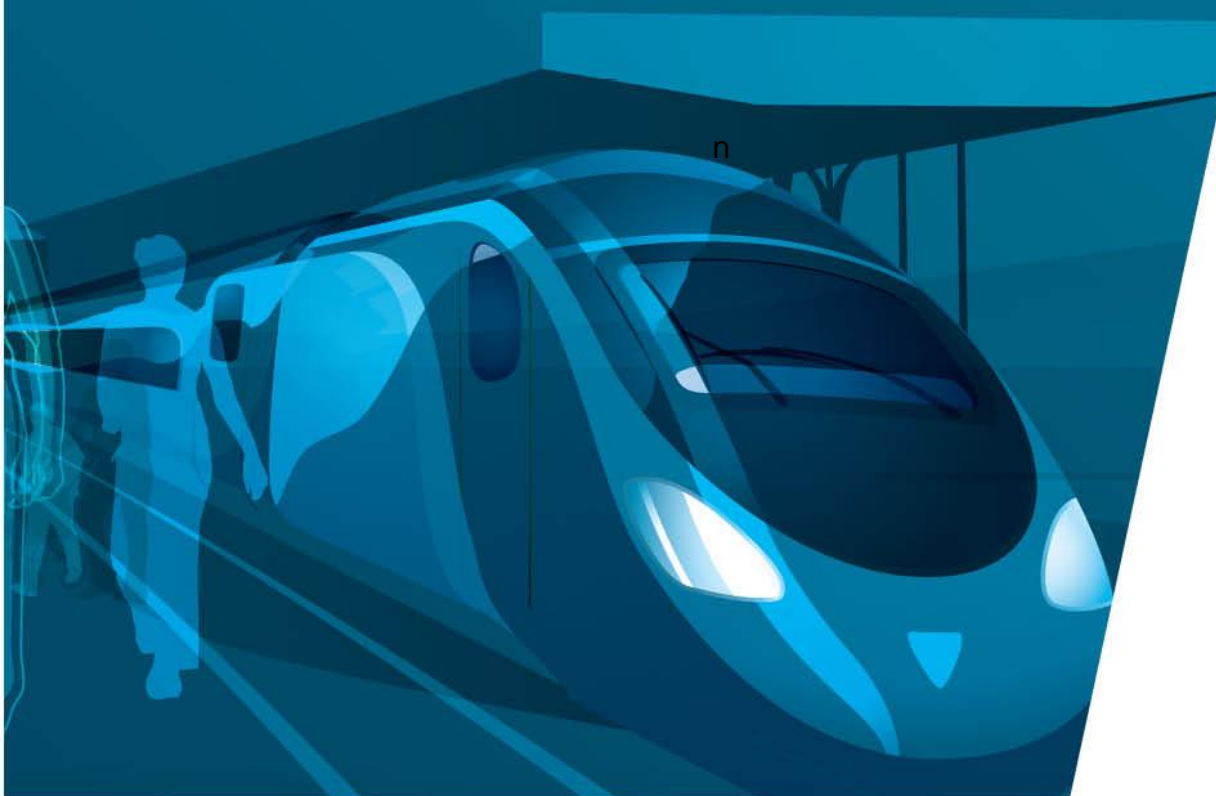


**DESIGN, ACCESS & HERITAGE STATEMENT**

**Remedial Works to Chapel Milton Viaduct  
(West Span)**

February 2017

Ref: TP/LNW/2017/011



## Introduction

1. This statement provides an outline of the design and access principles adopted by the proposed masonry and drainage works required to the Grade II listed Chapel Milton Viaduct (West Span).
2. The 'proposals' section below explains the works in further detail, setting out the rationale and justification for the scheme. This will also include analysis of the proposals' heritage implications to satisfy the requirements of the National Planning Policy Framework and relevant local planning policy. Due regard is also given the setting of the viaduct, within Chapel Milton Conservation Area.
3. It should be noted that the proposals represent Permitted Development under Part 8, Class A of the General Permitted Development Order and as such no separate application for planning permission will be required.
4. Works are required to maintain the structure in safe, operational use.

## Site Location and Context

5. The viaduct straddles the Black Brook valley, in the hamlet of Chapel Milton. A bifurcated double viaduct structure diverges with curves to the west and east, carrying the railway from the south to link the main line between Sheffield and Manchester. Designed by Barlow and Campion, the western section of the viaduct was constructed in c.1867, with the eastern section arriving later in c.1890.



*View from Hayfield Road*

6. The triangular site bound by the two viaduct arcades and the northern Sheffield-Manchester railway line contains Chinley Independent Chapel and Sunday School, which is located on The Wash Road which runs east-west under the viaduct. The A624 Hayfield Road is also straddled by the viaduct.
7. Chapel Milton is a designated Conservation Area (24/04/1994), however there is no Character Appraisal or other similar information available. Clearly the viaduct is a significant and dominant structure within the small hamlet, which is largely characterised by its presence.
8. The listing description states that the central arch to the eastern arcade is enclosed with a “blind venetian arch”, however this arch is actually on the western arcade (labelled arch 9 on the accompanying plans).
9. There also appears to be another anomaly in the listing description; it states that the western arcade consists of 13 arches, where in fact there are 15. A copy of the listing text is appended to this report.

## Planning Policy

Relevant National and Local planning policy is outlined below:

### National Planning Policy Framework

10. The NPPF was published in March 2012 and established the Government’s vision for planning to help achieve sustainable development. Central to this is that economic, social and environmental gains should be sought through the planning system. The NPPF’s approach to Heritage is fundamentally unchanged from that of PPS5, in that there is still a focus on the identification of ‘heritage assets’, outlining their ‘significance’ and considering any impact upon that significance as a consequence of any proposed works.
11. NPPF paragraph 128 establishes the information requirements for an application for consent affecting a heritage asset. Local Planning Authorities (LPAs) should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets’ importance and no more than is sufficient to understand the potential impact of the proposal on their significance.
12. Paragraph 129 details the policy principles that should guide LPAs in determining applications in relation to heritage assets. It states that in considering the impact of a proposal on any heritage asset, Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this assessment into account when considering the impact of a proposal on a heritage asset, to avoid or minimise conflict between the heritage asset’s conservation and any aspect of the proposal.

13. When determining applications, LPAs should take account of (paragraph 131):

- *the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;*
- *the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