall to be deconstructed will be marked out prior to commencement, making sure that the area taken down would be the minimum extent practicable. The indicative maximum anticipated extent of deconstruction is indicated on the masonry detail drawing in appendix D-2. Once set out, each section of the parapet will be carefully cut down. Each of the four areas of parapet will be carefully deconstructed in a controlled manner to facilitate its later reconstruction at a reduced section depth, once the OLE has been installed. To maximise the potential for reuse (see Section 4.6 below for further information), works shall be undertaken using handheld tools wherever practicable within the context of working within an active railway corridor. The deconstruction will follow the existing coursing of the wall, with masonry units removed sequentially by toothing out along existing mortar joints. Mortar joints would be raked out to release individual units without fracturing arises or faces as far as possible. Where handheld mechanical tools are proposed, brick saws would be used as opposed to angle grinders to reduce the risk of unintentional damage to adjacent masonry. Care shall be taken to preserve the integrity and reusability of masonry units wherever feasible. The individual masonry blocks will carefully cleaned of residual mortar, catalogued and labelled to make sure the parapet section can be reconstructed in the same arrangement, before being carefully removed from site. These will be palletised and securely stored in a construction compound in preparation for their alteration and reconstruction (see below, Section 4.4). Appendix D-2 shows the detailed drawing of those portions of parapet proposed to be reconstructed, with maximum extent of anticipated deconstruction depicted.



Insert 4-1 – Indicative maximum extent of parapet reconstruction where dowelled unit foundations proposed



Insert 4-2 - Indicative maximum extent of parapet reconstruction where z-unit foundations proposed

4.4 (c) Introduction of New Fabric

Parapet Reconstruction and OLE Fixings

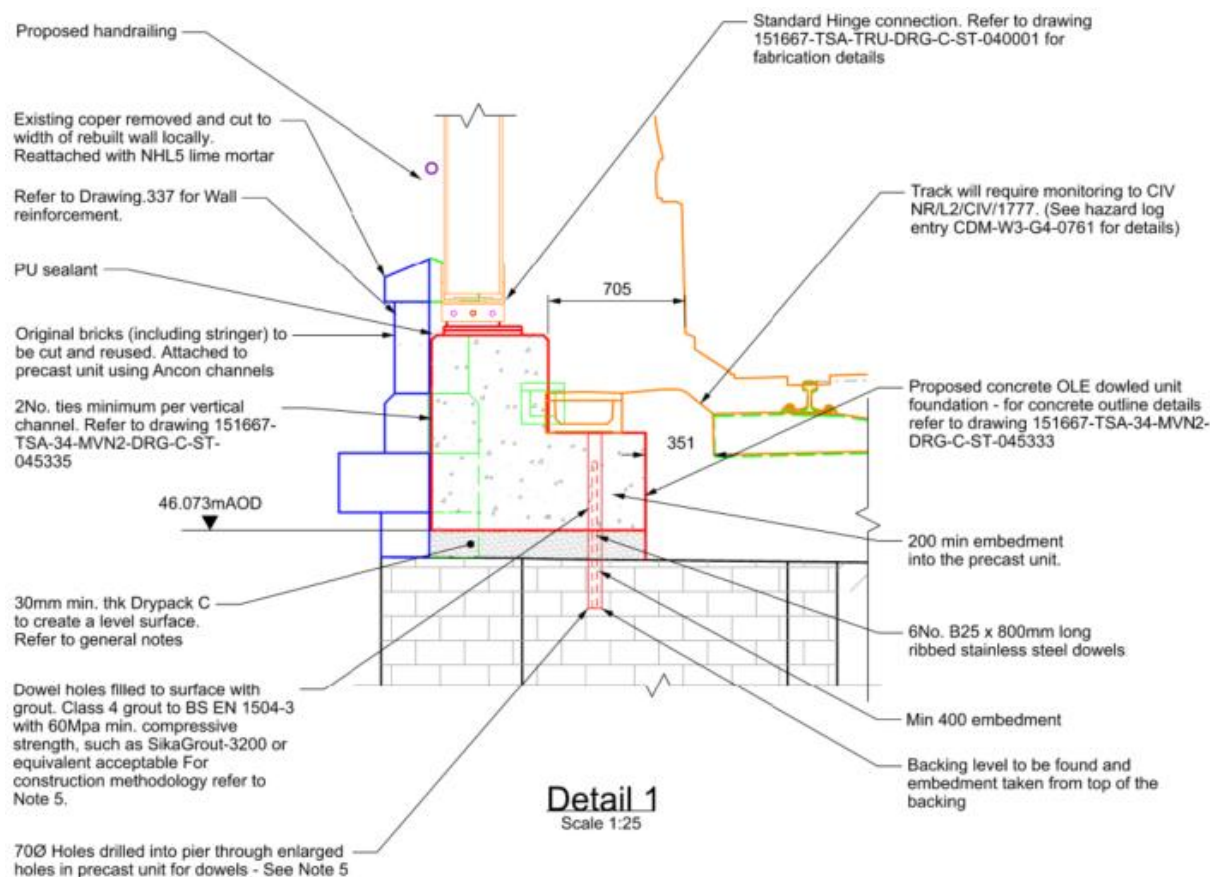
4.4.1 In order to install the OLE on the structure as per the consented design, the OLE portals will be landed onto foundations within the deck of the viaduct. The proposed OLE portal foundations consist of pre-cast concrete pad foundations to be lifted into position by on-track plant. The shape of the foundations has been designed to accommodate the required strengthening works to the viaduct spandrels, resulting in two distinct forms of proposed foundations referred to as z-units and dowelled units. The z-units are of bespoke design and are proposed on the southern side of the viaduct to serve the dual purpose of supporting the OLE portals and providing a continuity of spandrel strengthening in these areas.

4.4.2 The main elements of the installation proposals are as follows:

Dowelled Units

- Removal of section of track and existing track ballast in location of proposed OLE foundation, plus removal of the existing fill to the required depth (see above, Section 4.3)
- Areas of masonry parapet carefully deconstructed, the planned extent of which is indicated in Insert 4-1
- Area of foundation pads to be prepared with a minimum 30mm depth bed of dry pack mortar over sharp sand
- OLE foundation pad units to be lifted onto prepared base via on-track plant
- 70mm diameter cores to be made through the pre-cast tubes in the dowelled unit down to the backing level within the viaduct
- Dowels to be inserted into cores and filled with grout to secure each unit. The grout specified is required to comply with minimum levels of compressive strength, as such a cementitious grout is required.

- Reconstruction of localised sections of parapet around OLE foundation pads, with masonry cut to required dimensions
- Ballast to be reinstated and suitable trackbed formed
- OLE stanchions affixed to newly installed foundations complying with Network Rail standards

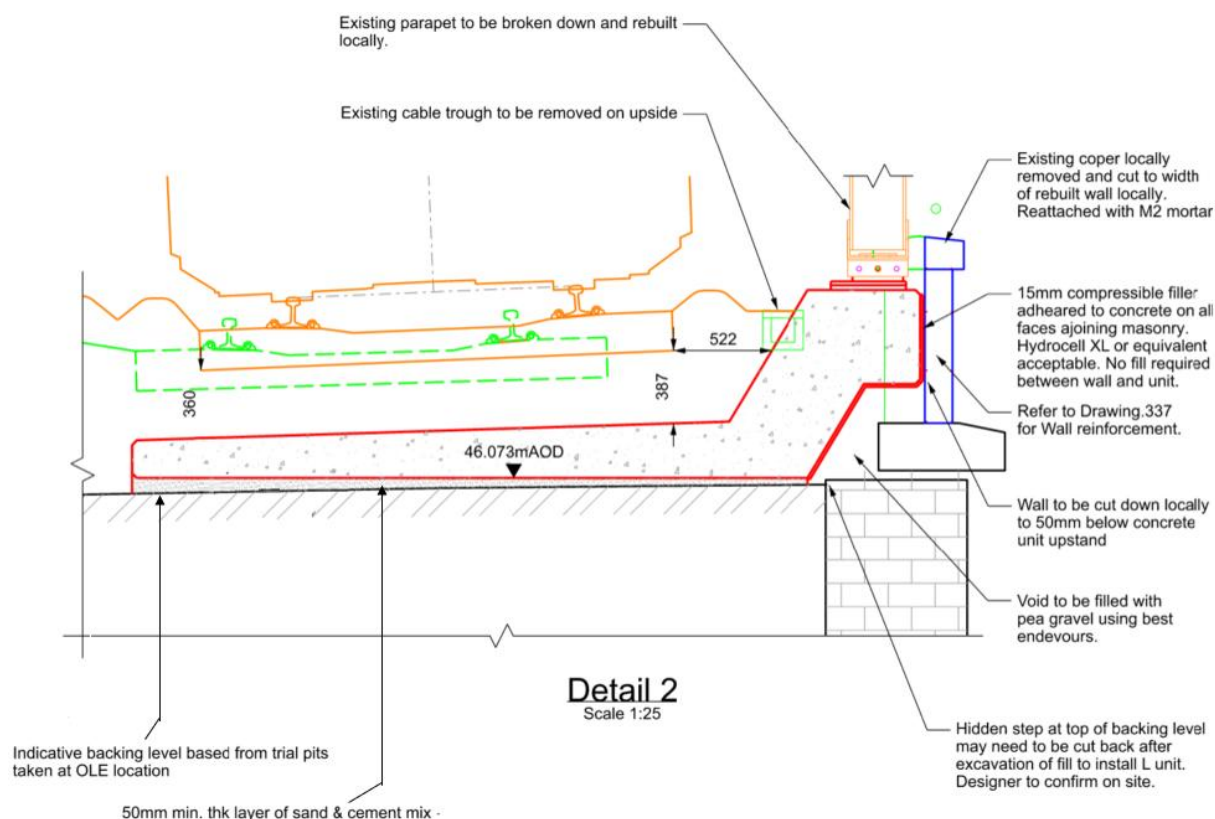


Insert 4-3 - Section of proposed dowelled unit foundation

Z-units

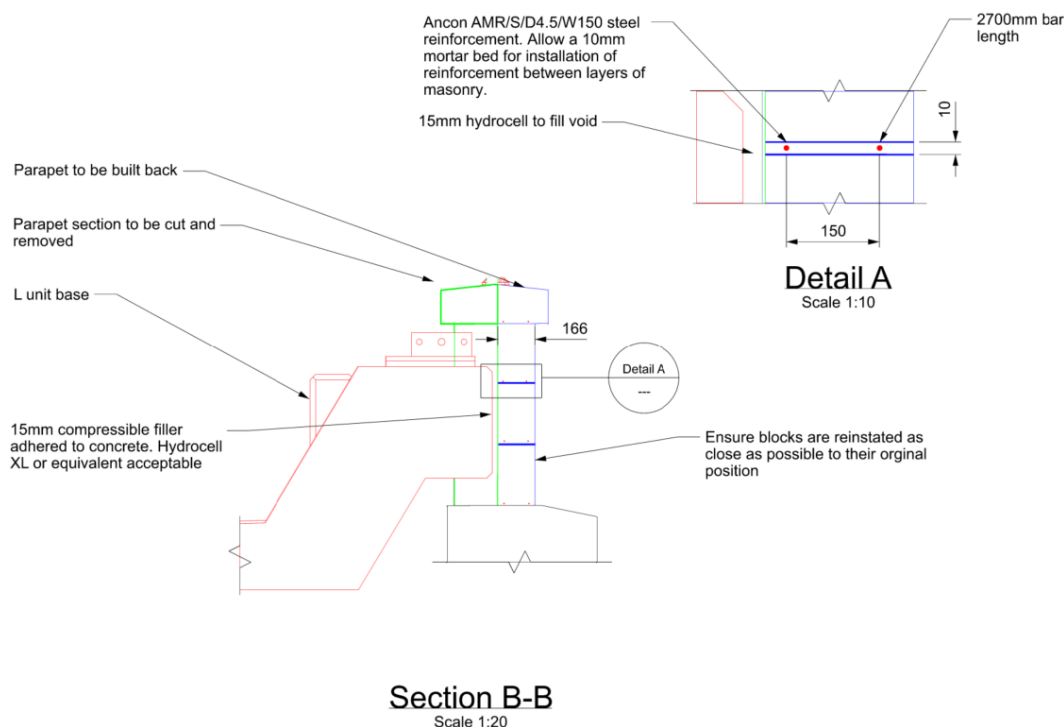
- Removal of section of track and existing track ballast in location of proposed OLE foundation, plus removal of the existing fill to the required depth (see above, Section 4.3)
- Areas of masonry parapet carefully deconstructed, the planned extent of which is indicated below in Insert 4-2
- Site investigations suggest a hidden step at the top of the viaduct backing level may need to be cut back after excavation of the existing fill to accommodate the foundation. The geometry of the z-unit has been planned to minimise this risk as far as possible (see below Insert 4-4)
- Area of foundation pads to be prepared with a minimum 50mm thick layer of sand and cement mix
- All faces of the foundation z-unit concrete that adjoin the masonry of the viaduct to be adhered with 15mm compressible filler (e.g. polythene sheet)
- OLE foundation z-units to be lifted onto prepared base via on-track plant
- The void between the concrete angle and parapet to be filled with pea gravel as far as reasonably practicable
- Reconstruction of localised sections of parapet around OLE foundation pads, with masonry cut to required dimensions

- Ballast to be reinstated and suitable trackbed formed
- OLE stanchions affixed to newly installed foundations complying with Network Rail standards



Insert 4-4 - Section of proposed z-unit foundation

- 4.4.3 The proposed OLE foundations have been designed to minimise adverse impacts on the significance of the Listed Building wherever reasonably practicable. As detailed in Listed Building Consent application 2021/65/91344/E, the proposed design sites the OLE portals in line with the parapet of the Listed viaduct, avoiding attaching the OLE to the exterior of the viaduct, with alteration to the masonry parapet to accommodate the stanchions.
- 4.4.4 Once the foundation pads are in place, the sections of parapet around these locations will be reconstructed. The masonry blockwork removed prior to the foundation installation will be carefully redressed to the required dimension by specialist subcontracted stonemasons to ensure the rebuilt sections of parapet are sufficiently narrow to accommodate the OLE but without affecting their external appearance. Each section of parapet will be carefully reconstructed incorporating steel reinforcement within each mortar bed to provide greater stability in those sections rebuilt with narrower section depth.
- 4.4.5 Where there is a shortage of reclaimed stone to be incorporated into the rebuilt parapet lengths (due to loss of units due to poor condition), replacement stone would be sourced to match the appearance and finish of adjacent historic material. It is likely that the source of the stone would be from either Crosland Hill Quarry or Southowram Marshalls Quarry, both have which have supplied sandstone for use on the wider project.



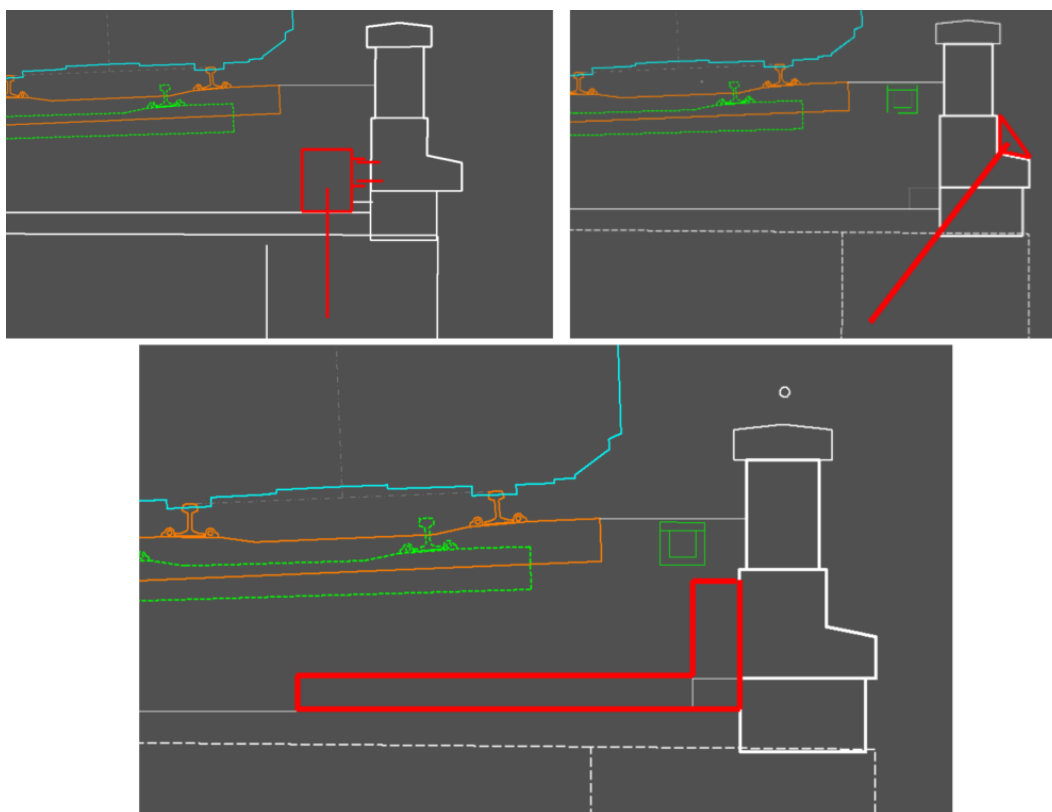
Insert 4-5 - Detail drawing showing proposed rebuilt parapet section (Section B-B) and steel reinforcing bars to be introduced in mortar beds (Detail A)

- 4.4.6 Following completion of the reconstruction of the parapet, the trackbed and tracks will be reinstalled on the viaduct. The OLE portal superstructures will be subsequently affixed to the foundation pads, in line with Network Rail standards.

Spandrel Strengthening

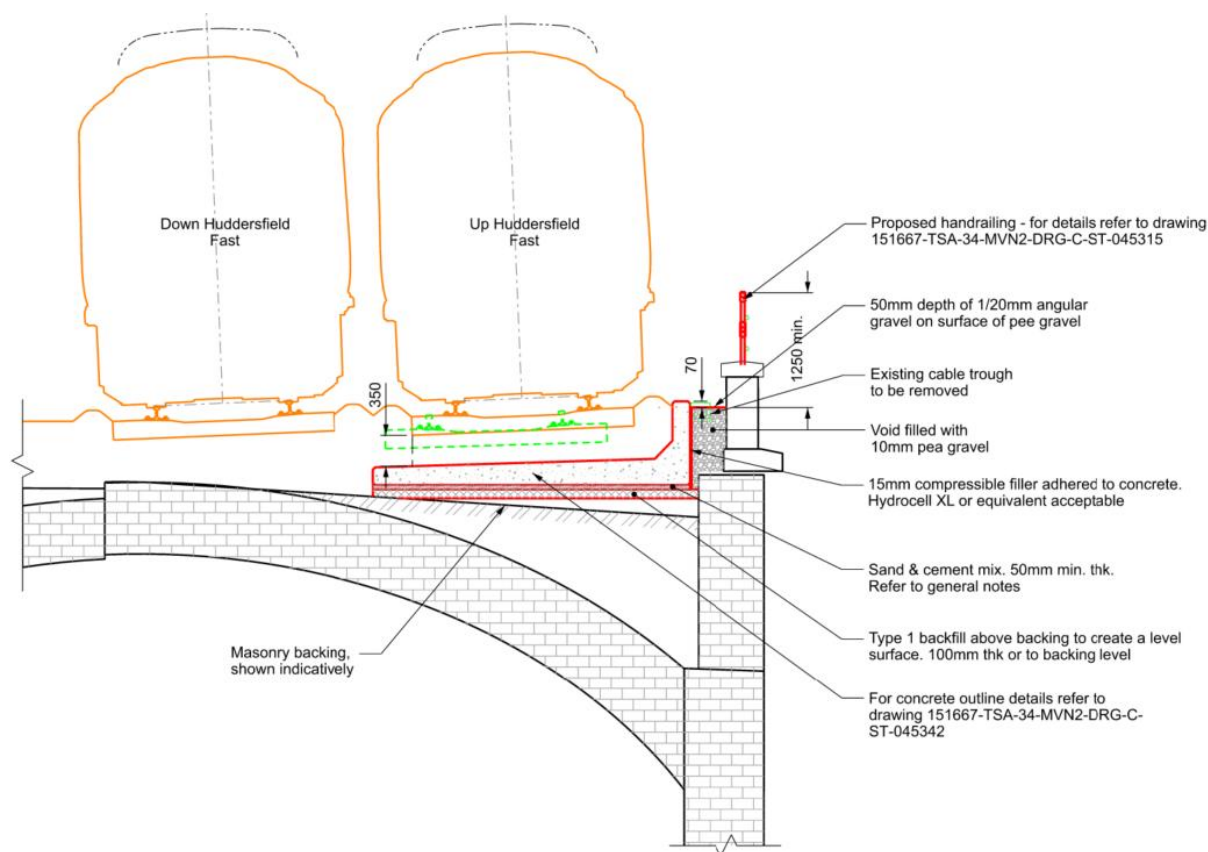
- 4.4.7 As part of the TRU programme an additional railway line is to be installed crossing Wheatley's Viaduct (MVN2/196), and all four lines realigned and electrified. The anticipated speeds along the fast lines will increase from 75mph to 110mph. To improve alignments at the higher speed, the track is being moved 300mm closer to the upside (southern) spandrel wall and being raised by 150mm, which creates an increase in loading on the wall, decreasing its structural stability.
- 4.4.8 A robust programme of site investigation and assessment was conducted on the upside wall for existing and proposed cases. This assessment has shown that strengthening is required to the upside spandrel wall to accommodate the proposed railway configuration. As mentioned in Sections 1 and 2, it was agreed with Kirklees Council that the proposed spandrel strengthening can be reviewed and approved via the CIMP (see above, paragraphs 1.2.2, 1.3.2 and 2.1.4).
- 4.4.9 A robust optioneering process was undertaken to consider the range of potential engineering solutions available, and to identify the preferable configuration in terms of structural performance and minimisation of impact to this significant listed building. These options considered a range of configurations against criteria such as heritage impact, constructability, design risk, sustainability, and long term maintenance requirements. Insert 4-6 depicts a range of those options developed. The proposed introduction of pre-cast concrete L-units was identified as the preferred option. This option minimises impact on the listed structure, requiring only limited impact on historic fabric to be accommodated. Similarly, only a small section of the mostly-buried L-units would be visible within or above the trackbed. This upstand is designed as a safety measure to indicate the presence of the buried units to operatives undertaking track maintenance in the future. The only direct

impact on potential historic fabric relates to the excavation of existing fill, and the potential requirement to break out portions of a buried masonry step to accommodate the new L-units.



Insert 4-6 - Representative range of options developed for proposed spandrel strengthening. Pre-cast concrete L-units (bottom) progressed as preferred option

- 4.4.10 The proposed process for the installation of the spandrel strengthening L-units is very similar to that required to install the OLE foundations. The process would be undertaken as follows:
- Removal of section of track and existing track ballast, plus removal of the existing fill to the required depth
 - Site investigations suggest a hidden step at the top of the viaduct backing level may need to be cut back after excavation of the existing fill to accommodate the foundation.
 - Area of pre-cast units to be prepared with 100mm compacted engineered fill above existing backing, with minimum 50mm thick layer of sand and cement mix above
 - L-units to be lifted onto prepared base via on-track plant
 - All faces of the L-unit concrete that adjoin the masonry of the viaduct to be adhered with 15mm compressible filler (e.g. polythene expansion joint)
 - The void between the L-unit upstand and the parapet wall to be filled with gravel
 - Ballast to be reinstated and suitable trackbed formed



Insert 4-7 - Indicative arrangement of spandrel strengthening L-unit

- 4.4.11 The proposed method of spandrel strengthening would not result in harm to the special interest of the listed building. The architectural and historic interest of the viaduct would remain unchanged, with the L-units being almost completely buried within the track bed. Direct physical impact to historic fabric has been limited as far as possible, with only localised alteration of buried elements needed to accommodate the strengthening. The proposals are required to facilitate the continued use of the viaduct as part of the evolving railway network, with the structure continuing in active use carrying the four tracked electrified railways fundamental to the delivery of the wider public benefits identified within the wider Order Scheme.
- 4.4.12 A full set of updated drawings of the proposals for Wheatley's Viaduct (MVN2/196), including the spandrel strengthening, is provided in Appendix D of this CIMP.

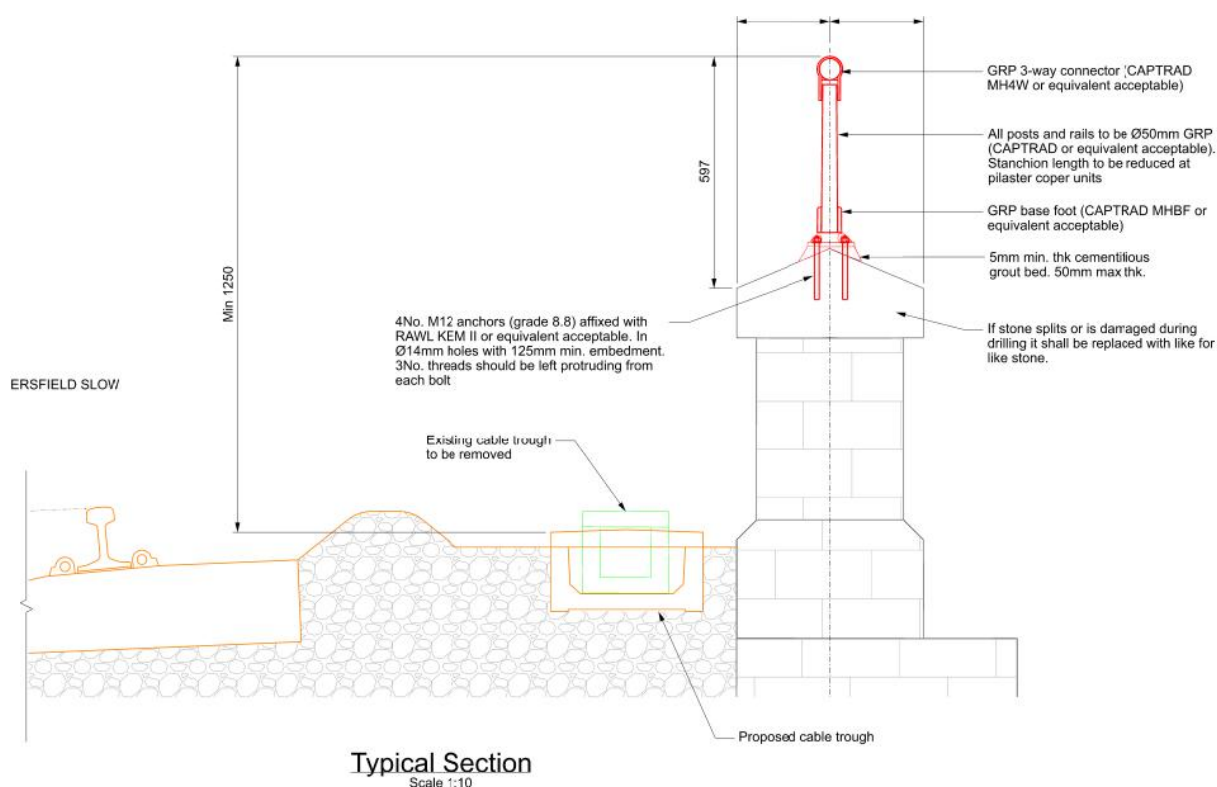
Handrails

North Handrail

- 4.4.13 In order to comply with safety regulations and the provision of a safe working environment for railway operatives, Listed building consent was sought and subsequently granted (ref 2021/65/91344/E) on 27 June 2022 for the introduction of a new handrail atop the existing northern parapet. This method of achieving a compliant parapet height has been pursued across other structures as part of the wider TRU programme (including at nearby Grade II listed Mirfield Viaduct Underbridge (MVN2/192), and at Grade II listed Uppermill (Saddleworth) Viaduct (MVL3/31).
- 4.4.14 The main elements of the proposed handrail installation are as follows:
- Removal of the existing handrail

- Installation of a grout bed to level off the copers at the location of the proposed handrail posts
- Place base plates on each grout bed
- Drill 4no 14mm diameter core through holes of the base plate into the existing masonry copers, to a minimum depth of 125mm
- Secure the base plates with resin anchors; and
- Connect the pre-assembled handrails into the base plates in sections

4.4.15 An indicative section of the proposed handrail is shown in Insert 4-8 below. A comparative example of a similar handrail installed on the Grade II Listed Uppermill (Saddleworth) Viaduct (MVL3/31) is also shown below in Insert 4-9. The proposed handrail mirrors the appearance and detail approved for discharge of condition application 2024/44A/93108/E (approved 18 December 2024) for the handrail proposed at Mirfield Viaduct Underbridge (MVN2/192).



Insert 4-8 - Indicative section of proposed handrail

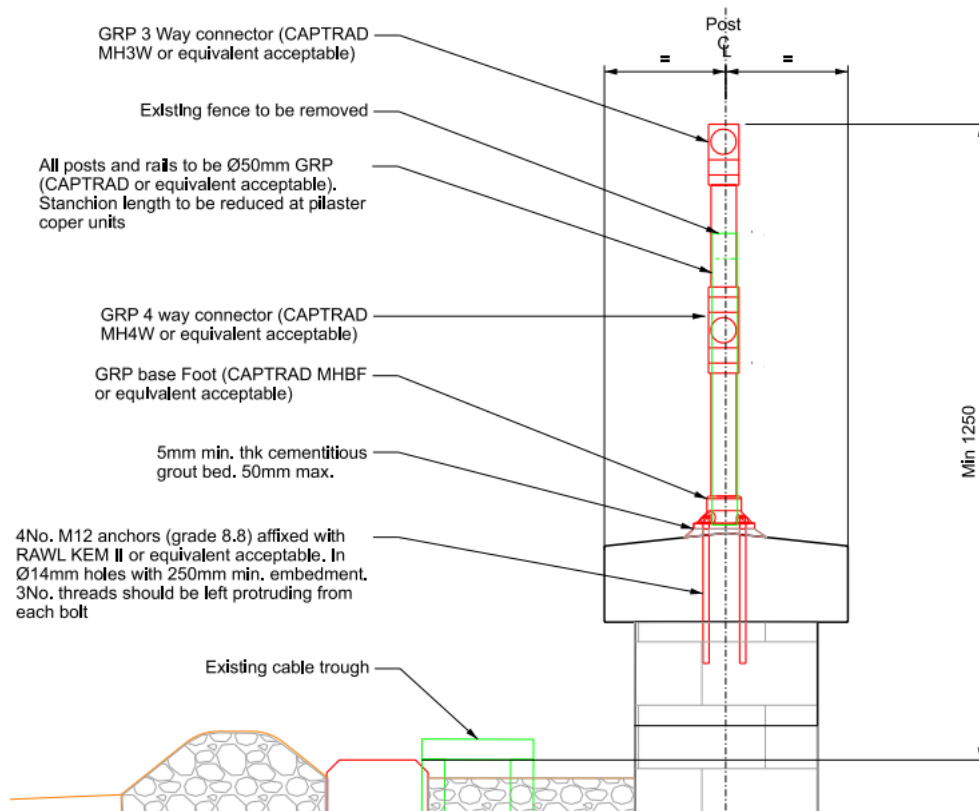


Insert 4-9 - Photo of comparable handrail installed at Uppermill (Saddleworth) Viaduct (MVL3/31) (Grade II Listed, NHLE 1068120)

- 4.4.16 Given the placement of the handrail along the centre line of the copers, and relatively minimal dimension of cores proposed (14mm) it is anticipated there is a low risk of unintended cracking occurring to the coping stones. However, it is possible that the existing condition of individual historic units could result in such an occurrence. Should the proposed handrail installation result in cracking to of a coping stone, a like-for-like replacement stone would be sourced from the quarry supplying the project. The replacement coping stone would match the dimensions and finish of the original as closely as reasonably practicable.

Southern Handrail

- 4.4.17 As mentioned in Sections 1 and 2, it was agreed with Kirklees Council that the proposed vertical parapet handrail extension on the structure can be reviewed and approved via the CIMP (see above, paragraphs 1.2.2, 1.3.2 and 2.1.4). This section of the CIMP sets out details of the design development and proposed methodology for the installation of the handrail accordingly.
- 4.4.18 The existing parapet on the south side of Wheatley's Viaduct (MVN2/196) does not meet current safety regulations as it will be too low when the updated trackbed design was been implemented. Consequently, this existing handrail presents a risk to operatives working on the railway line atop the structure by not providing sufficient edge protection. As such, an extension to the height of the parapet on the southern side of the structure is required to ensure the railway can be maintained safely.
- 4.4.19 A compliant parapet height will be achieved via the replacement of the existing handrail with details matching the new handrail proposed on the northern parapet, as described above. An indicative section of the proposed handrail is shown in Insert 4-10 below. A full set of updated drawings of the proposals for Wheatley's Viaduct (MVN2/196), including the southern handrail extension, is provided in Appendix D of this CIMP.



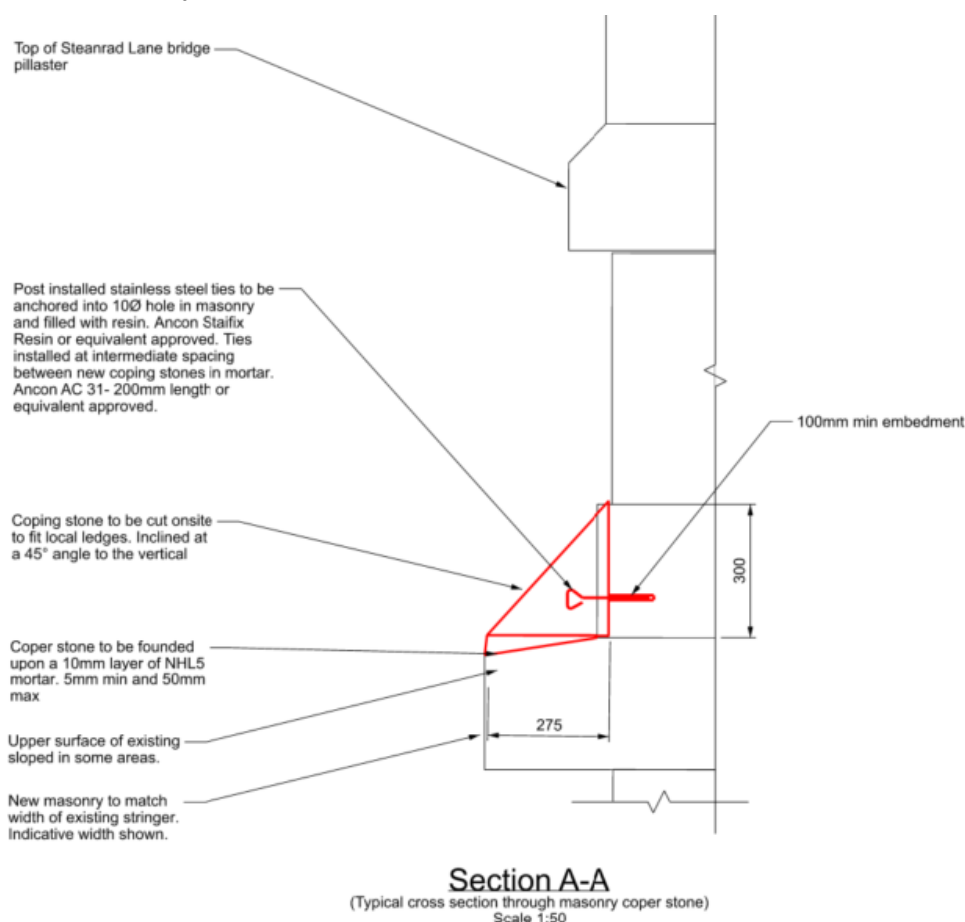
Insert 4-10 - Indicative section of proposed southern replacement handrail (red) and outline of existing handrail to be replaced (green)

Anti-Trespass Measures

- 4.4.20 Review of design proposals in the detailed design stage highlighted the risk of trespassers climbing the structure and gaining access to the railway corridor. This risk is present where the architectural form of the bridge, or adjacent infrastructure, provides footholds making the likelihood of trespassers climbing the structure greater. The potential for unauthorised access presents a significant safety risk both to trespassers and to railway operations, with the potential for serious injury, service disruption, and wider public safety concerns. Preventing access at high-risk climbing points is therefore a proportionate and necessary intervention in line with statutory duties to manage risk on and around the operational railway.
- 4.4.21 The span that crosses over Steanard Lane is of particular concern and requires alteration to reduce risk of trespass, with the stringcourse and individual copers having been identified as providing hand and footholds that facilitates upward movement onto higher levels of the structure. The proposed works therefore seek to reduce this opportunity through a sensitive modification that removes the practical function of the ledges while blending with the existing character and appearance of the viaduct. As mentioned in Sections 1 and 2, it was agreed with Kirklees Council that the proposed anti-trespass measures can be reviewed and approved via the CIMP (see above, paragraphs 1.2.2, 1.3.2 and 2.1.4).
- 4.4.22 In considering appropriate mitigation, a range of anti-climb solutions has been reviewed, including proprietary security features such as roller barriers and steel deterrents (e.g. chevaux-de-frise). While effective in purely functional terms, such interventions would introduce modern elements that depart from the existing character of the viaduct. An alternative solution using natural stone chamfer units has therefore been developed as means of sensitively reducing the identified trespasser risk. By forming a sloped face to the stringcourse and individual copers, the chamfers remove the usable foothold and thereby

discourage climbing, while maintaining a material continuity with the existing construction. The adoption of matching or using closely compatible natural stone ensures that the intervention integrates with the materiality and character of the listed viaduct.

- 4.4.23 To reduce the risk of the chamfers becoming dislodged over time, it is proposed that resin anchors are used to provide stability to the course of new stone units. These anchors would be laid in the mortar joints between new chamfered coping stones and embedded into 10mm resin filled cores in the stone blocks of the viaduct. This low level of direct impact on historic fabric is comparable to the fixings required for the other anti-trespass measures considered (e.g. anchors required to attach roller barriers or chevaux-de-frise). Should the chamfers be removed at any point during the future, the anchors could be removed and 10mm cores infilled with suitable lime mortar. Additionally, the proposed stone units would be bedded on a layer of NHL5 lime mortar.



Insert 4-11 – Typical cross section of proposed anti-trespass coping stones

- 4.4.24 The proposed anti-trespass measures are designed to be as visually unobtrusive and reversible as possible. The proposed chamfers will be carefully detailed by a specialist sub-contracted stone mason on site and installed to preserve the integrity of the original masonry, avoiding unnecessary loss of historic fabric. Overall, the scheme seeks to achieve and the balance between operational safety requirements and the conservation of the asset's heritage significance. By opting for a discreet, material-led intervention rather than more standardised security fixture, the proposal minimises harm to the significance of the viaduct while effectively addressing a clear and demonstrable risk.

4.5 (d) Repairs, Vegetation Removal etc.

- 4.5.1 The only repairs identified as being required as part of the TRU programme is the need for spandrel strengthening, as described above in Section 4.4.

- 4.5.2 Section 5 below outlines the approach to the future regime for inspections which will form the basis of an ongoing maintenance plan. Should repairs be needed in the future, repairs will be undertaken with a matching material and undertaken following best conservation practice to maintain the special interest of Wheatley's Viaduct (MVN2/196).
- 4.6 (e) The identification of historic fabric which once removed may be reused or preserved, and a strategy for their storage or reuse**
- 4.6.1 The consented proposals for the installation of OLE on Wheatley's Viaduct (MVN2/196) include the localised deconstruction, alteration and reconstruction of the parapet at the location of each of the four OLE foundations. As detailed above in Section 4.4, the methodology for this work has been shaped to ensure that the existing parapet masonry to be removed from the structure can be reused in the reconstructed parapets, as far as reasonably practicable.
- 4.6.2 The methodology for this element of the works includes:
- Each of the four areas of parapet will be carefully deconstructed in a controlled manner to facilitate its later reconstruction at a reduced section depth.
 - Use of handheld tools wherever practicable within the context of working within an active railway corridor.
 - Deconstruction following the existing coursing of the wall, with masonry units removed sequentially by toothing out along existing mortar joints.
 - Mortar joints to be raked out to release individual units without fracturing arises or faces as far as possible.
 - Where handheld mechanical tools are proposed, brick saws would be used as opposed to angle grinders to reduce the risk of unintentional damage to adjacent masonry.
 - Care shall be taken to preserve the integrity and reusability of masonry units wherever feasible.
 - The individual masonry blocks will be carefully cleaned of residual mortar, catalogued and labelled, to make sure it can be reconstructed in the same arrangement at reduced section, before being carefully removed from site.
 - These will be palletised and securely stored in a construction compound in preparation for their alteration and reconstruction
- 4.6.3 The works to the stonework to prepare the parapet for reconstruction will be undertaken by specialist subcontracted stonemasons. The removed blocks will be carefully redressed to the required dimensions to ensure that their reuse is realised.
- 4.6.4 No other historic fabric of interest is proposed to be removed during the other elements of the works to Wheatley's Viaduct (MVN2/196).
- 4.7 (f) Improvements to the setting to sustain, enhance and better reveal the significance of the heritage assets affected**
- Heritage Interpretation material
- 4.7.1 The Environmental Statement (ES) submitted with the TWA0 application recommended that appropriate mitigation should include the provision of temporary information panels or hoardings during the construction period which will depict the historic development of the heritage assets within their local and wider context.
- 4.7.2 This methodology is concerned with discharging Condition 4 in respect of:

- v) any improvements to the setting to sustain, enhance and better reveal the heritage asset affected; and
- viii) provision of heritage interpretation boards during construction works.

- 4.7.3 The wording of this CIMP condition was agreed via the Public Inquiry process regarding the Listed Building Consents and TWA0, with input from Kirklees Council and the Planning Inspector. Interpretation was included in the CIMP condition as a recognised way to capture the methodological approach to securing heritage interpretation for the scheme as a mitigation and compensation measure. This section of the CIMP responds to the condition wording and this intended purpose.
- 4.7.4 The heritage interpretation to be produced and installed will provide the opportunity for members of the public to engage with the heritage of the Trans-Pennine railway, better revealing the significance of Wheatley's Viaduct (MVN2/196).
- 4.7.5 The approach to meeting Condition 4 item v and viii is outlined in this methodology which covers:
- Part 1: Concept design
 - Part 2: Research and content creation
 - Part 3: Construction and implementation

Concept Design

- 4.7.6 At the concept design stage, a team of graphic designers worked on creating three concepts with different approaches as summarised below:
- Concept 1: Traditional Portrait Panel Layout - this concept makes use of informative bold key messaging with a playful typography which grabs attention and creates a memorable impression. Duotone photography in company branding is paired with spot illustrations to create a cohesive and engaging visual style.
 - Concept 2: Modular Layout – this concept makes use of a playful annotation style applied over a traditional layout to create a concept with a dual personality which can appeal to different demographics. The complimentary palette is used to highlight key information and pairs with the annotated assets, which range from key messaging to photography and illustrations.
 - Concept 3: Dynamic Layout – this concept differs from the standard panelled approach and allows for content to flow smoothly between sections. The concept includes large scale illustrations which are embedded with key messaging and information on a stone colour background to align with the surroundings, as well as allowing space for community engagement.
- 4.7.7 The concepts were further developed with discussions largely focused on social value and how that might be prioritised in the final design. The interpretation had to appeal to different communities and to a wide range of people, including residents, travellers, visitors, young people and the construction / work teams undertaking the TRU scheme. These concepts were thus developed with consideration of the above discussions and the need to comply with Network Rail brand guidelines and design standards.
- 4.7.8 Concept 2 was chosen as the agreed concept. This was due to the modular design which would enable ease of content and messaging; and the ability to section out more historical interpretative facts and information alongside sharing the TRU Programme concept and the ultimate benefits to the public from the new scheme. The concept design is aimed at meeting the social value principles of: identity, inclusion and wellbeing.
- 4.7.9 The Concept 2 design is shown in Insert 4-12 below:



Insert 4-12 – Chosen Concept 2 design for temporary heritage interpretation.

- 4.7.10 The font and colour palette, whilst relating to the TRU Programme branding, is also designed to appeal to a wide spectrum of people and be user-friendly. It is styled to encourage engagement and discussion about the content. The design takes account of dual messaging with content aimed to accommodate different needs and perspectives. For instance, the content will be sectioned across panels and hoarding at different heights and with varying depth of detail. This is to purposefully aim particular content at:
- Public using Mirfield Station – will have the opportunity to gain a quick insight into the works and history of the area,
 - Residents / local people - who want to know more detailed information about the history of their local railway assets.
- 4.7.11 The benefits of this interpretive approach are:
- Increased engagement with local history and local stories.
 - Increased sense of identity and community understanding of their past
 - Greater perspective and appreciation of places and spaces within which people live and work.
- Research and content creation**
- 4.7.12 In order to produce the content for the Wheatley's Viaduct (MVN2/196) temporary heritage interpretation boards, a variety of documents were consulted. These include but are not limited to:
- Trans-Pennine Route Statement of History and Significance: West of Leeds (Baxter, March 2017);
 - Trans-Pennine Route Upgrade Route-wide Statement of Significance (Baxter, August 2019); and
 - The Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order: Wheatley's Underbridge (MVN2/196) – Heritage Assessment (Atkins, March 2021).
- 4.7.13 Key information was drawn out of these documents in order to produce a summary which sought to effectively communicate the historical significance of Wheatley's Viaduct (MVN2/196). This included:
- General scheme information and messaging;
 - A history of the railway;
 - A timeline on the coming of the railway;
 - Information about engineers Thomas Gooch and George Stephenson;
 - A history of Wheatley's Viaduct (MVN2/196); and
 - Information about relationship to other underbridges on the route.
- 4.7.14 This information was then condensed in order to provide an effective amount of text and

content on the interpretation panel. It was essential to achieve an appropriate balance between providing enough information and not over-burdening with text. It had to blend historical content and the importance of the Grade II Listed asset with messaging on the needs for the scheme and the benefits it would bring.

- 4.7.15 Each of the interpretative elements will feature general key messages about the works and the wider TRU scheme. In addition, there will be some historical background about the coming of the railway in Mirfield and the significance of the railway assets. Each board or hoarding will then have specific information about the correlating location. This will consist of historic background, a summary of significance, information about the works being implemented and what is being done in order to protect the heritage assets during these works.

Construction and Implementation

- 4.7.16 The interpretative elements will not be fixed to historic fabric. Due to the access constraints at Wheatley's Viaduct (MVN2/196), the interpretative will consist of hoarding erected as part of the hoarding at Mirfield Station.

Improvements to Setting

- 4.7.17 Wheatley's Viaduct (MVN2/196) derives some significance from its setting, particularly from views looking towards the viaduct from the east bank of the river to the north and south of the structure. Though OLE will be introduced to the structure via the consented works and be visible from these key views, the impact will be limited given that the OLE will be installed close to the alignment of the piers and views will be partially shielded from view.
- 4.7.18 No opportunities to improve the setting of the viaduct have been identified as part of the works to install the OLE and the parapet handrail. However, the design of the works has aimed to ensure the original masonry parapets of the structure (albeit with sections reconstructed), as well as the character and form of the viaduct as a whole, continue to be appreciated in views towards the structure, as far as is reasonably practicable.

4.8 Toolbox Talks

- 4.8.1 Toolbox Talks were identified as a required mitigation measure which would be applied in relation to the historic environment in the ES for the Scheme⁸. Toolbox Talks aim to disseminate best practice guidance to the construction staff working on the Scheme, identifying the sensitivities of the historic environment with the objective of reducing impact on the historic environment as a result of construction of the Scheme.
- 4.8.2 The Toolbox Talks will outline the sensitivities of Wheatley's Viaduct (MVN2/196) and its environs, as well as the measures to be taken throughout the relevant construction sites to preserve the significance of the viaduct, its setting, and the contribution the viaduct makes to the setting of other heritage assets, such as surrounding Listed Buildings. The Toolbox Talks aim to address such best practice throughout the construction phase. To Toolbox Talk material for Wheatley's Viaduct (MVN2/196) has been included in Appendix C.
- 4.8.3 Toolbox Talks will be delivered to the TRU construction contractors and teams working at Wheatley's Viaduct (MVN2/196). The dissemination of the Toolbox Talks will be secured via the embedding of environmental and consents leads within the TRU Alliance teams coordinating on-site works for the Scheme. The Toolbox Talk will be delivered as part of the site induction for all personnel working at the listed structure. A register will be kept of all

⁸ Network Rail, 2020. *Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order application Environmental Statement, Volume 2i – Scheme-wide Assessment, Chapter 6 – Historic environment*.

personnel who have received the information contained within the Toolbox Talk, this record will be kept at the site office and will be available to Kirklees Council for inspection when requested. They will comprise written handout information sheets and/or slide pack presentations, as appropriate.

- 4.8.4 The Toolbox Talks material for Wheatley's Viaduct (MVN2/196) will include reference to:
- Extent of the granted Listed Building Consent and requirement to adhere to consented documentation, including relevant conditions attached
 - Relevant historic environment legislation and policy
 - Procedure for obtaining Listed Building Consent for any works outside of the granted Consent
 - Agreed methodologies and processes, including details of agreed working practices
 - Areas of particular heritage sensitivity at Wheatley's Viaduct (MVN2/196) and within its setting
 - Best practice guidance on avoiding accidental damage to heritage assets and minimising temporary settings impacts from construction activity
 - Reporting requirements for contacting Environmental, Consents and Heritage staff, both within the TRU project and Kirklees Council, in respect of any unforeseen circumstances.
- 4.8.5 The material of all historic environment-related Toolbox Talks on the Scheme will continue to be reviewed and revised, as necessary, throughout the duration of the construction phase of the Scheme.

5. MAINTENANCE AND MANAGEMENT SCHEDULES TO PROTECT THE LONG-TERM CONDITION OF THE HERITAGE ASSETS AFFECTED

5.1 Asset Management

5.1.1 Network Rail is among the largest land and property owners in the UK, owning and managing a unique estate of railway infrastructure which is widely acknowledged as being of international significance. This estate includes circa 300,000 bridges, tunnels and viaducts to be maintained, with circa 1450 Listed buildings forming part of this number. Many of these assets continue to form part of the active network subject to ongoing heavy physical wear and tear. This context prompts the two main drivers of current Network Rail maintenance policy namely: the safety management of railway structures and the long-term care and maintenance of the asset. A planned programme of routine inspection is key to satisfying both of these drivers.

5.1.2 Structure within Network Rail's estate are subject to two types of inspection. These aim to ensure that inspection of structures are both appropriately regular and detailed, in order to maintain and protect the structures' long-term condition. The two types of inspections comprise:

- Visual examinations – these are undertaken on an annual basis for ground level to check for changes to tracked defects and to identify any new areas of concern; and
- Detailed surveys – these are where every structural element is examined, photographed and its condition recorded, and are undertaken at a frequency based on the assessed risk at each specific structure.

5.1.3 Some structures with non-critical defects also require additional examination to monitor their condition until they are repaired.

Wheatley's Viaduct (MVN2/196)

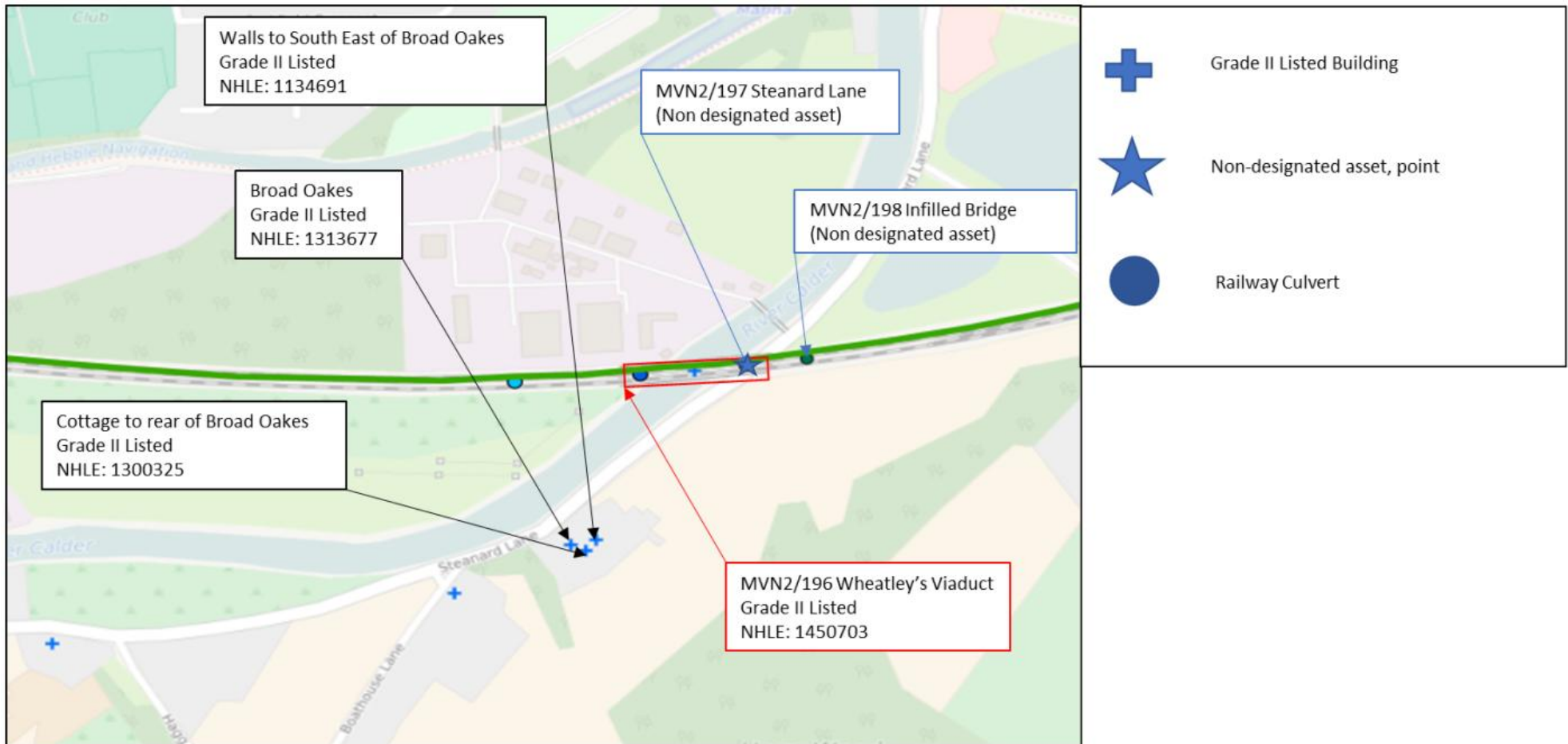
5.1.4 As stated in paragraph 5.1.2 the assessed risk at each structure dictates the frequency of detailed examination. Detailed examination at Wheatley's Viaduct (MVN2/196) take place every three years. There is the potential for this examination interval to change where the risk factor is considered to have increased or decreased. For example, should a defect be identified in the future, the inspector may consider it appropriate to decrease the interval between detailed examination periods. This decision will be made by a suitably qualified individual following the completion of the works.

6. IMPLEMENTATION AND REVIEW OF THE CIMP

6.1 Implementation

- 6.1.1 On approval of this document by the relevant local planning authority it will be implemented as approved for the works undertaken as agreed by the Secretary of State for the Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order.
- 6.1.2 As outlined above, in Section 2, this document comprises the sole submission of the CIMP and is intended to cover the full details of the scheme construction for Wheatley's Viaduct (MVN2/196). The methodologies included within this CIMP will be implemented in accordance with the detail provided, as approved by Kirklees Council, for the duration of construction works. Any necessary to depart from the methodologies due to unforeseen or emergency circumstances will be discussed and agreed with Kirklees Council via the TRU Heritage Working Group.

APPENDIX A – LOCATION PLAN



APPENDIX B – AGREED LISTED BUILDING CONSENT CONDITIONS

Calder (Wheatley's) Underbridge (MVN2/196) – Application Reference 2021/91344

1. (Time Limit) The works must be begun not later than the expiration of five years beginning with the date of this permission.

2. (Materials) Before the works hereby approved commence, or within a timescale to be otherwise agreed in writing by the local planning authority, samples and specifications of all materials to be used on all external elevations of the works shall be submitted to and approved in writing by the local planning authority. The works shall be constructed only using the approved materials unless otherwise agreed in writing by the local planning authority.

3. (Historic Structures Recording) No works of demolition shall take place until a methodology for full structure recording has been approved in writing with the local planning authority. Subsequent recording will take place prior to demolition and be deposited with the West Yorkshire Archive Service and West Yorkshire Historic Environment Record in accordance with the timescales agreed in the approved methodology.

4. (Conservation Implementation Management Plan) No works including any works of demolition shall commence until a Conservation Implementation Management Plan (CIMP) has been submitted to and approved in writing by the local planning authority. The approved CIMP will include as a minimum requirement contents based on the model template CIMP structure attached to this list of conditions. The CIMP will specifically include methodologies for: i) fabric removal, masonry repairs, vegetation removal, repointing, metalwork repairs and application of protective paint systems as appropriate; ii) the identification of historic elements of the fabric which once removed may be reused or preserved, and a strategy for their storage or reuse where appropriate; iii) any improvements to the setting to sustain, enhance and better reveal the heritage asset affected; iv) exact affixing details of overhead line electrification; v) details of any maintenance access regime required (if any); vi) provision of heritage interpretation boards during construction works; and vii) dissemination of "toolbox talks" to personnel involved in demolition and construction works.

The works must be carried out in accordance with the approved CIMP unless otherwise agreed in writing with the local planning authority.

SCHEDULE 6: Approved Plans

- 151667-TSA-34-MVN2-DRG-T-LP-163600 Rev P02 Existing & Proposed Plan Sheet (1)
- 151667-TSA-34-MVN2-DRG-T-LP-163601 Rev P01 Existing & Proposed Elevation Sheet (2)
- 151667-TSA-34-MVN2-DRG-T-LP-163602 Rev P01 Existing & Proposed Elevation Sheet (3)
- 151667-TSA-34-MVN2-DRG-T-LP-163603 Rev P01 Existing & Proposed Elevation Sheet (4)
- 151667-TSA-34-MVN2-DRG-T-LP-163604 Rev P01 Existing & Proposed Elevation Sheet (5)
- 151667-TSA-34-MVN2-DRG-T-LP-163605 Rev P01 Existing & Proposed Section Sheet (6)

Proposed Outline Contents of Conservation Implementation Management Plans (CIMPs)

CIMP – Proposed contents:	Details
1. Introduction (a) Overview (b) Purpose of the Document (c) Consultation Process (d) Other Supporting Information [TBC dependant on structure]	Aim to provide succinct introduction to the document, including placing it in the context of ongoing consultation processes (with Kirklees Council and/or Historic England as applicable) The Other supporting information suction will outline those other documents alongside with the CIMP should be read (e.g. the Design Guide for Huddersfield Station, WSIs for Building Recording etc.)
2. Strategic Overview Strategic overview of the CIMP in relation to the wider TRU scheme	Inclusion in each CIMP of a strategic overview of the particular works in the wider context of TRU, group value of the asset(s) and the overall Trans-Pennine Route Upgrade. This section has been included in response to the recommendation from <i>Kirklees Council in their Objection (OBJ/33)</i>
3. Understanding the Site (a) Heritage Context Overview: History of the Trans-Pennine Route (b) Historic Development of [Structure] (c) Heritage Context: Other Designated Heritage Assets [TBC dependant on structure] (d) Significance of Heritage Assets: [Structure] (e) Significance of Other Designated Heritage Assets [TBC dependant on structure]	A succinct overview of the heritage context and significance of the assets affected by the proposed works covered by the particular CIMP. This will draw on pre-existing accepted sources, including the ES, Heritage Assessments, Statements of Significance etc. This aims to provide the context in which the methodologies which follow have been developed. This section will also include opportunity for identification of any associated heritage assets which will also be affected by the proposals, for example consideration of the Huddersfield Town Centre Conservation Area in the CIMPs concerning Huddersfield Station and Huddersfield Viaduct (MVL3/92)
4. [Structure] – Methodologies	This section will form the bult of the document and will outline the specific methodologies for the individual elements of work at the heritage assets concerned.

• Summary • (a) Historic Building Recording and Monitoring before and after the works • (b) Fabric Removal • (c) Introduction of new fabric • (d) Repairs, vegetation removal, repointing • (e) The identification of historically or architecturally significant elements of fabric which once removed may be reused or preserved, and a strategy for their storage or reuse [TBC] • (f) Any improvements to the setting to sustain, enhance and better reveal the significance of the heritage assets affected • (g) Any improvements to sustain the long-term conservation of the heritage assets affected [TBC] N.B. Those Applicable to the asset.	These will be supported by appendices where appropriate (e.g. for additional information, supplementary documentation) Where appropriate, this section of the CIMP may be sub-divided according to the Stages of development, this is particularly the case where structures will undergo the proposed works over a longer period of time, such as at Huddersfield Station. Similarly, for those structures such as Huddersfield Station where there are multiple interventions over multiple elements proposed, each methodology sub-section will be divided by area, so for example (a) Historic Building Recording and Monitoring will be split into the relevant methodologies for the principal Roof A, Roof B, and C, the Tea Rooms etc. The section of the CIMP, supported as necessary by the appendices, will provide the details of the approach to the works and for the different relevant works areas will cover items including, but not limited to: • Definition of the required standard of work and workmanship • Methodologies around storage of any temporary removed material (for example regarding the Tea Rooms at Huddersfield Station) • Construction methodologies and adopted techniques • Specification of materials, for example for new elements (such as at Huddersfield Station or Wheatley's Overbridge (MVL3/103)) • Use of equipment • Details of heritage interpretation.
5. Maintenance and management schedules to protect the long-term condition of the heritage assets affected	Agree any particular management needs and set out a timetable for regular inspection as part of NR's management of historic assets. As with Section 4 (above) this will be supported by appendices, where relevant and applicable, such as proposed maintenance schedule.

6. Implementation and Review of the CIMP • (a) Implementation • (b) Review	Very succinct identification of how the document will be implemented (once approved) and any elements which will require further review (e.g. building recording etc.) and how the continual engagement and review of works with stakeholders will be planned.
Appendices [would include] • Site Plan • Planning and Listed Building Consent conditions • Additional drawings and visualisations • Samples • Maintenance Schedules • Specific method statements • Results of any intermediary surveys etc. N.B Those applicable to the asset	Each CIMP would include various appendices to provide supplementary information, for example providing specific method statements around fabric removal, strengthening works or introduction of new elements. Each CIMP would also include as Appendices both the relevant Planning and Listed Building Consent conditions which seek to be fully or partially discharge through the contents of the CIMP.

APPENDIX C – TOOLBOX TALK WHEATLEY’S VIADUCT (MVN2/196)

The below text comprises the material which will be included in the Toolbox Talk regarding Wheatley’s Viaduct (MVL2/196) and the historic environment. Note – the handout and/or presentation to accompany the Toolbox Talk will be supported by illustrative pictures to supplement the text below.

Toolbox talk – Wheatley’s Viaduct (MVN2/196)

Listed Buildings

Listed Buildings are structures considered of special architectural or historical importance which are protected by legislation. There are around 400,000 Listed Buildings in England. Listed Buildings are classified into three grades:

- Grade I Listed Buildings are of exceptional interest.
- Grade II* Listed Buildings are very important buildings of more than special interest.
- Grade II Listed Buildings are important buildings, warranting every effort to preserve them.

A Listed Building may not be demolished, extended, or altered without special permission from the local planning authority and the relevant central government agency. Wheatley’s Viaduct is one of nine sites where Listed Building Consent has been applied for and granted as part of section W3 of the Trans-Pennine Route Upgrade. Proposals to Wheatley’s Viaduct have been granted to install OLE portals which would require local removal of sections of the parapet.

What?

Wheatley’s Viaduct is a Grade II Listed Building which was built in the 1830s as a five spans viaduct which carried the railway over the River Calder. In 1884 the structure was expanded and altered in a similar style to the original viaduct to accommodate the addition of two tracks. It is historically and architecturally significant for being designed by George Stephenson.

Listed Building Consent has been approved based on the exact designs and programme of works proposed. This is legally binding and any deviation from the agreed plans without consent could result in serious penalties, including up to two years imprisonment or an unlimited fine.

The approved Listed Building Consent includes various conditions which must be adhered to. These conditions include agreed specifications for materials, methodologies for the works, and requirements for recording, toolbox talks and heritage interpretation.

Works must be undertaken in accordance with the methodologies, specifications and working practices as included in the construction pack.

Why?

Protected heritage: Wheatley’s Viaduct Underbridge is a Grade II listed structure. By working on this project, you will be helping to safeguard elements of this historic overbridge for future generations.

Avoid prosecution: it is illegal to make changes to a listed building without prior consent, any breaches can result in criminal prosecution, including up to two years imprisonment and unlimited fines.

Avoid reputational risk: making changes to a listed building that are not approved has the potential to reflect badly on the reputation of TRU and Network Rail. Due to the high-profile nature of the works to the viaduct, it is likely that progress of these works will be of particular interest to stakeholders, special interest groups and the general public.

Do

- Be prepared to find any historical artefacts/features and report them immediately to the site manager.
- Take care when using tools and equipment close to and on listed buildings.
- When possible, fence off any heritage assets which are not being worked on.
- Follow the advice of an appointed archaeologist or heritage consultant.
- Contact Environmental, Consents and Heritage staff, both within the TRU project and Kirklees Council, in respect of any unforeseen circumstances.

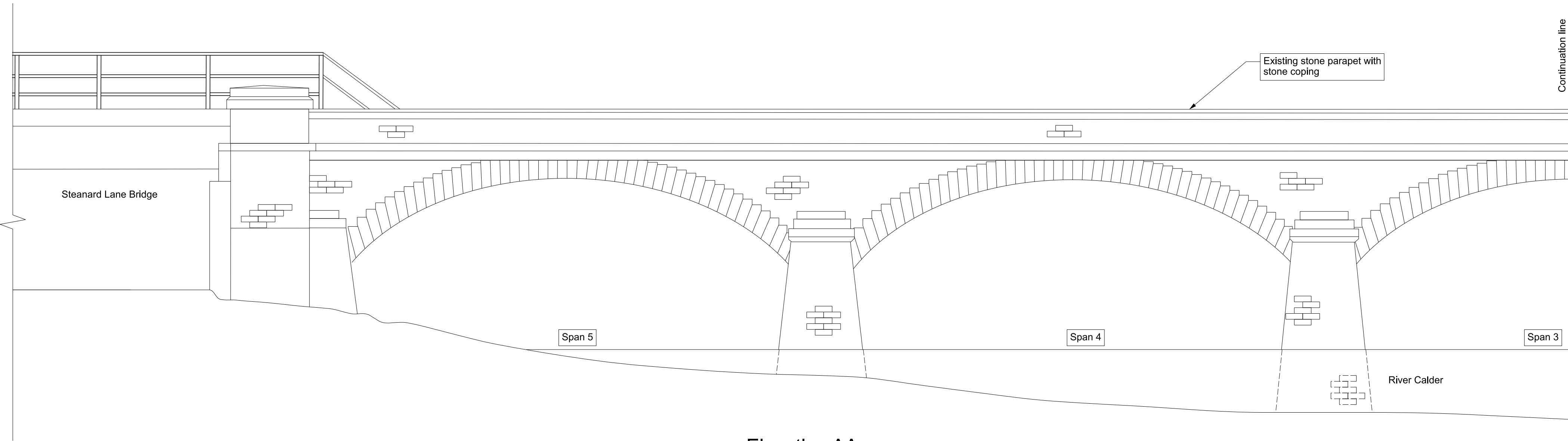
Don't

- Make any changes to the listed building which were not included in the granted Listed Building Consent.
- Deviate from the documentation approved by Kirklees Council as part of the granted Listed Building Consent application or subsequent condition discharge processes.
- Use equipment, tools or materials which have not been approved in the Listed Building Consent.

APPENDIX D – ADDITIONAL DRAWINGS

Appendix D-1 Updated LBC Drawings

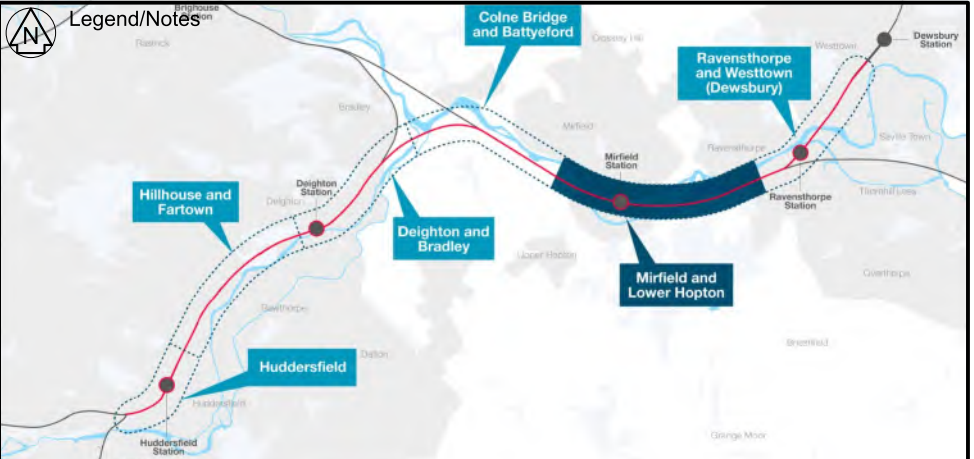
The following comprise updated versions of appropriate plan, elevation and section drawings submitted with the granted Listed Building Consent application (Ref: 2021/65/91344/E), showing the inclusion of the proposed parapet handrail.



Elevation AA
Existing: Wheatley's Viaduct (MVN2/196) North Elevation Part 1

Scale 1:100

Continuation line
See drawing 151667-TSA-34-MVN2-DRG-T-LP-163602



Legend
Listed Building Consent Application Boundary

- Notes
1. All dimensions are in millimetres unless stated otherwise.
 2. Do not scale from this drawing.
 3. In constructing or maintaining the works identified as Scheduled Works in Schedule 1 of the Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order Network Rail may deviate from the dimensions shown on this drawing to the extent permitted by the Order.
 4. Overhead Line Equipment wires omitted for clarity.
 5. This drawing is to be read in conjunction with drawings:
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151667-TSA-34-MVN2-DRG-T-LP-163602,
151667-TSA-34-MVN2-DRG-T-LP-163603,
151667-TSA-34-MVN2-DRG-T-LP-163604, and
151667-TSA-34-MVN2-DRG-T-LP-163605



SCALE 1:100
THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) IMPROVEMENTS) ORDER

P01	16/03/21	First Issue		VB	RF
P02	13/07/26	Final issue		TA	WS
Rev	Date	Description of Revisions	Drawn	Chkd	Appr
Status					Suitability
Fit for Contractor Design					D3



Authorised	R.Gee	Signed	Electronically Signed	Date	13/07/2026
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Contractor(s)
TRU West Alliance

Location	THORPES BRIDGE JN - NORMANTON (MANCHESTER - NORMANTON LI				
Type	CAD Drawing	Sub-type	Elevation		
Role	Town and Country Planner	Sub-Role	General		
Zone	Mirfield and Lower Hopton				
Phasing	Proposed	Grip Stage	0		

Transpennine Route Upgrade

Contract No.
151667

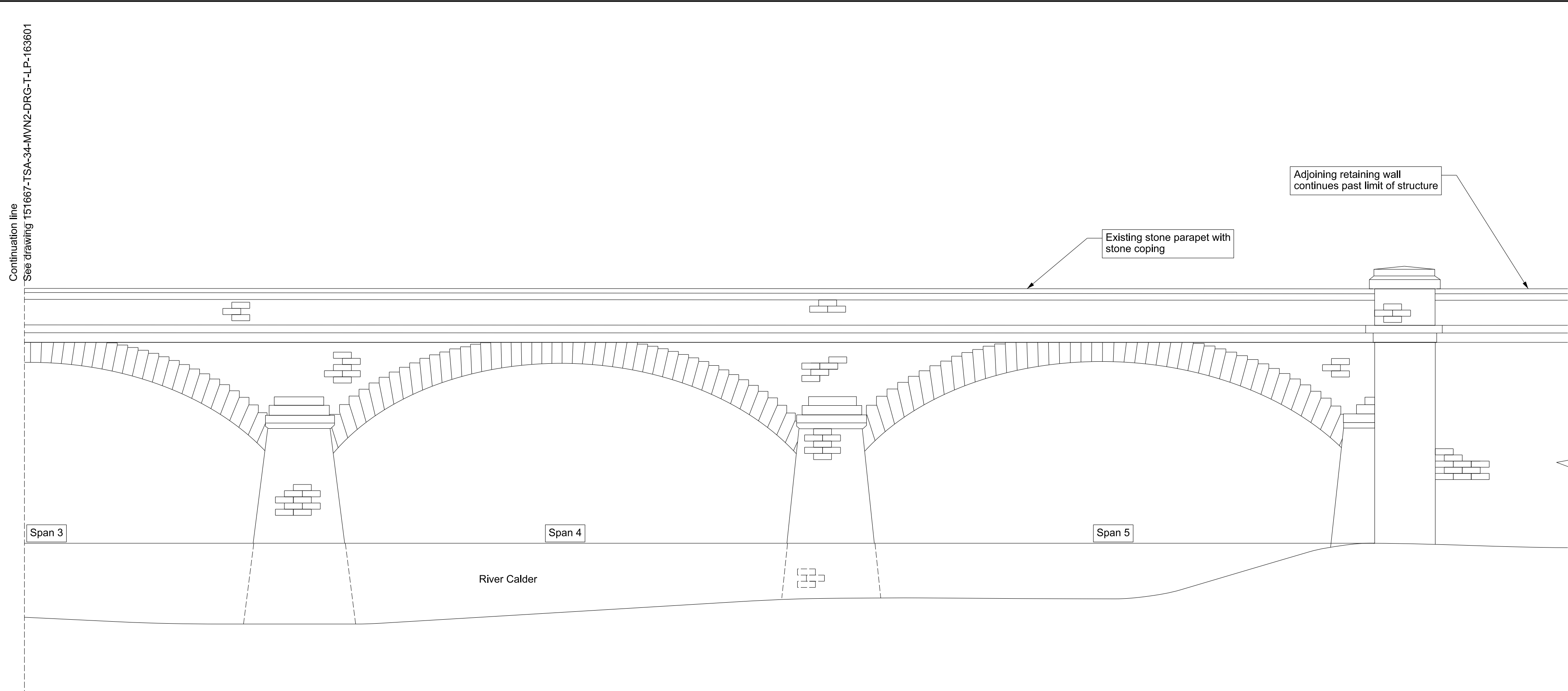
Contract Title
TRU - West of Leeds

Drawing Title
Listed Building
Consent Drawing
Wheatley's Viaduct MVN2/196
Existing & Proposed Elevation

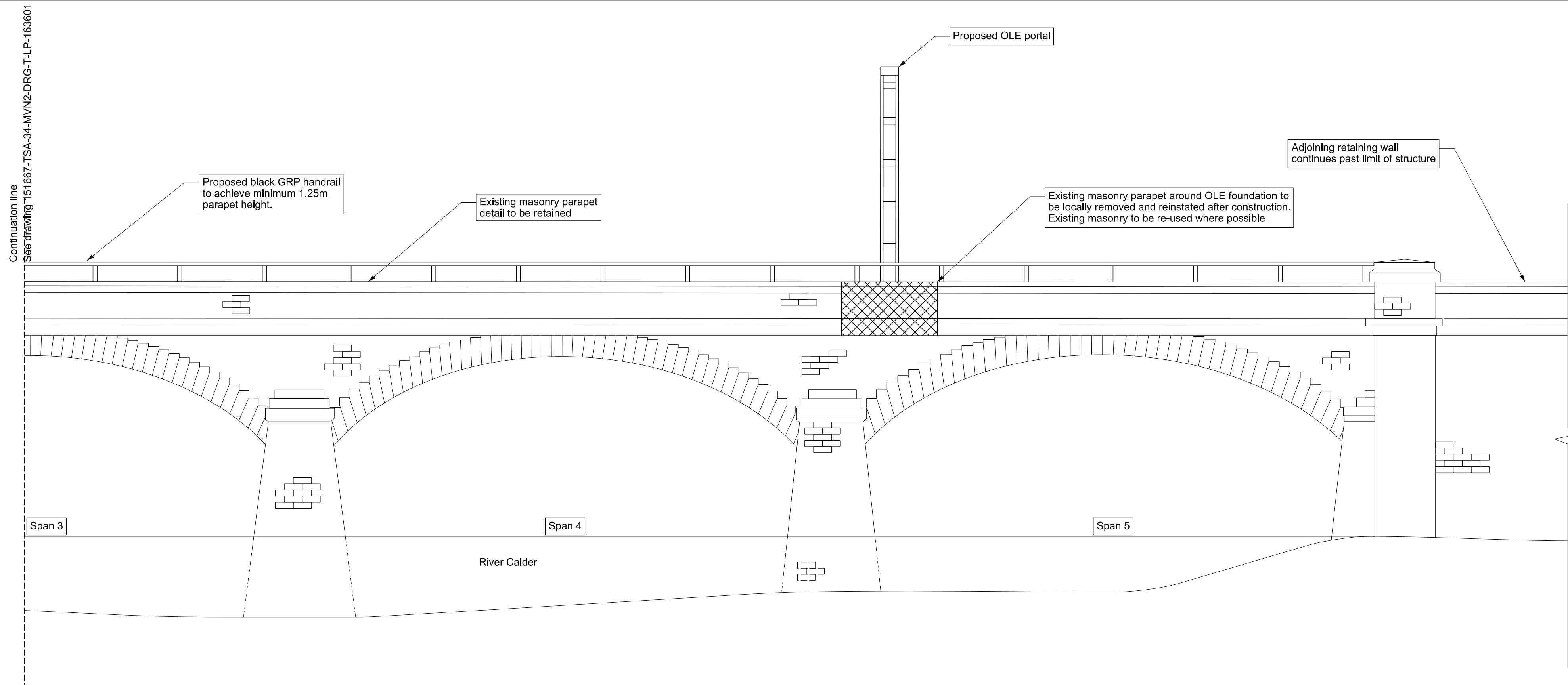
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Drawn	T.Antcliff	Signed	Electronically Signed	Date	10/07/26
Checked	W.Spencer	Signed	Electronically Signed	Date	10/07/26
Approved	W.Spencer	Signed	Electronically Signed	Date	10/07/26

Scale(s)	1:100	ELR & Mileage	002.0248	to	050.0691
Alternative Reference					Sheet
				2	of 6

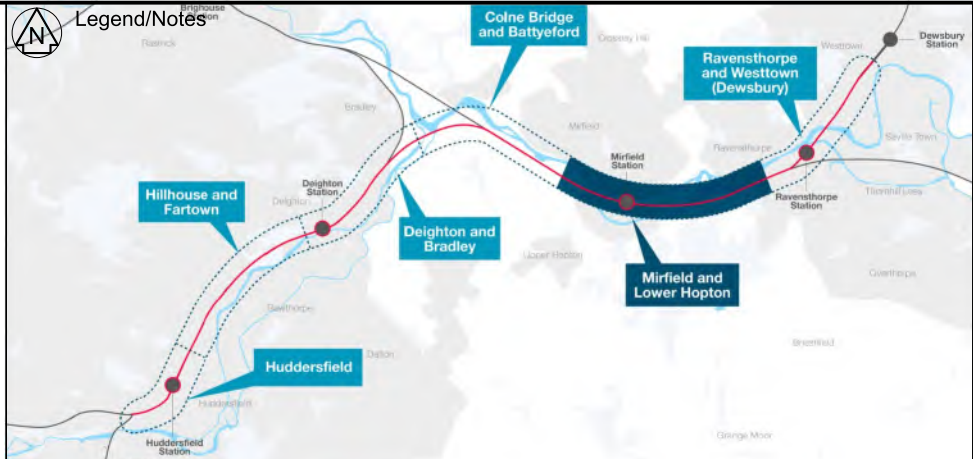
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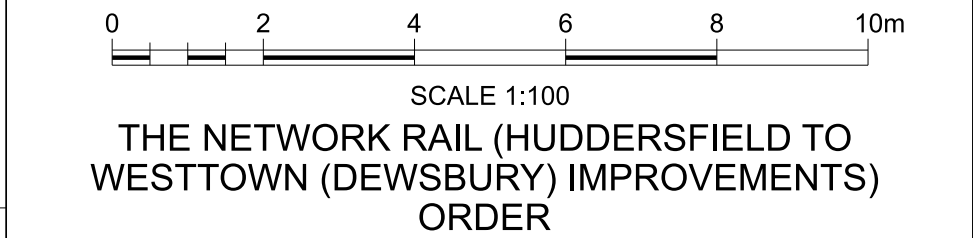
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Scale 1:100



Elevation BB
Proposed: Wheatley's Viaduct (MVN2/196) North Elevation Part 2
Scale 1:100

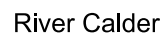


- Legend
- Listed Building Consent Application Boundary
- Notes
1. All dimensions are in millimetres unless stated otherwise.
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 4. Overhead Line Equipment wires omitted for clarity.
 5. This drawing is to be read in conjunction with drawings:
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151667-TSA-34-MVN2-DRG-T-LP-163601,
151667-TSA-34-MVN2-DRG-T-LP-163603,
151667-TSA-34-MVN2-DRG-T-LP-163604, and
151667-TSA-34-MVN2-DRG-T-LP-163605



P01	16/03/21	First Issue		VB	RF
P02	13/07/26	Final issue		TA	WS
Rev	Date	Description of Revisions	Drawn	Chkd	Appr
Status					Suitability
Fit for Contractor Design					D3

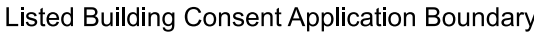
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TRU West Alliance					
Location					
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Type	CAD Drawing	Sub-type	Elevation		
Role	Town and Country Planner	Sub-Role	General		
Zone	Mirfield and Lower Hopton				
Phasing	Proposed	Grip Stage	0		
Project					
Transpennine Route Upgrade					
Contract No.					
151667					
Contract Title					
TRU - West of Leeds					
Drawing Title					
Listed Building Consent Drawing Wheatley's Viaduct MVN2/196 Existing & Proposed Elevation					
Designed	A.Harrap	Signed		Date	10/07/26
Drawn	T.Antcliff	Signed	Electronically Signed	Date	10/07/26
Checked	W.Spencer	Signed	Electronically Signed	Date	10/07/26
Approved	W.Spencer	Signed	Electronically Signed	Date	10/07/26
Scale(s)	1:100	ELR & Mileage	002.0248	to	050.0691
Alternative Reference				Sheet	3 of 6
Drawing Number				Revision	
151667-TSA-34-MVN2-DRG-T-LP-163602				P02	



Scale 1:100



Scale 1:100



1. All dimensions are in millimetres unless stated otherwise.
2. Do not scale from this drawing.
3. In constructing or maintaining the works identified as Scheduled Works in Schedule 1 of the Network Rail (Huddersfield to Westwood (Dewsbury) Improvements) Order Network Rail may deviate from the dimensions shown on this drawing to the extent permitted by the Order.
4. Overhead Line Equipment wires omitted for clarity.
5. This drawing is to be read in conjunction with drawings:
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151667-TSA-34-MVNV2-DRG-T-LP-163601,
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151667-TSA-34-MVNV2-DRG-T-LP-163604, and
151667-TSA-34-MVNV2-DRG-T-LP-163605



THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) IMPROVEMENTS) ORDER

D3Contractor(s)

Location THORPES BRIDGE JN - NORMANTON (MANCHESTER - NORMANTON L

Phasing	Grip Stage
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Contract No.
151667

Listed Building
 Consent Drawing
 Wheatley's Viaduct MVN2/196
 Existing & Proposed Elevation

Approved	W. Spencer	Signed	Electronically Signed
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Scale(s)	ELR & Mileage
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Alternative Reference	Sheet
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Drawing Number	Revision
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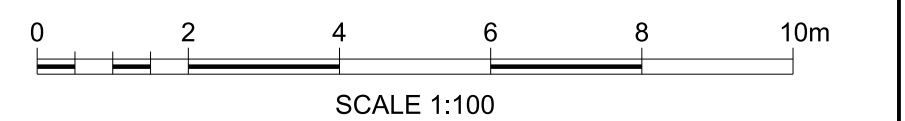
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Proposed: Wheatley's Viaduct (MVN2/196) South Elevation part 2



1. All dimensions are in millimetres unless stated otherwise.
2. Do not scale from this drawing.
3. In constructing or maintaining the works identified as Scheduled Works in Schedule 1 of the Network Rail (Huddersfield to Westtown (Dewsbury Improvements) Order Network Rail may deviate from the dimensions shown on this drawing to the extent permitted by the Order.
4. Overhead Line Equipment wires omitted for clarity.
5. This drawing is to be read in conjunction with drawings:
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151667-TSA-34-MV/N2-DRG-T-LP-163603, and
151667-TSA-34-MV/N2-DRG-T-LP-163605



THE NETWORK RAIL (HUDDERSFIELD TO
WESTTOWN (DEWSBURY) IMPROVEMENTS)
ORDER

P01	16/03/21	First Issue		VB	RF	GT
P02	13/07/26	Final issue		TA	WS	WS
Rev	Date	Description of Revisions		Drawn	Chkd	Appr
Status					Suitability	D3



Authorised	R.Gee	Signed Electronically Signed	Date 13/07/2026
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TRU West Alliance

Location	THORPES BRIDGE JN - NORMANTON (MANCHESTER - NORMANTON) LI		
Type	CAD Drawing	Sub-type	Elevation
Role	Town and Country Planner	Sub-Role	General
Zone	Mirfield and Lower Hopton		
Phasing	Proposed	Grip Stage	0

Transpennine Route Upgrade

Contract No.	151667
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Contract Title	TRU - West of Leeds
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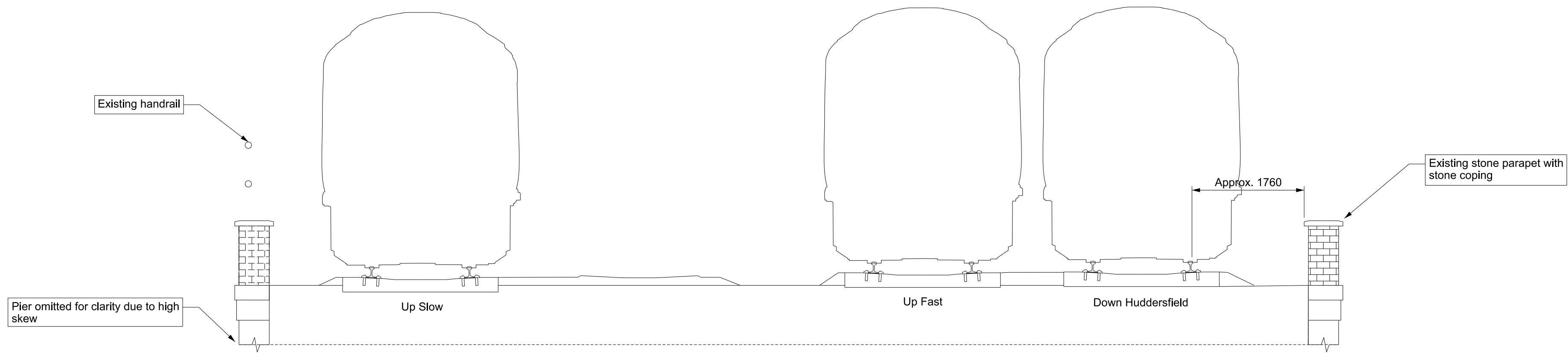
Listed Building
 Consent Drawing
 Wheatley's Viaduct MVN2/196
 Existing & Proposed Elevation

Designed	A.Harrap	Signed	Date
Drawn	T.Antcliff	Signed	10/07/26
Checked	W.Spencer	Signed	10/07/26
Approved	W.Spencer	Signed	10/07/26

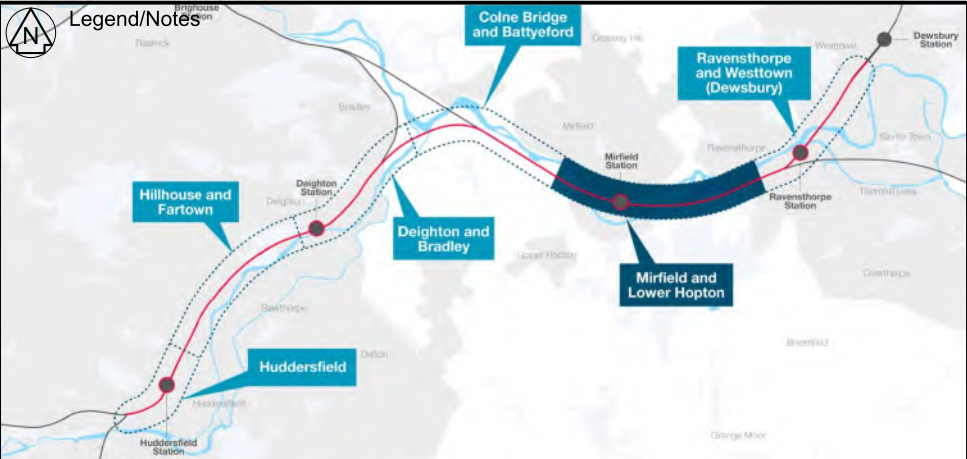
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Alternative Reference	Sheet 5 of 6
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Drawing Number	Revision
151667-TSA-34-MVN2-DRG-T-LP-163604	P02



Section EE
Existing: Wheatley's Viaduct (MVN2/196) Section at OLE Portal
Scale 1:50



Legend
Listed Building Consent Application Boundary

- Notes
1. All dimensions are in millimetres unless stated otherwise.
 2. Do not scale from this drawing.
 3. In constructing or maintaining the works identified as Scheduled Works in Schedule 1 of the Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order Network Rail may deviate from the dimensions shown on this drawing to the extent permitted by the Order.
 4. Overhead Line Equipment wires omitted for clarity.
 5. This drawing is to be read in conjunction with drawings:
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151667-TSA-34-MVN2-DRG-T-LP-163601,
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151667-TSA-34-MVN2-DRG-T-LP-163604



SCALE 1:100
THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) IMPROVEMENTS) ORDER

P01	16/03/21	First Issue		VB	RF
P02	13/07/26	Final issue		TA	WS
Rev	Date	Description of Revisions	Drawn	Chkd	Appr
Status					Suitability

Fit for Contractor Design
D3



Authorised	R.Gee	Signed	Electronically Signed	Date	13/07/2026
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Contractor(s)
TRU West Alliance

Location	THORPES BRIDGE JN - NORMANTON (MANCHESTER - NORMANTON LI)				
Type	CAD Drawing	Sub-type	Section		
Role	Town and Country Planner	Sub-Role	General		
Zone	Mirfield and Lower Hopton				
Phasing	Proposed	Grip Stage	0		
Project					

Transpennine Route Upgrade

Contract No.
151667

Contract Title
TRU - West of Leeds

Drawing Title
Listed Building
Consent Drawing
Wheatley's Viaduct MVN2/196
Existing & Proposed Section

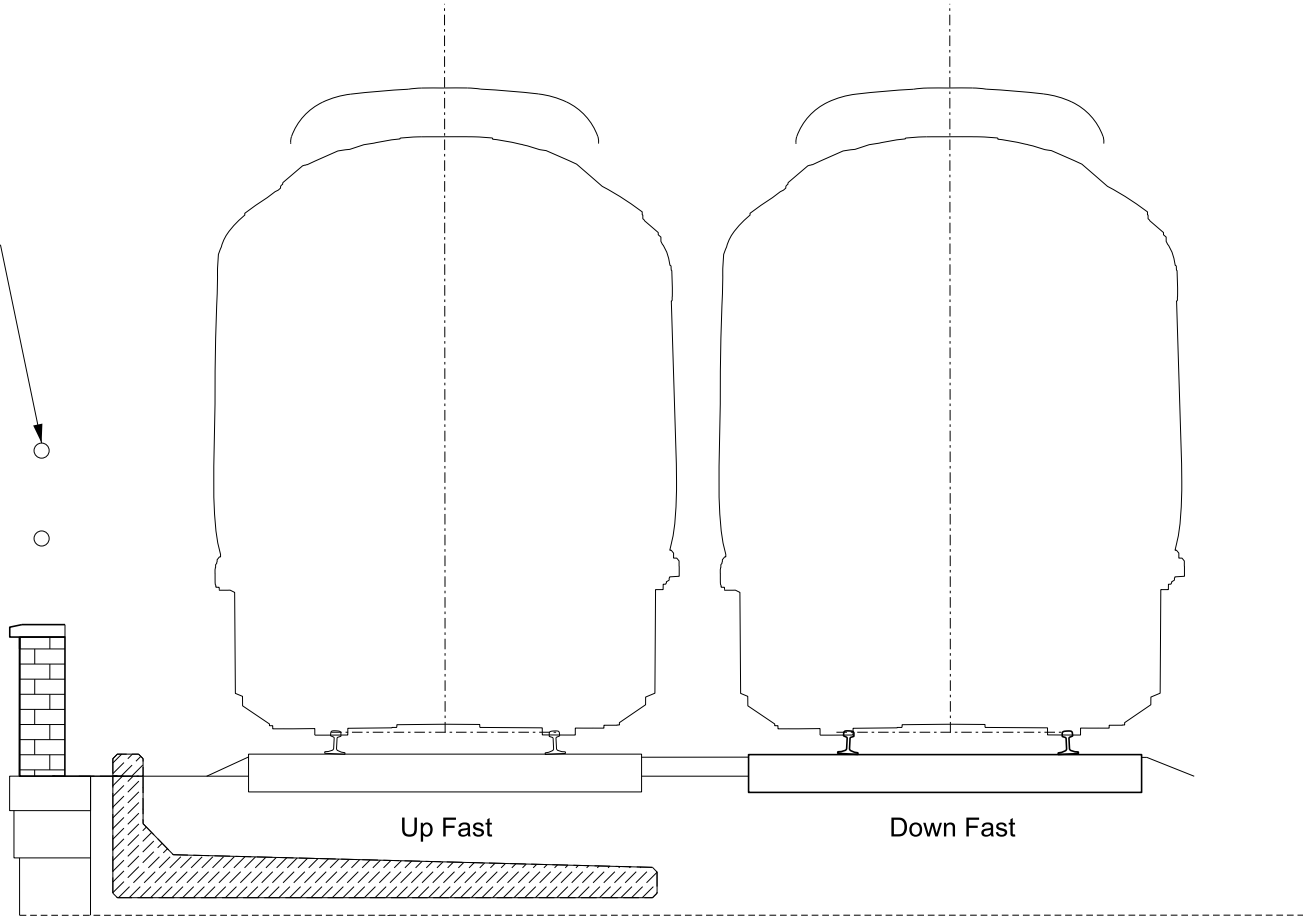
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Checked	W.Spencer	Signed	Electronically Signed	Date	10/07/26
Approved	W.Spencer	Signed	Electronically Signed	Date	10/07/26

Scale(s)
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ELR & Mileage
002.0248 to 050.0691

Alternative Reference
Sheet
6 of 6

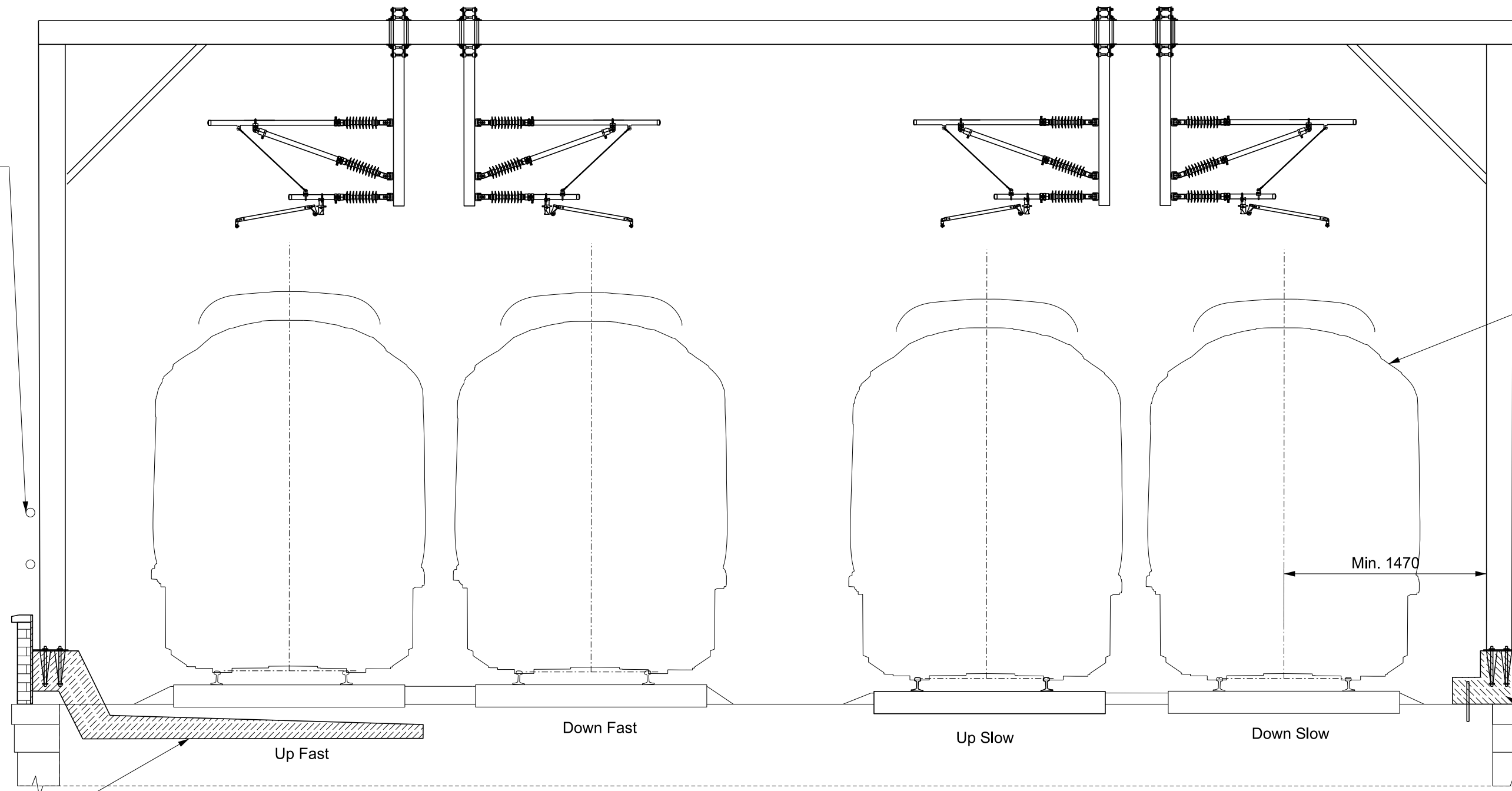
Drawing Number
151667-TSA-34-MVN2-DRG-T-LP-163605
Revision
P02

Existing handrail to be replaced with black GRP handrail



Section FF
Proposed: Wheatley's Viaduct (MVN2/196) Section at Span 3
Scale 1:50

Existing handrail to be replaced with black GRP handrail



Section EE
Proposed: Wheatley's Viaduct (MVN2/196) Section at OLE Portal
Scale 1:50

Proposed OLE portal

Indicative train envelope and provision of overhead electrification

Proposed black GRP handrail

Existing masonry parapet around OLE foundation to be locally removed and reinstated with reduced width after construction. Existing masonry to be re-used where possible.

RC doweled foundation

RC Z-unit OLE foundation

Published

Published

Published

Published

Published

Published

Appendix D-2 Masonry Details Drawing

The following comprise additional drawings showing the detail of the proposed parapet reconstruction and masonry details of the anti-trespass measures.



Proposed concrete OLE dowed unit foundation - for concrete outline details refer to drawing 151667-TSA-34-MVN2-DRG-C-ST-045333

Down Huddersfield Slow

Up Huddersfield Slow

Down Huddersfield Fast

Up Huddersfield Fast

Proposed handrailing - for details refer to drawing 151667-TSA-34-MVN2-DRG-C-ST-045315

Proposed concrete OLE Z unit foundation - for concrete outline details refer to drawing 151667-TSA-34-MVN2-DRG-C-ST-045331

Existing parapet to be broken down and rebuilt - for details refer to drawing 151667-TSA-34-MVN2-DRG-C-ST-045332

GFL 50-12 - 01

GFL 50-12 - 02

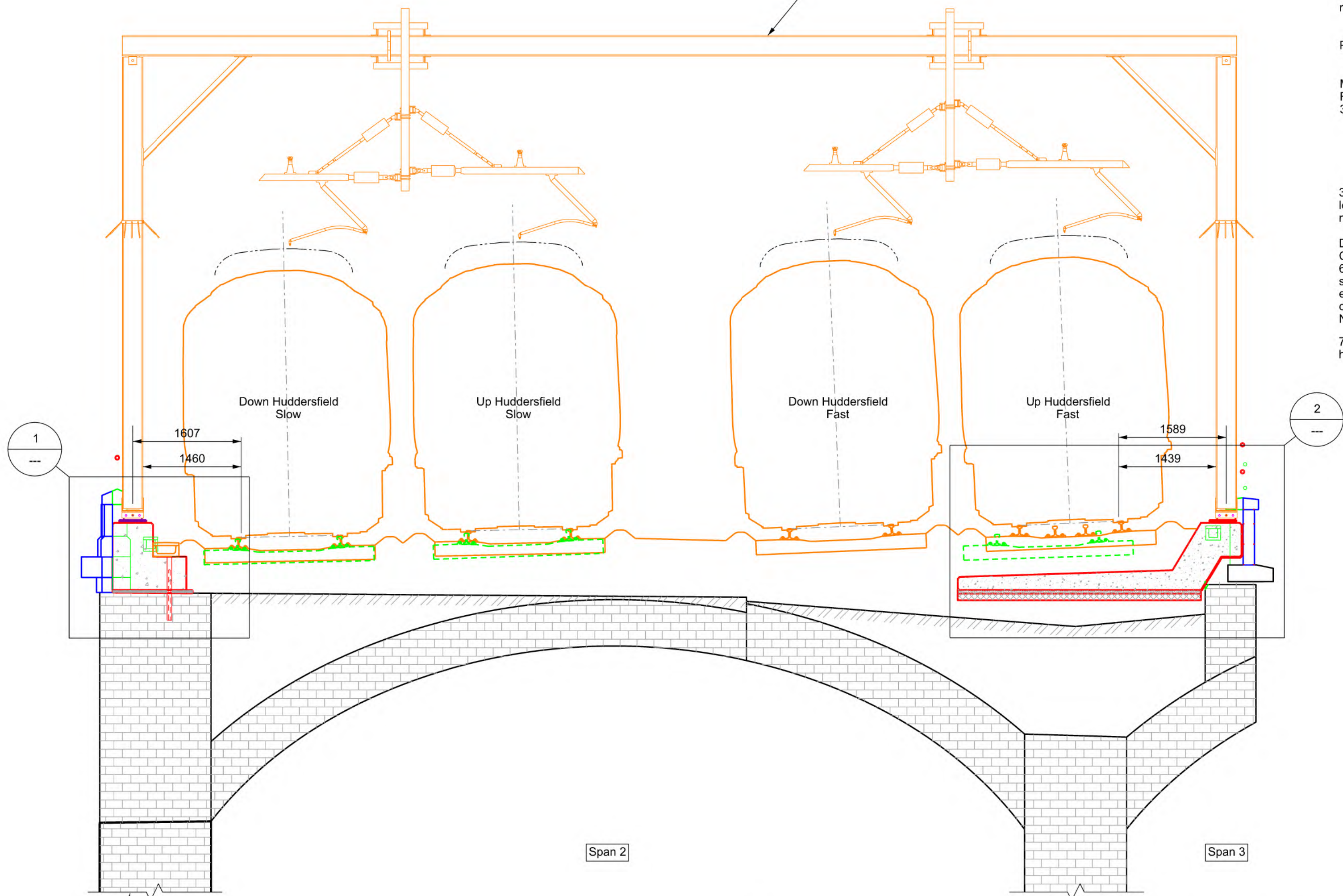
Proposed handrailing - for details refer to drawing 151667-TSA-34-MVN2-DRG-C-ST-045310

Plan on OLE Portal GFL 50-12

Scale 1:50

Table 330 - Setting Out Information		
SOP	Eastings	Northings
GFL 50-12 - 01	241048.605	426700.444
GFL 50-12 - 02	241050.437	426684.348
SOP01	241049.565	426700.855
SOP02	241047.577	426700.629
SOP03	241050.186	426699.819
SOP04	241047.205	426699.480
SOP05	241050.832	426688.394
SOP06	241049.143	426688.201
SOP07	241051.239	426684.817
SOP08	241049.550	426684.625

For GFL 50-12 OLE details refer to drawing: 151667-TSA-W3-000-DRG-R-OH-111109



Section A-A

Scale 1:50

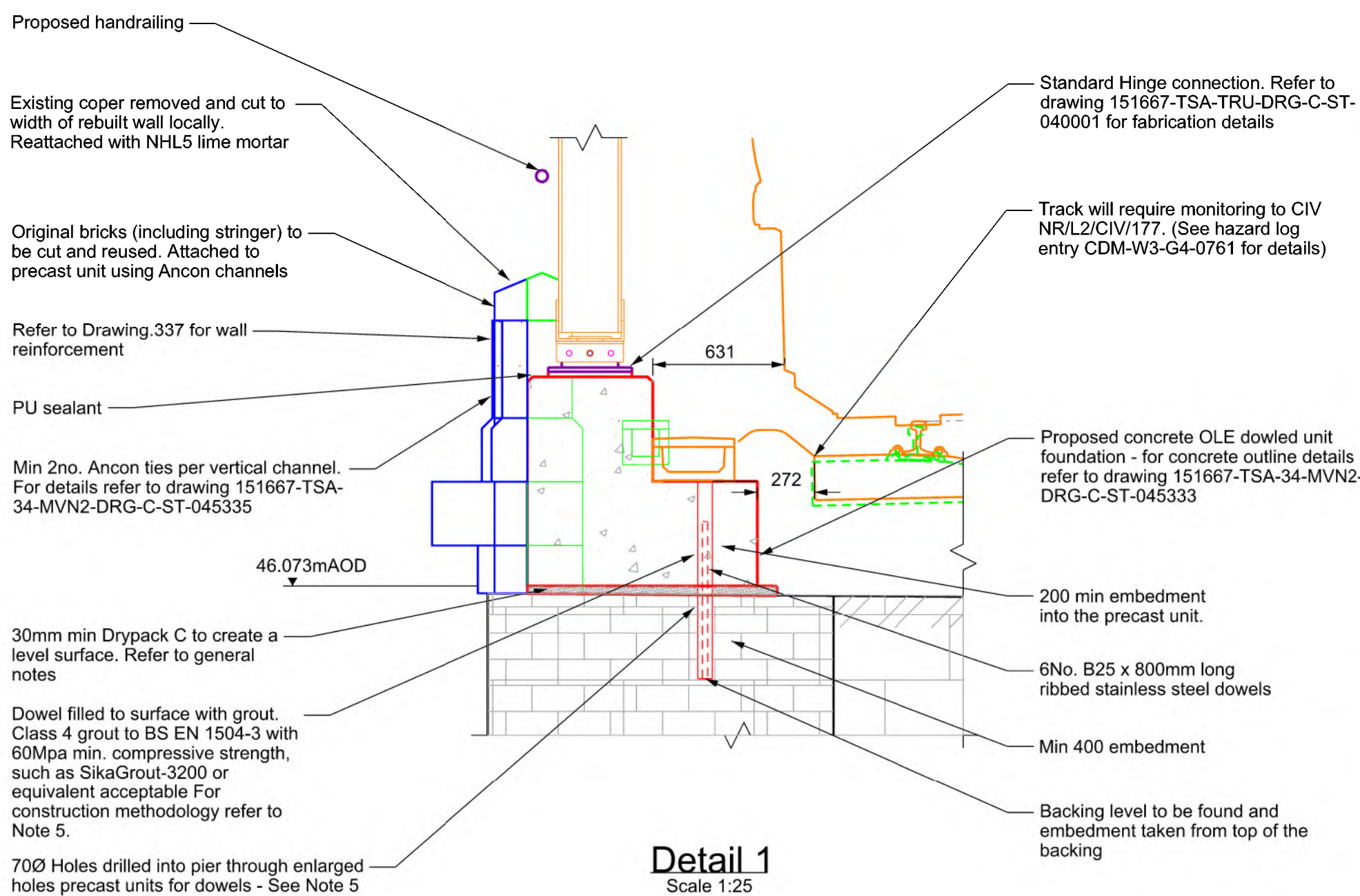
Pier and arch barrel (shown on a skewed section)

Proposed concrete OLE Z unit foundation - for concrete outline details refer to drawing 151667-TSA-34-MVN2-DRG-C-ST-045331

50mm min. layer of sand & cement mix

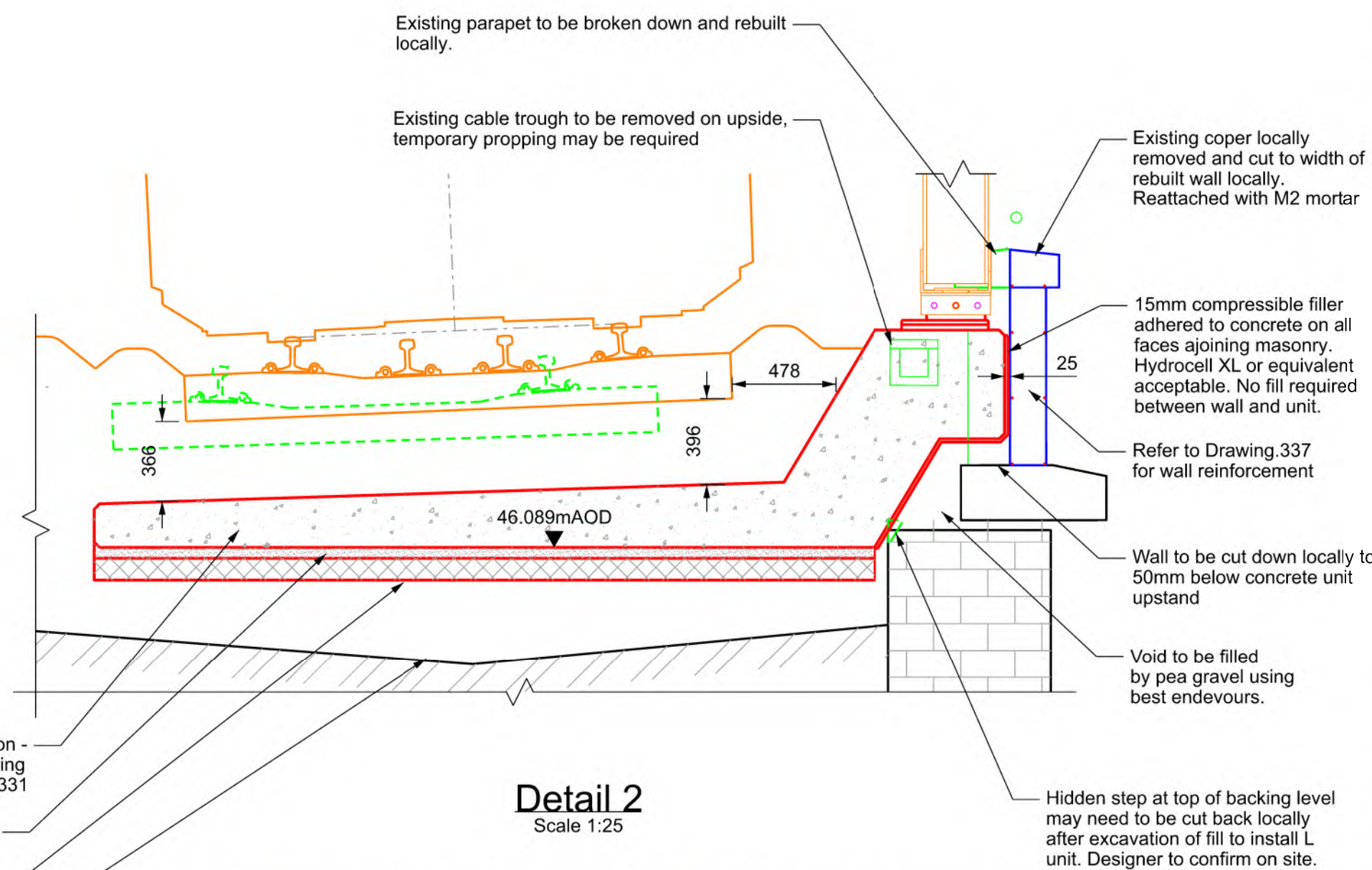
100mm max. layer of Type 1 fill above backing to create a level surface

Indicative backing level based from trial pits taken at OLE location



Detail 1

Scale 1:25

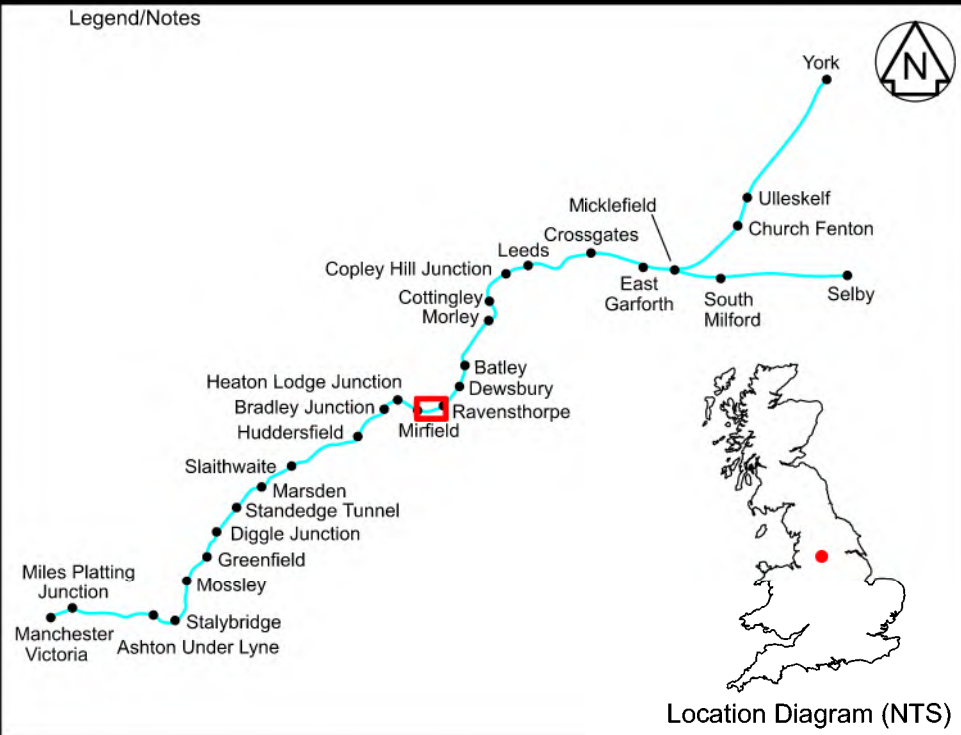


Detail 2

Scale 1:25

- CDM-W3-G4-0763 Working over a river.
- CDM-W3-G5-5040 Overhead high voltage cables at low mileage end of the viaduct.
- CDM-W3-G4-2581 Buried third party Lumen Cable
- CDM-W3-G5-5041 Existing cable trough to be removed may still be in-service during works.
- CDM-W3-G5-5043 Non-compliant parapet height on both down and up side of viaduct.
- CDM-W3-G4-0762 Temporary removal of existing parapets/spandrels in areas of OLE foundations.
- CDM-W3-G5-5042 Masonry debris falling into water course during parapet/spandrel removal.
- CDM-W3-G5-7255 Encountering unknown viaduct features during excavation

Legend/Notes



Notes:

- This drawing is to be read in conjunction with the General Notes drawing 151667-TSA-34-MVN2-DRG-C-ST-045305.
- Refer to complete drawing list: 151667-TSA-34-MVN2-DRG-C-ST-045300.
- For specific CDM hazards refer to Hazard Log Extract: 151667-TSA-34-MVN2-REP-W-MF-040002.
- The Contractor shall implement measures to confirm the presence of buried services where ground disturbance is required in accordance with HSG47 and NR/L2/INI/CP1030. This may include, but is not limited to, Electromagnetic Location (EML, e.g. CAT scanning), Ground Penetrating Radar (GPR) and/or trial holes as appropriate. Any buried services identified are to be marked up, diverted or protected as appropriate in accordance with NR/L2/INI/CP1030.
- Refer to general notes for construction sequence

Legend

- Proposed
- To be removed
- To be modified
- Existing
- Ordnance survey data
- Aerial survey data (LIDAR)
- Indicative Network Rail land boundary
- Temporary works
- Proposed future works
- Works by other disciplines
- Relevant discipline details but not the focus of this drawing
- Limit of Land to be Acquired or Used
- Limit of Deviation - Bridges and Network Rail Boundary

Safety, Health and Environmental Information
For Health and Safety information, refer to discipline specific Project Hazard Record.

P04	01/05/26	Issued for AFC	TA	GT	GT
C01	01/05/26	Issued for AFC	TA	GT	GT
P05	05/05/26	Issue for C02	TA	GT	GT
C02	05/05/26	Issue for C02	TA	GT	GT
Rev	Date	Description of Revisions	Drawn	Chkd	Appr
Status					Suitability

Fit for Construction



Authorised	G.Thomas	Signed	Electronically Signed	Date	05/05/2026
------------	----------	--------	-----------------------	------	------------

Contractor(s)

Location	THORPES BRIDGE JN - NORMANTON (MANCHESTER - NORMANTON LI)				
Type	CAD Drawing	Sub-type			
Role	Civil Engineer	Sub-Role	Structures and Buildings		
Zone	Mirfield and Lower Hopton				
Phasing	Proposed	Project Stage	GRIP 5		

Transpennine Route Upgrade

Contract No	151667
Contract Title	TRU - West of Leeds
Drawing Title	W3 - 34 - MVN2/196 Wheatleys Viaduct GFL 50-12 General Arrangement

Drawing Number	151667-TSA-34-MVN2-DRG-C-ST-045330	Revision	C02
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Proposed concrete OLE dowed unit foundation - for concrete outline details refer to drawing 151667-TSA-34-MVN2-DRG-C-ST-045333

Down Huddersfield Slow

Up Huddersfield Slow

Down Huddersfield Fast

Up Huddersfield Fast

Proposed handrailing - for details refer to drawing 151667-TSA-34-MVN2-DRG-C-ST-045310

Proposed concrete OLE L unit foundation - for details refer to drawing 151667-TSA-34-MVN2-DRG-C-ST-045333

Existing parapet to be broken down and rebuilt - for details refer to drawing 151667-TSA-34-MVN2-DRG-C-ST-045332

GFL 50-13

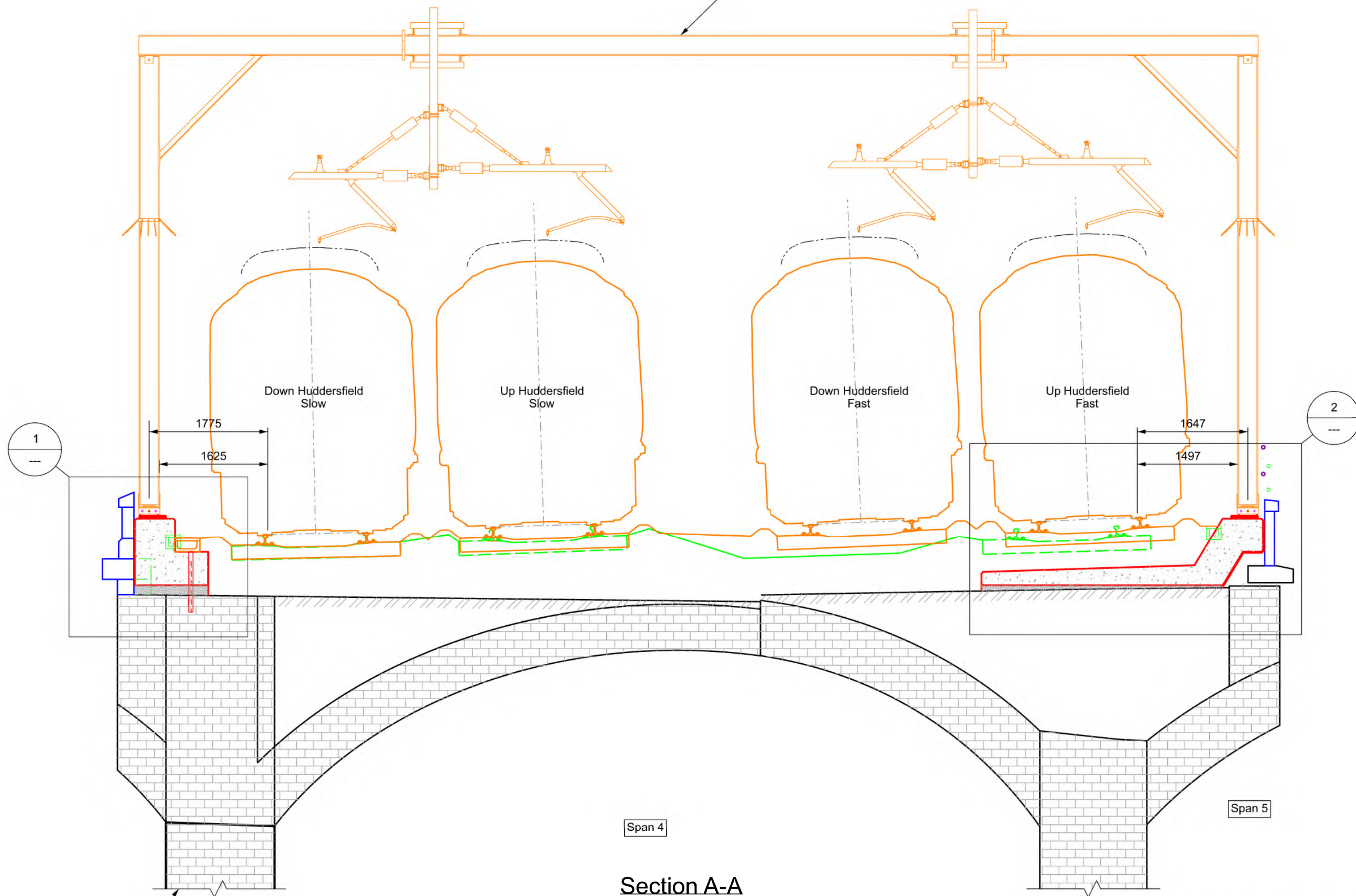
GFL 50-13 - 02

Plan on OLE Portal GFL 50-13

Scale 1:50

Table 331 - Setting Out Information			
SOP	Eastings	Northings	
GFL 50-12 - 01	241081.926	426687.930	
GFL 50-13 - 01	241079.954	426704.065	
SOP01	241080.911	426704.473	
SOP02	241078.926	426704.231	
SOP03	241081.541	426703.442	
SOP04	241078.563	426703.078	
SOP05	241082.272	426691.882	
SOP06	241080.634	426691.682	
SOP07	241082.705	426688.333	
SOP08	241081.068	426688.133	

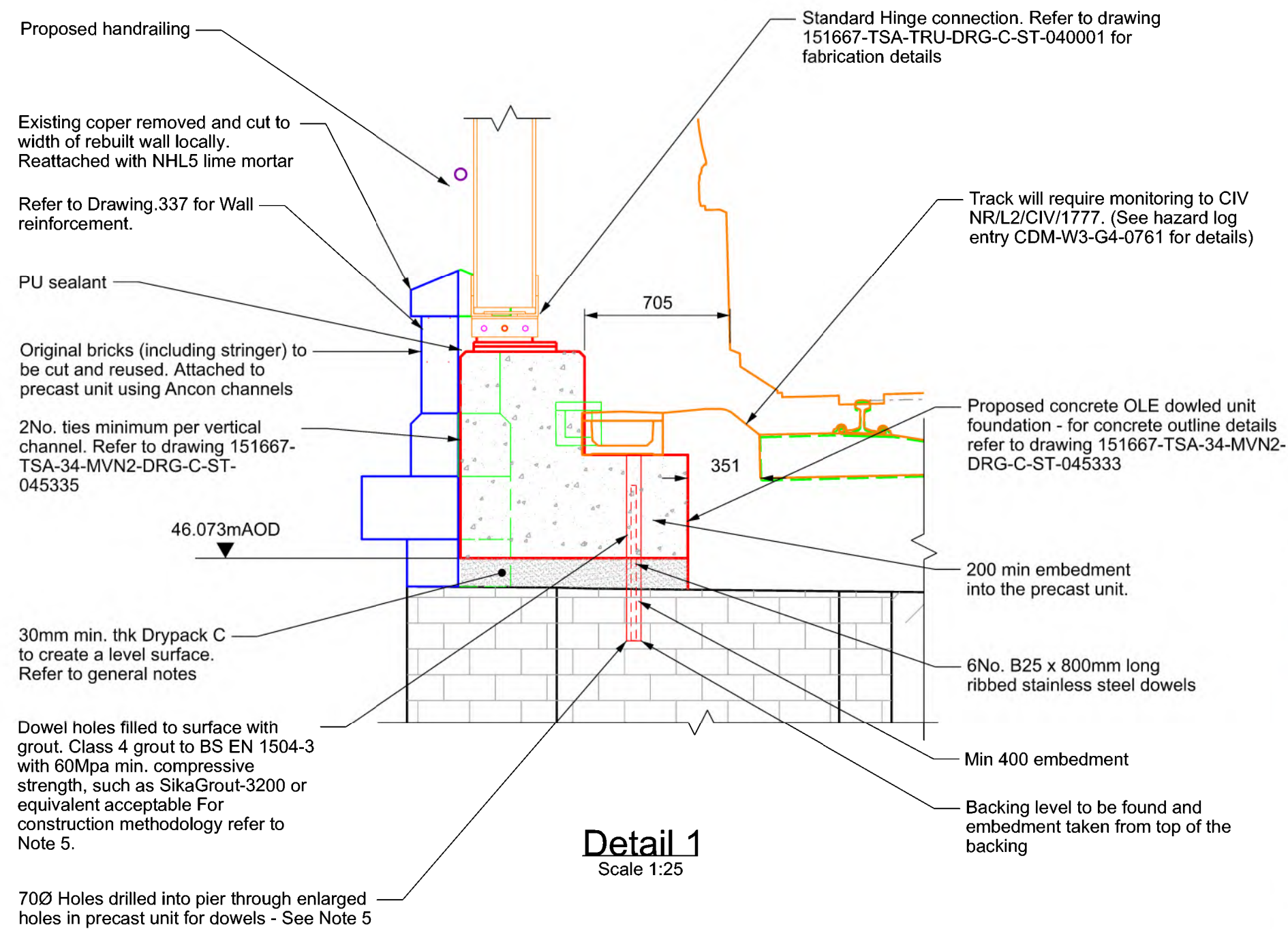
For GFL-50-13 OLE details refer to drawing 151667-TSA-W3-000-DRG-R-OH-111110



Section A-A

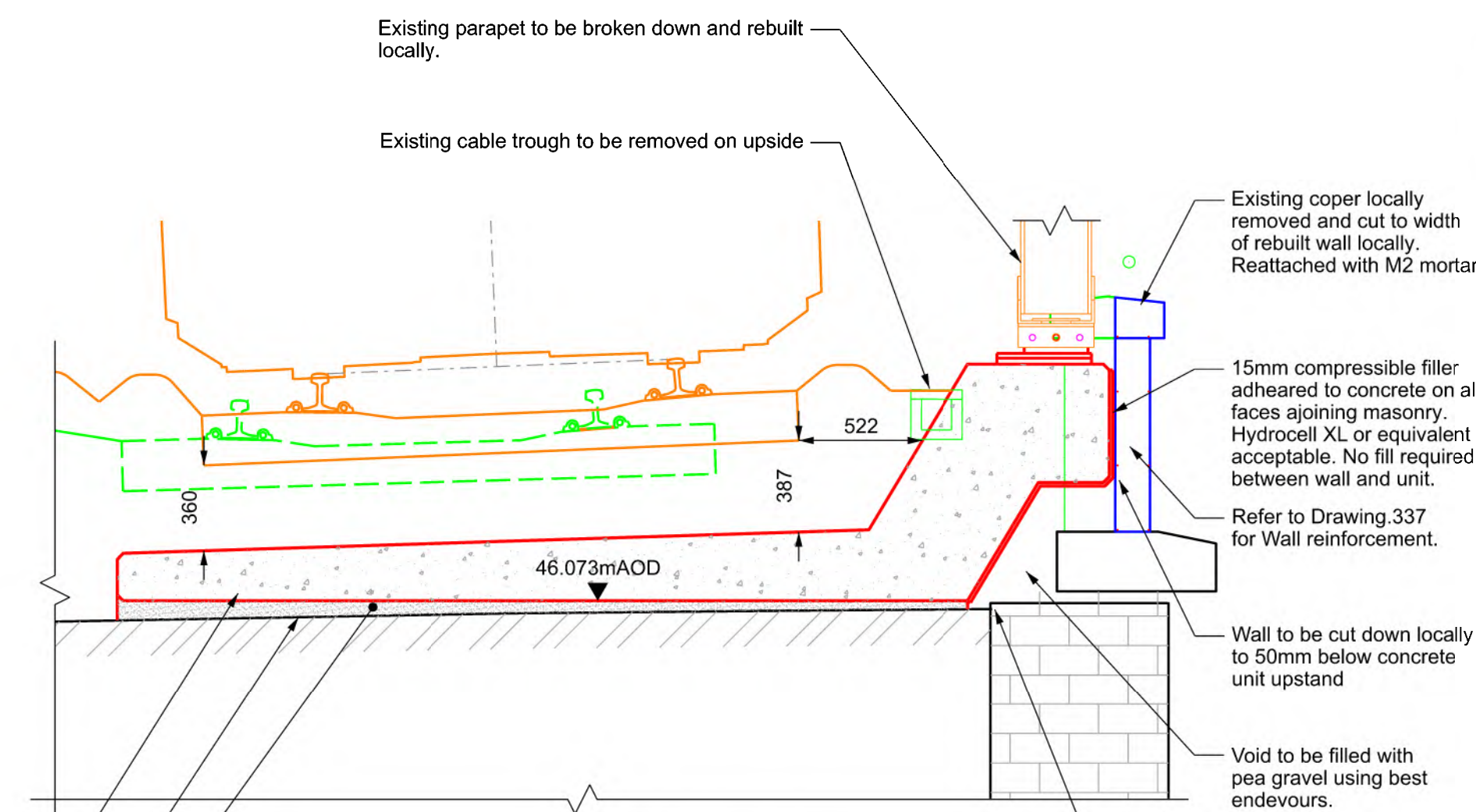
Scale 1:50

Pier and arch barrel (shown on a skewed section)



Detail 1

Scale 1:25



Detail 2

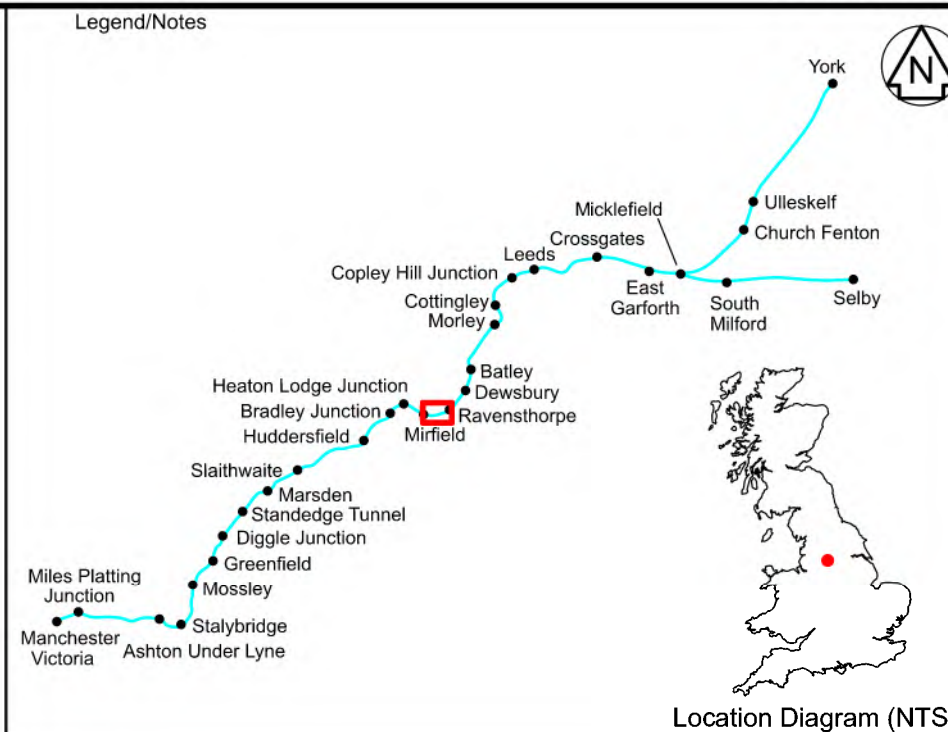
Scale 1:25

Proposed concrete OLE Z unit foundation - for concrete outline details refer to drawing 151667-TSA-34-MVN2-DRG-C-ST-045331

Indicative backing level based from trial pits taken at OLE location

50mm min. thk layer of sand & cement mix

- CDM-W3-G4-0763
- CDM-W3-G5-5040
- CDM-W3-G4-2581
- CDM-W3-G5-5041
- CDM-W3-G5-5043
- CDM-W3-G4-0762
- CDM-W3-G5-5042
- CDM-W3-G5-7255



Notes:

- This drawing is to be read in conjunction with the General Notes drawing 151667-TSA-34-MVN2-DRG-C-ST-045305.
- Refer to complete drawing list: 151667-TSA-34-MVN2-DRG-C-ST-045300.
- For specific CDM hazards refer to Hazard Log Extract: 151667-TSA-34-MVN2-REP-W-MF-040002.
- The Contractor shall implement measures to confirm the presence of buried services where ground disturbance is required in accordance with HSG47 and NR/L2/INI/CP1030. This may include, but is not limited to, Electromagnetic Location (EML, e.g. CAT scanning), Ground Penetrating Radar (GPR) and/or trial holes as appropriate. Any buried services identified are to be marked up, diverted or protected as appropriate in accordance with NR/L2/INI/CP1030.
- Refer to the general notes drawing for construction sequence

Legend

- Proposed
- To be removed
- To be modified
- Existing
- Ordnance survey data
- Aerial survey data (LIDAR)
- Indicative Network Rail land boundary
- Temporary works
- Proposed future works
- Works by other disciplines
- Relevant discipline details but not the focus of this drawing
- Limit of Land to be Acquired or Used
- Limit of Deviation - Bridges and Network Rail Boundary

Safety, Health and Environmental Information

For Health and Safety information, refer to discipline specific Project Hazard Record.

P02	01/05/26	Issued for AFC	TA	GT	GT
C01	01/05/26	Issued for AFC	TA	GT	GT
P03	05/05/26	Issue for C02	TA	GT	GT
C02	05/05/26	Issue for C02	TA	GT	GT
Rev	Date	Description of Revisions	Drawn	Chkd	Appr
Status					Suitability

Fit for Construction

A



Authorised	G.Thomas	Signed	Electronically Signed	Date	05/05/2026
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Contractor(s)

TRU West Alliance

Location THORPES BRIDGE JN - NORMANTON (MANCHESTER - NORMANTON LI

Type CAD Drawing Sub-type

Role Civil Engineer Sub-Role Structures and Buildings

Zone Miffield and Lower Hopton

Phasing Proposed Project Stage GRIP 5

Project

Transpennine Route Upgrade

Contract No 151667

Contract Title TRU - West of Leeds

Drawing Title W3 - 34 - MVN2/196

Wheatleys Viaduct

GFL 50-13

General Arrangement

Designed T. Antcliff Signed Electronically Signed Date 05/05/26

Drawn T.Antcliff Signed Electronically Signed Date 05/05/26

Checked G.Thomas Signed Electronically Signed Date 05/05/26

Approved G.Thomas Signed Electronically Signed Date 05/05/26

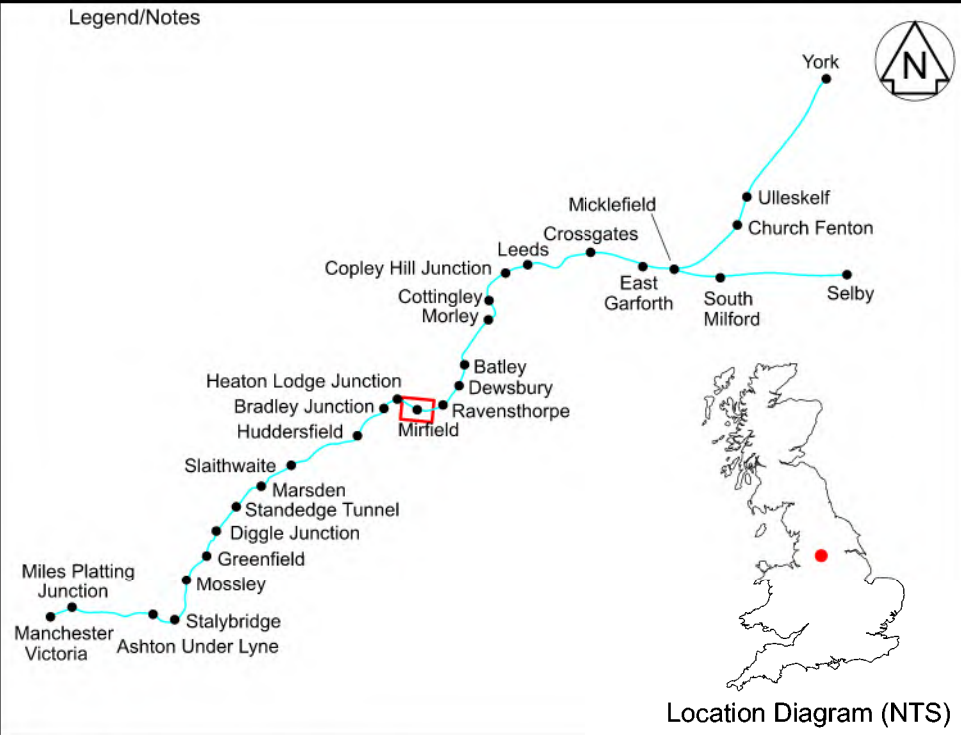
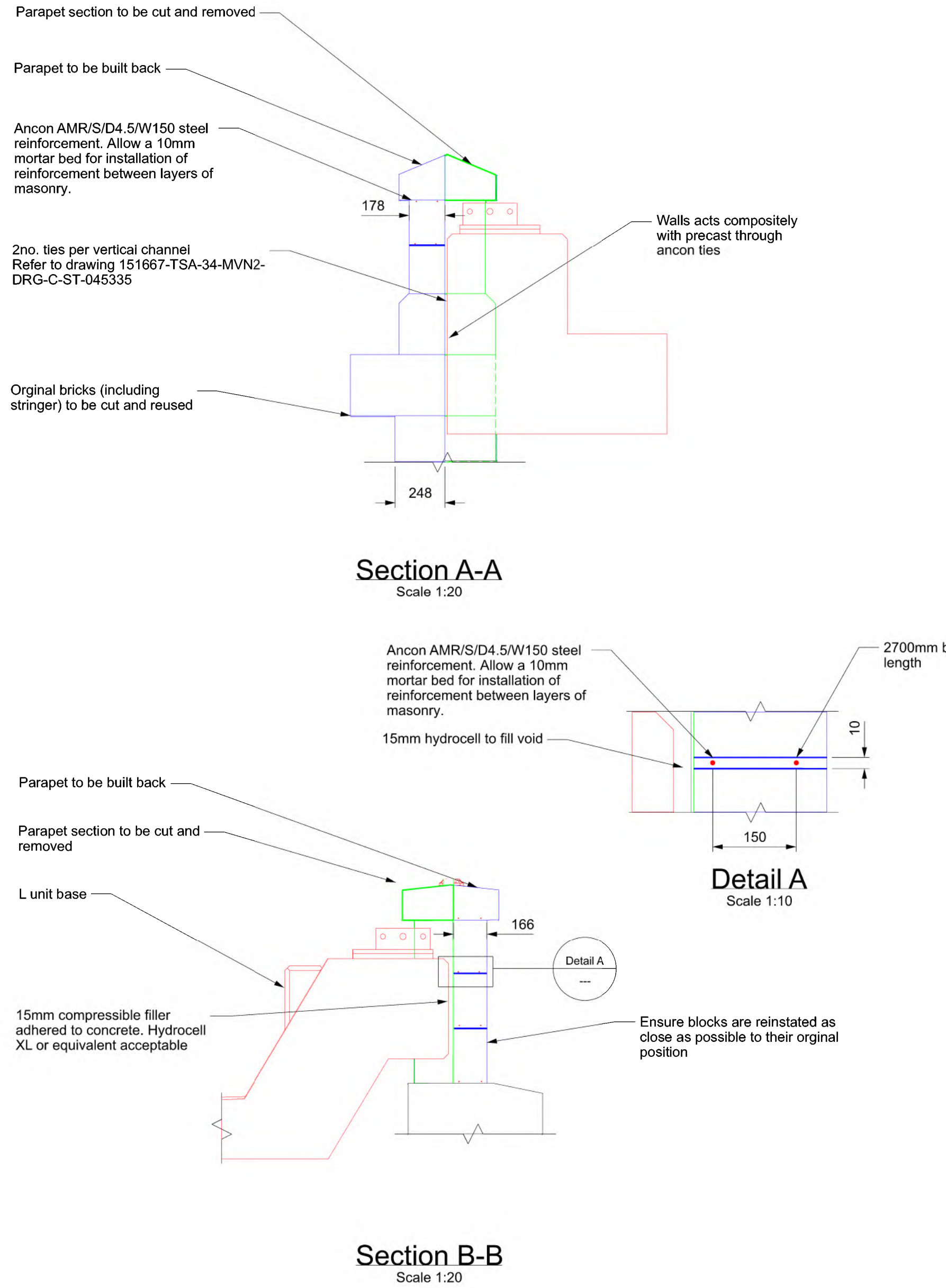
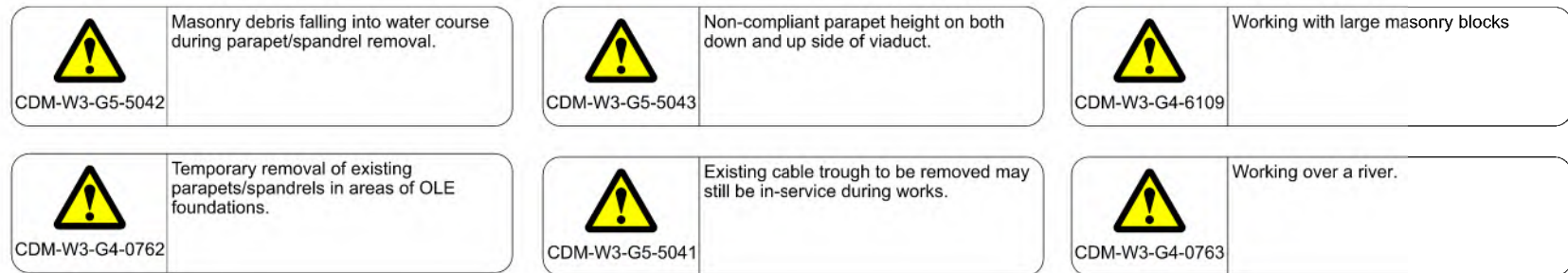
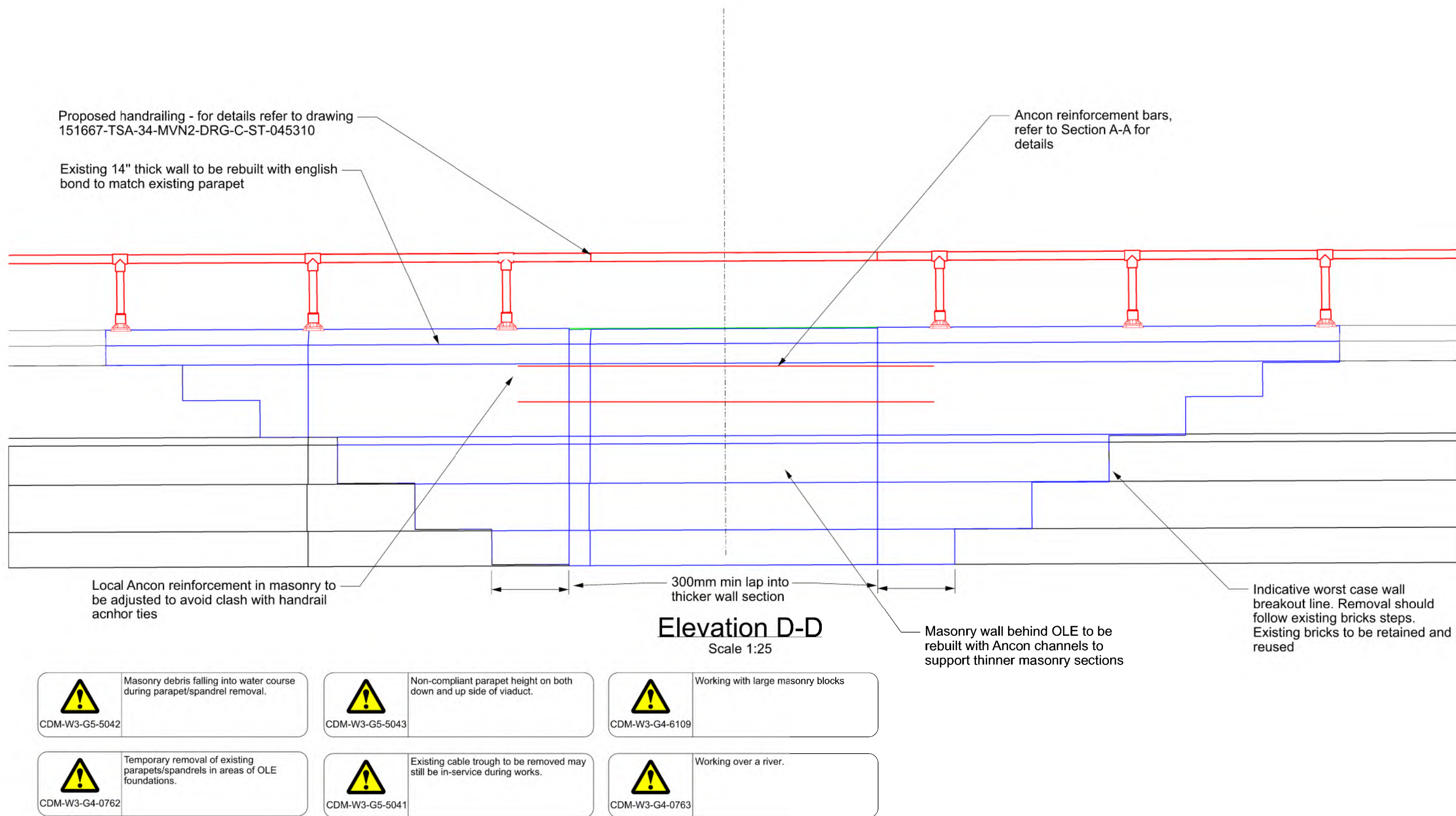
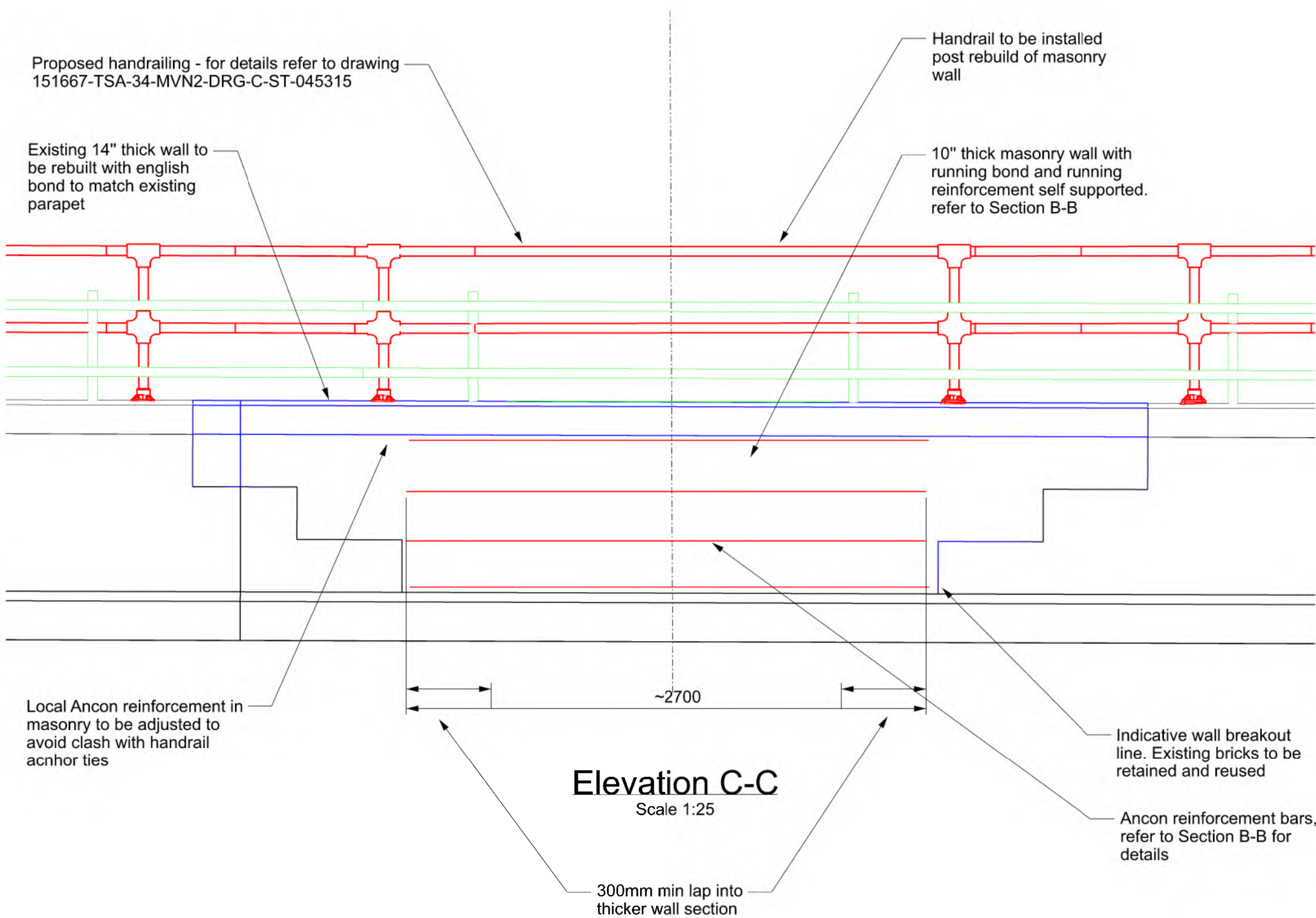
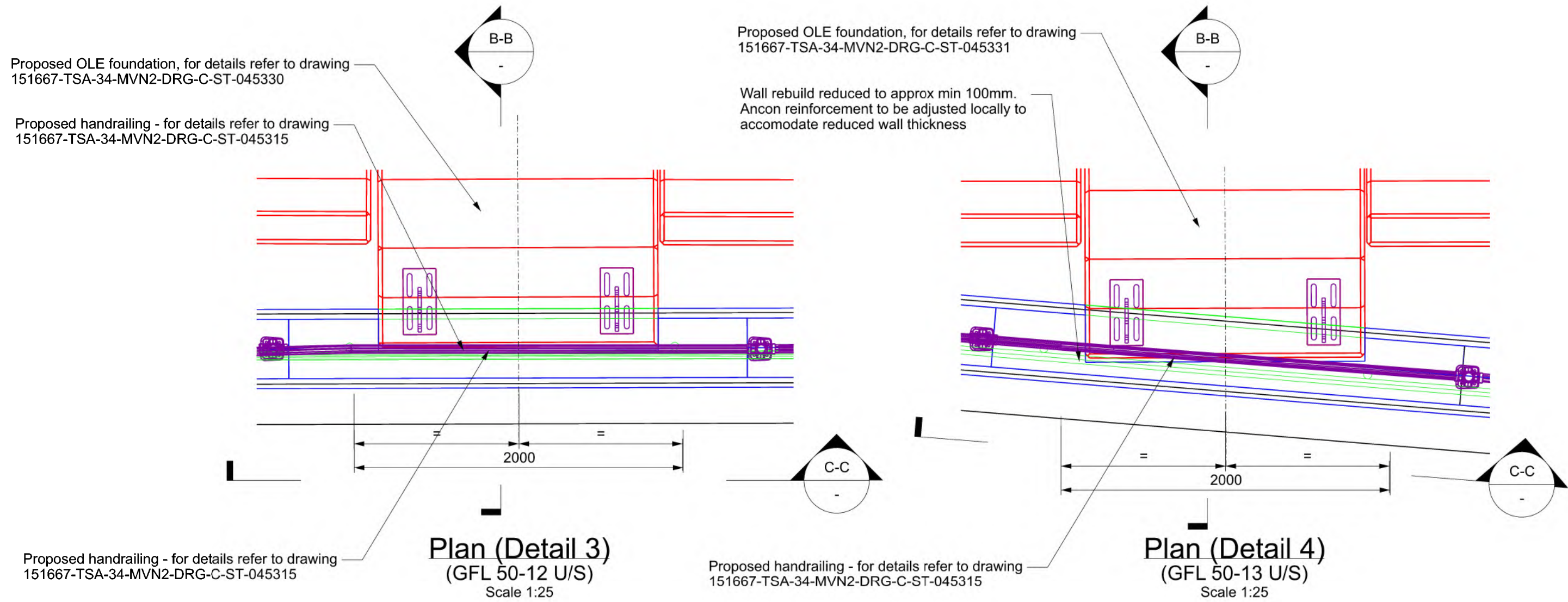
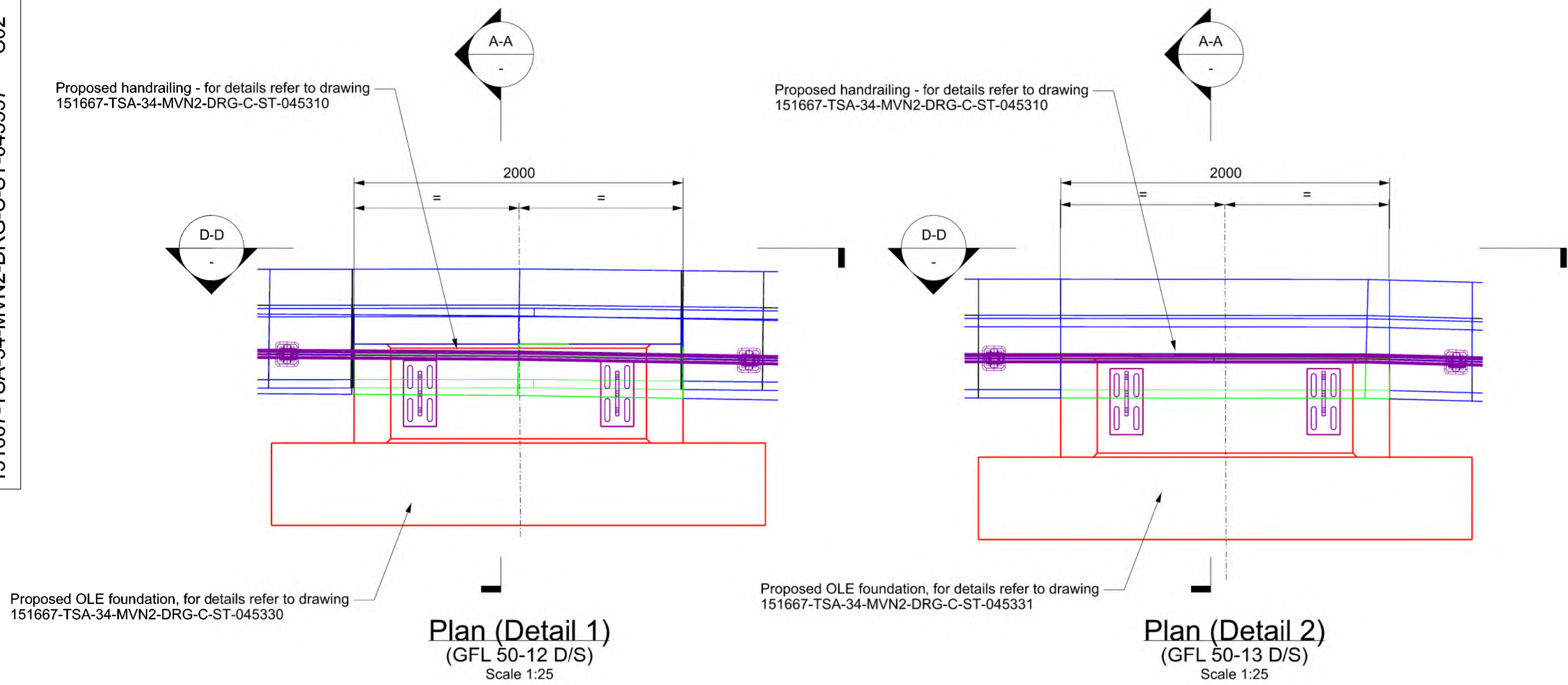
Scale(s) As Shown ELR & Mileage 39.0022 to 0

Alternative Reference

Drawing Number 151667-TSA-34-MVN2-DRG-C-ST-045331

Sheet 2 of 2

Revision C02



- Notes:
- This drawing is to be read in conjunction with the General Notes drawing 151667-TSA-34-MVN2-DRG-C-ST-045305.
 - Refer to complete drawing list: 151667-TSA-34-MVN2-DRG-C-ST-045300.
 - For specific CDM hazards refer to Hazard Log Extract: 151667-TSA-34-MVN2-REG-W-MF-040002.

- Legend
- Proposed
 - To be removed
 - To be modified
 - Existing
 - Ordinance survey data
 - Aerial survey data (LIDAR)
 - Indicative Network Rail land boundary
 - Temporary works
 - Proposed future works
 - Works by other disciplines
 - Relevant discipline details but not the focus of this drawing
 - Limit of Land to be Acquired or Used
 - Limit of Deviation - Bridges and Network Rail Boundary

Safety, Health and Environmental Information
For Health and Safety information, refer to discipline specific Project Hazard Record.

P02	01/05/26	Issued for AFC	TA	GT	GT
C01	01/05/26	Issued for AFC	TA	GT	GT
P03	05/05/26	Issue for C02	TA	GT	GT
C02	05/05/26	Issue for C02	TA	GT	GT
Rev	Date	Description of Revisions	Drawn	Chkd	Appr
Status					Suitability

Fit for Construction



Authorised	G.Thomas	Signed	Electronically Signed	Date	05/05/2026
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Contractor(s)
TRU West Alliance

Location	THORPES BRIDGE JN - NORMANTON (MANCHESTER - NORMANTON LI)				
Type	CAD Drawing	Sub-type			
Role	Civil Engineer	Sub-Role	Structures and Buildings		
Zone	Mirfield and Lower Hopton				
Phasing	Proposed	Project Stage	GRIP 5		
Project					

Transpennine Route Upgrade

Contract No.
151667

Contract Title
TRU - West of Leeds

Drawing Title
W3 - 34 - MVN2/196

Wheatleys Viaduct

GFL 50-12/13

Masonry Details

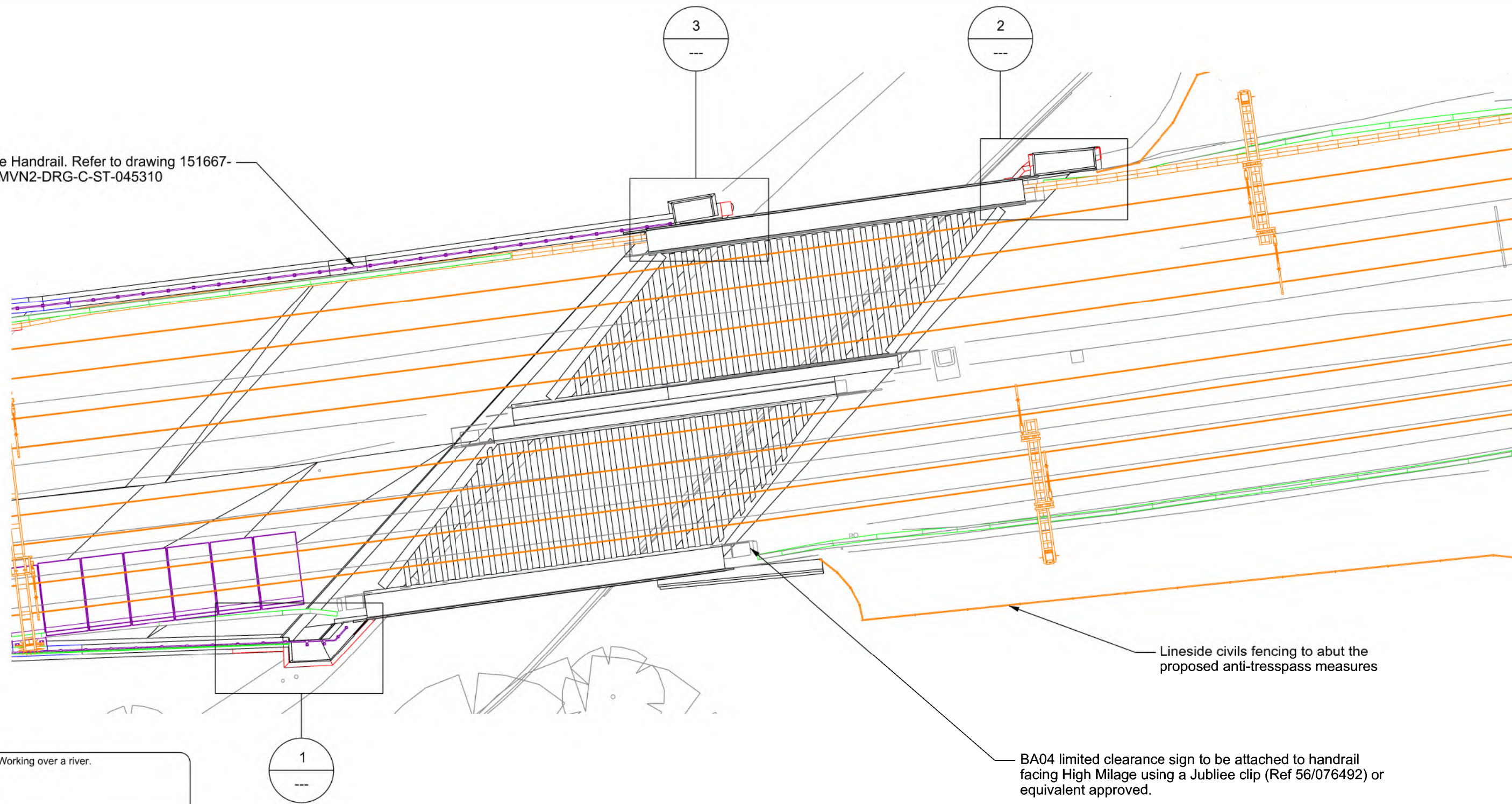
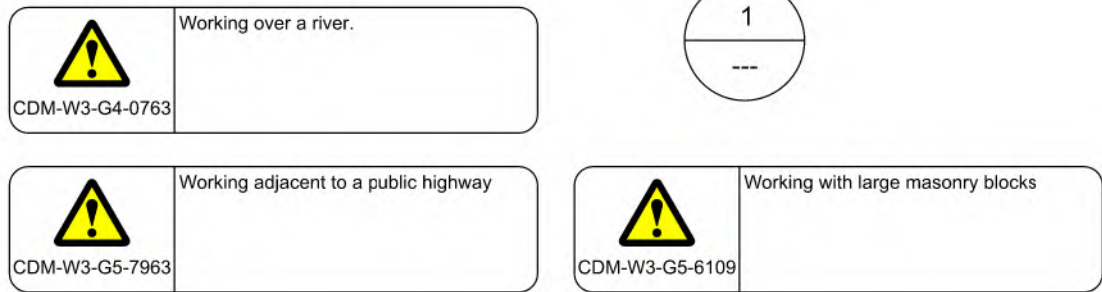
Designed	T. Antcliff	Signed	Electronically Signed	Date	05/05/26
Drawn	T. Antcliff	Signed	Electronically Signed	Date	05/05/26
Checked	G.Thomas	Signed	Electronically Signed	Date	05/05/26
Approved	G.Thomas	Signed	Electronically Signed	Date	05/05/26

Scale(s)	ELR & Mileage	39.0022	to	0
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Alternative Reference	Sheet	3	of	3
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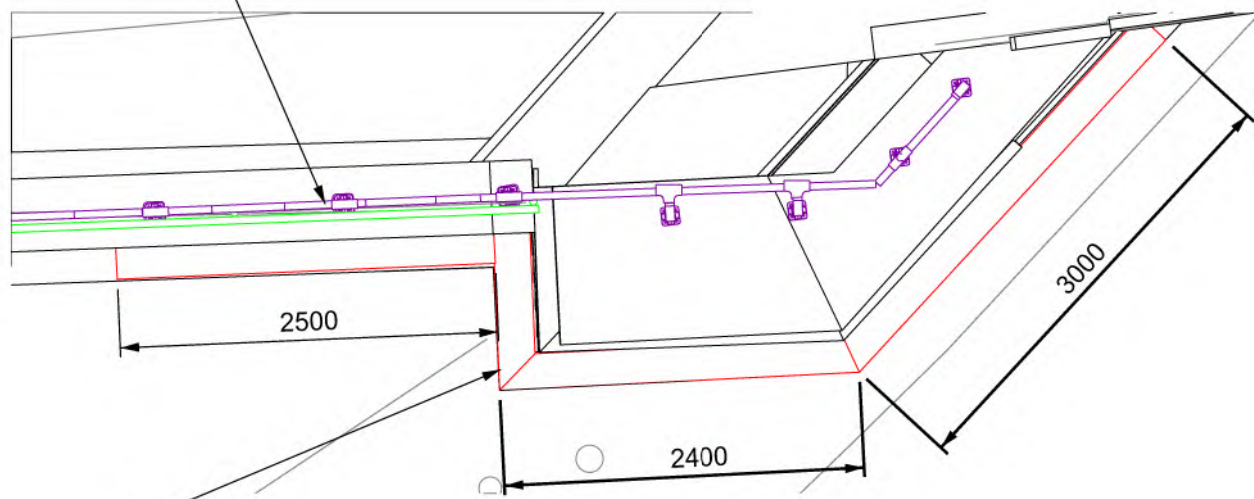
Drawing Number	151667-TSA-34-MVN2-DRG-C-ST-045337	Revision	C02
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Downside Handrail. Refer to drawing 151667-TSA-34-MVN2-DRG-C-ST-045310

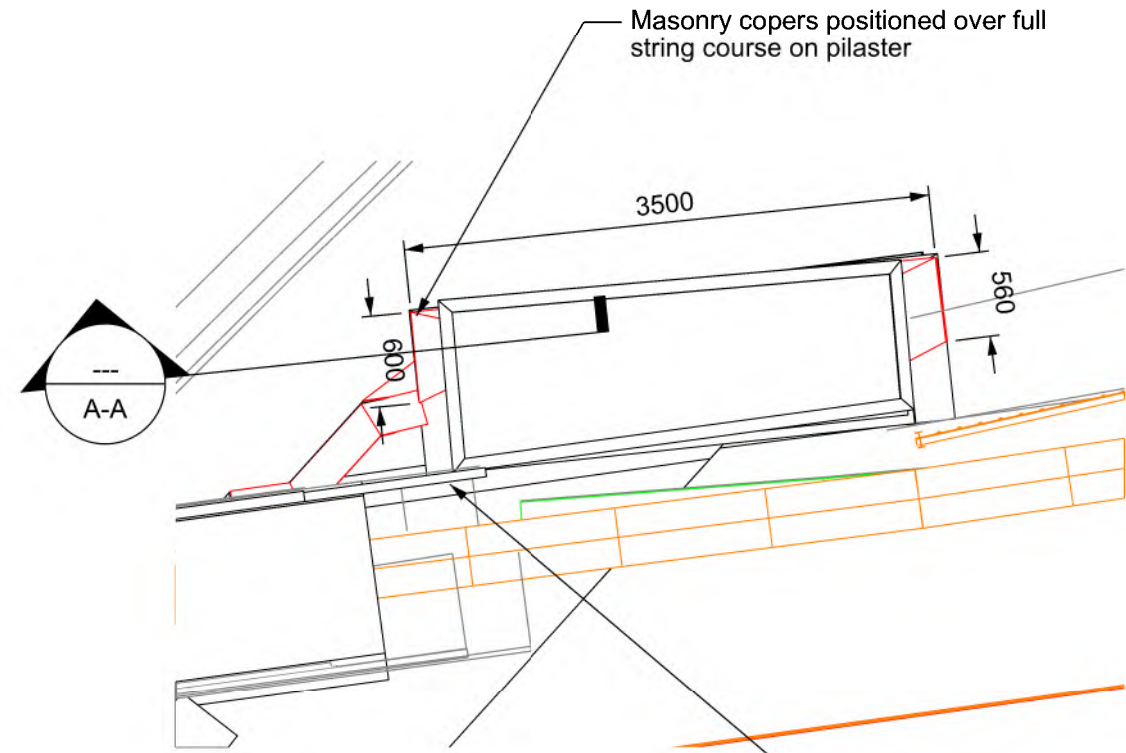


Plan
Scale 1:200

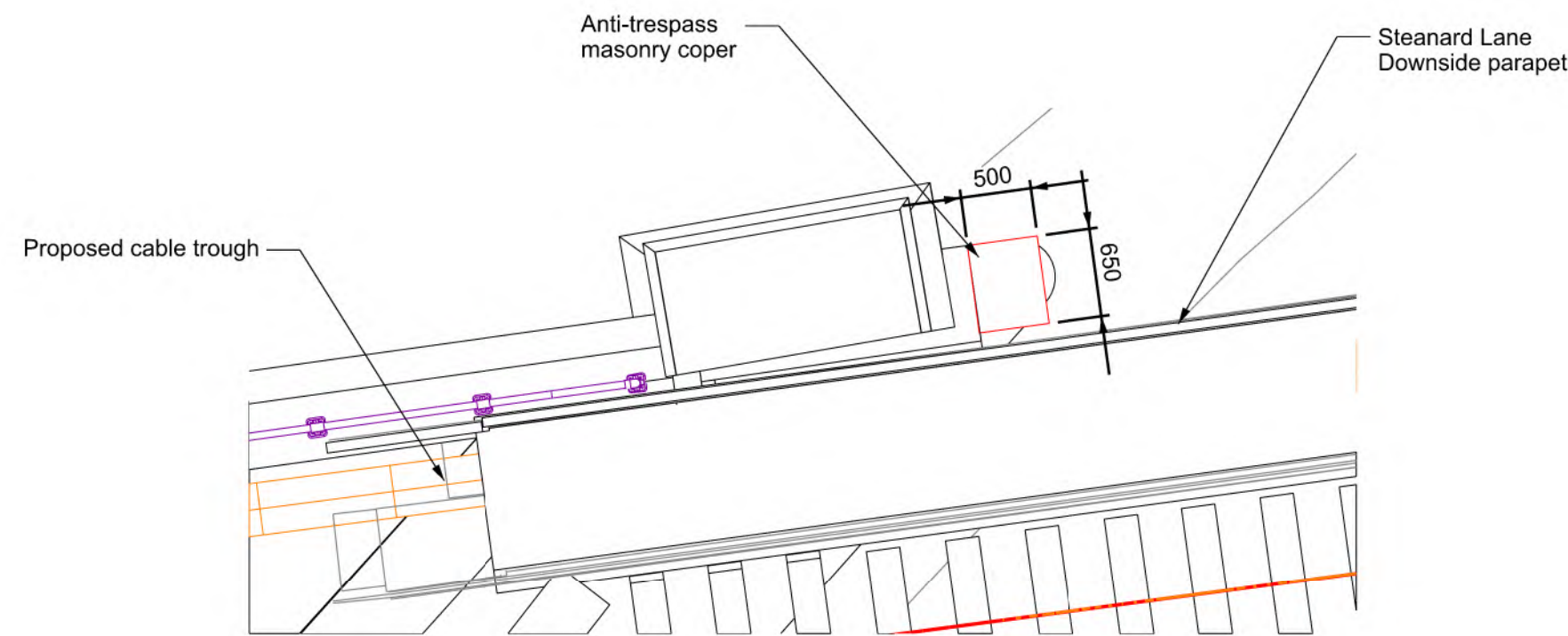
Upside Handrail. Refer to drawing 151667-TSA-34-MVN2-DRG-C-ST-045315



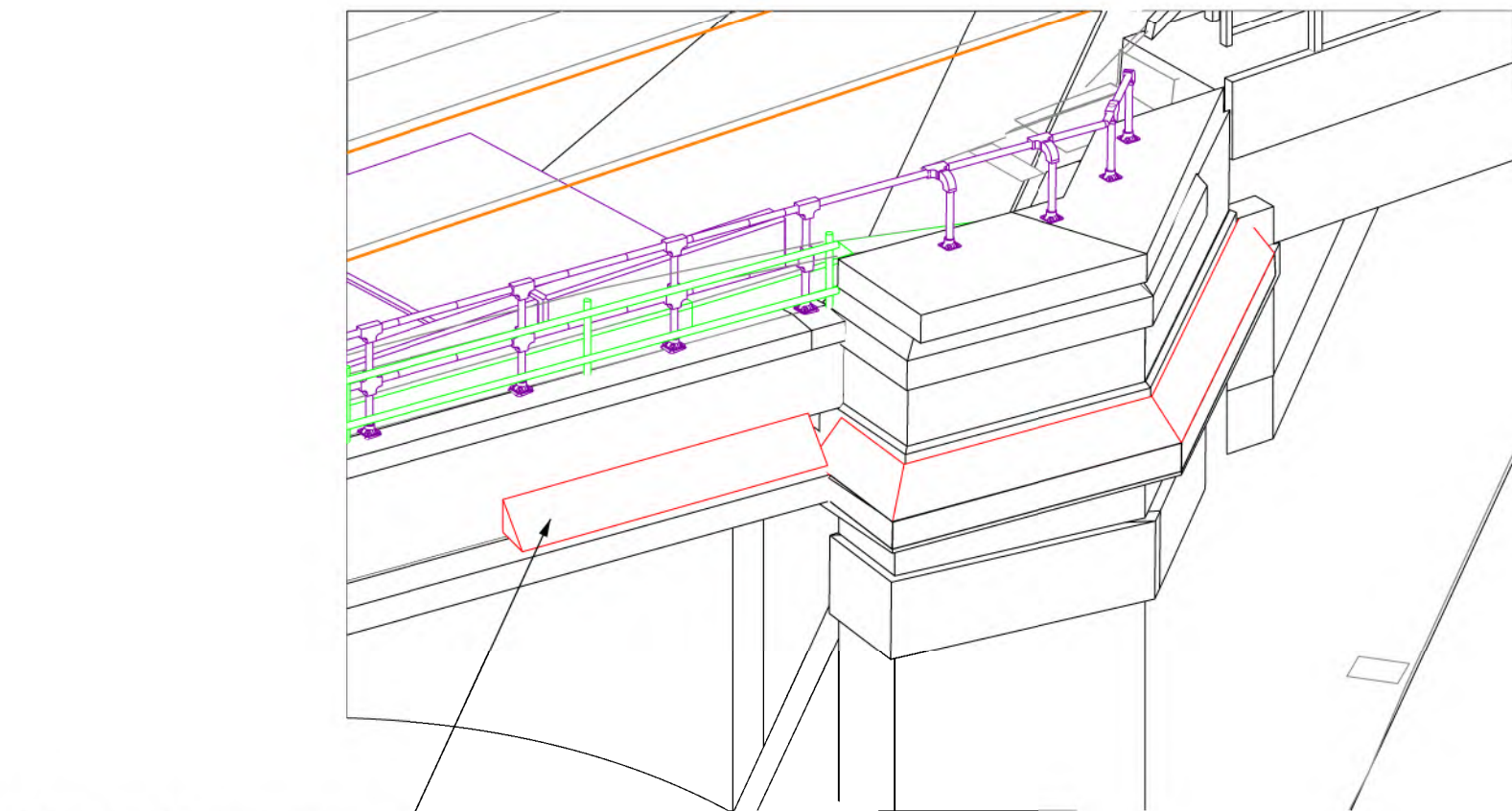
Detail 1
Upside Low Milage corner of Steanard Lane
Scale 1:50



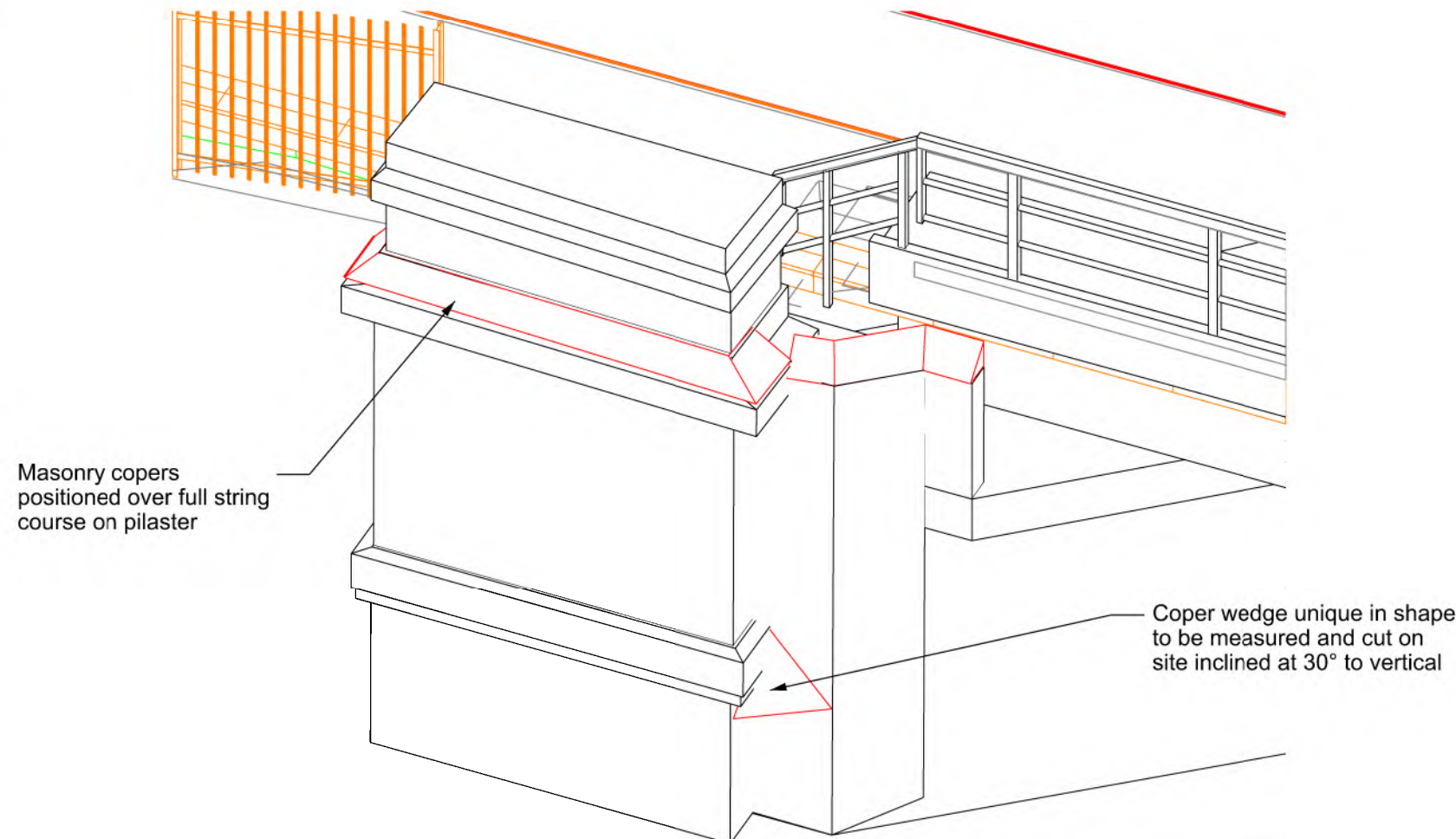
Detail 2
Downside High Milage corner of Steanard Lane
Scale 1:50



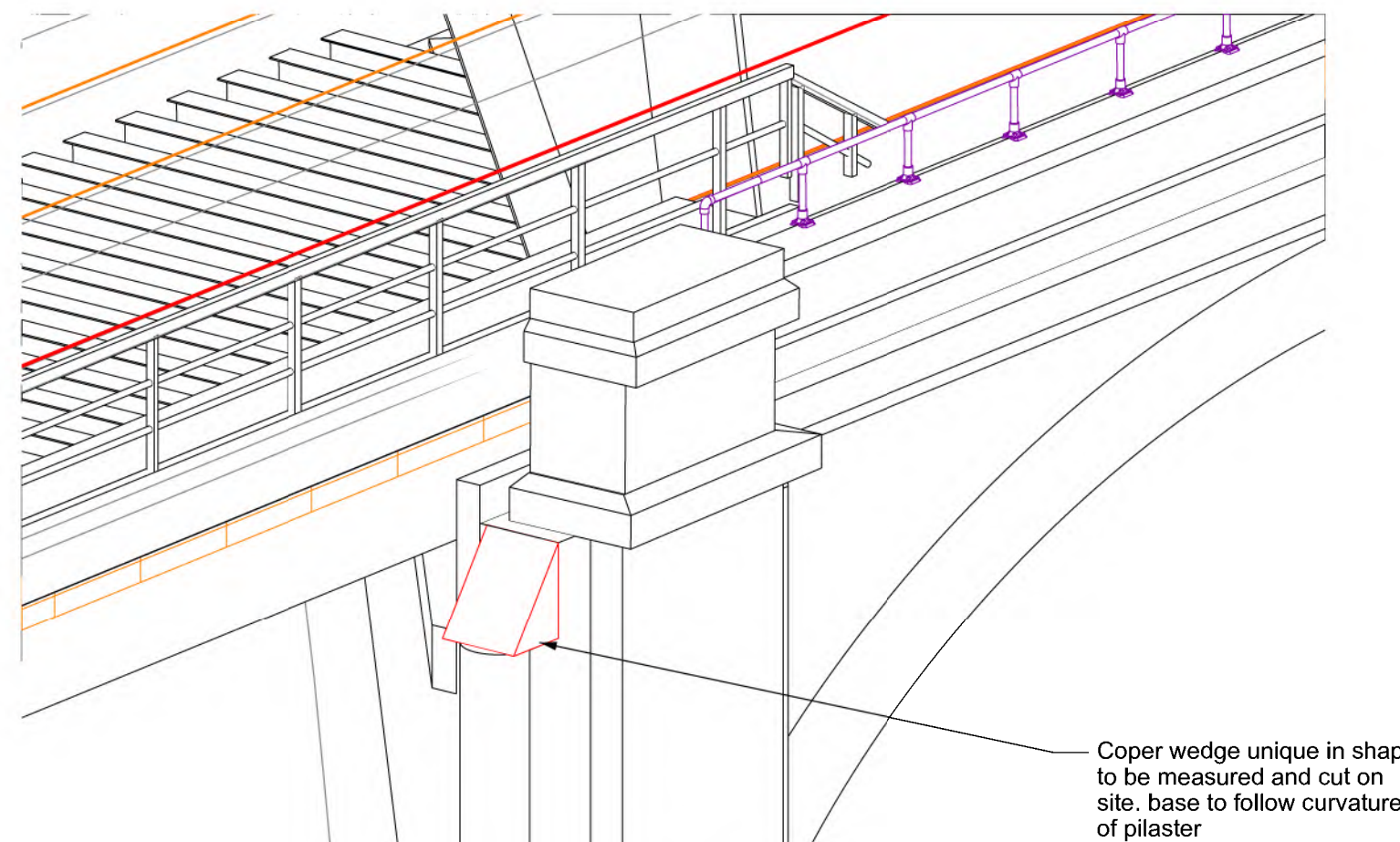
Detail 3
Downside Low Milage corner of Steanard Lane
Scale 1:50



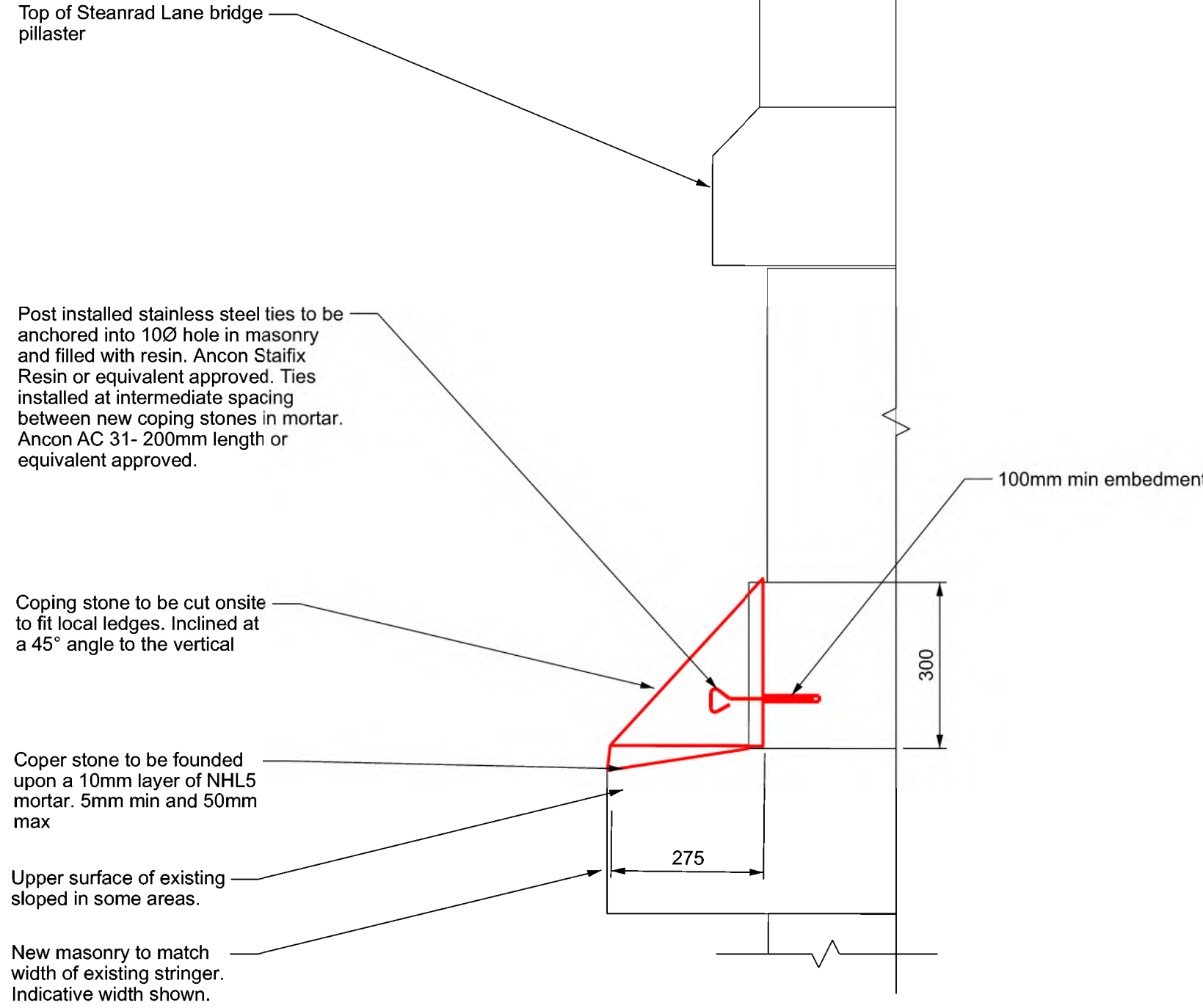
Upside Low Milage 3D View
Not to scale



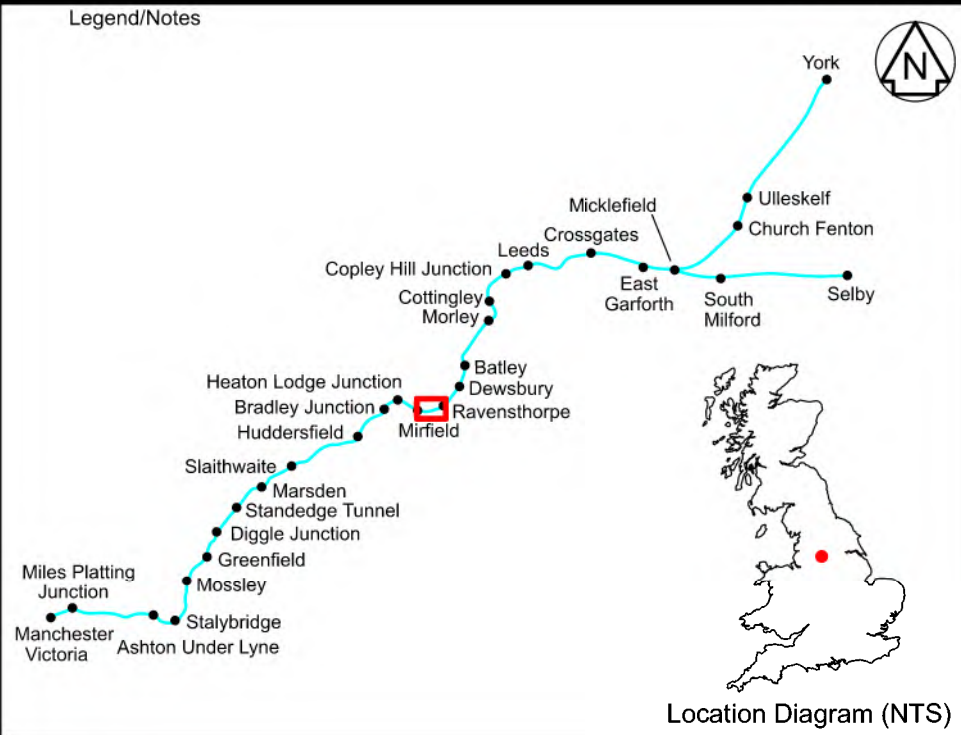
Downside High Milage 3D View
Not to scale



Downside Low Milage 3D View
Not to scale



Section A-A
(Typical cross section through masonry coper stone)
Scale 1:50



- Notes:
- This drawing is to be read in conjunction with the General Notes drawing 151667-TSA-34-MVN2-DRG-C-ST-045305.
 - Refer to complete drawing list: 151667-TSA-34-MVN2-DRG-C-ST-045300.
 - For specific CDM hazards refer to Hazard Log Extract: 151667-TSA-34-MVN2-REP-W-MF-040002.
 - The Contractor shall implement measures to confirm the presence of buried services where ground disturbance is required in accordance with HSG47 and NR/L2/INI/CP1030. This may include, but is not limited to, Electromagnetic Location (EML, e.g. CAT scanning), Ground Penetrating Radar (GPR) and/or trial holes as appropriate. Any buried services identified are to be marked up, diverted or protected as appropriate in accordance with NR/L2/INI/CP1030.
 - Any new masonry must meet specified type and match aesthetic appearance of original. To be sourced from Crosland Hill Quarry, Huddersfield, West Yorkshire, HD 7AB or equivalent where approved. Important to ensure compliance with listed building consent.

Legend

Proposed	Proposed
To be removed	To be removed
To be modified	To be modified
Existing	Existing
Ordnance survey data	Ordnance survey data
Aerial survey data (LIDAR)	Aerial survey data (LIDAR)
Indicative Network Rail land boundary	Indicative Network Rail land boundary
Temporary works	Temporary works
Proposed future works	Proposed future works
Works by other disciplines	Works by other disciplines
Relevant discipline details but not the focus of this drawing	Relevant discipline details but not the focus of this drawing
Limit of Land to be Acquired or Used	Limit of Land to be Acquired or Used
Limit of Deviation - Bridges and Network Rail Boundary	Limit of Deviation - Bridges and Network Rail Boundary

Safety, Health and Environmental Information
For Health and Safety information, refer to discipline specific Project Hazard Record.

P02	01/05/26	Issued for AFC	TA	GT	GT
C01	01/05/26	Issued for AFC	TA	GT	GT
P03	05/05/26	Issue for C02	TA	GT	GT
C02	05/05/26	Issue for C02	TA	GT	GT
Rev	Date	Description of Revisions	Drawn	Chkd	Appr
Status				Suitability	

Fit for Construction A



Authorised	G.Thomas	Signed	Electronically Signed	Date	05/05/26
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Contractor(s)

TRU West Alliance

Location	THORPES BRIDGE JN - NORMANTON (MANCHESTER - NORMANTON LI)		
Type	CAD Drawing	Sub-type	
Role	Civil Engineer	Sub-Role	Structures and Buildings
Zone	Mirfield and Lower Hopton		
Phasing	Proposed	Project Stage	GRIP 5

Transpennine Route Upgrade

Contract No
151667

Contract Title
TRU - West of Leeds

Drawing Title
W3 - 34 - MVN2/196
Wheatleys Viaduct
Anti-Trespass Details

Designed	T. Antcliff	Signed	Electronically Signed	Date	05/05/26
Drawn	T. Antcliff	Signed	Electronically Signed	Date	05/05/26
Checked	G.Thomas	Signed	Electronically Signed	Date	05/05/26
Approved	G.Thomas	Signed	Electronically Signed	Date	05/05/26

Scale(s)
As Shown

Alternative Reference

Sheet 1 of 1

Drawing Number
151667-TSA-34-MVN2-DRG-C-ST-045320

Revision
C02



Network Rail
Infrastructure Projects – Northern Programmes

Waterloo General Office
London
SE1 8SW

www.networkrail.co.uk

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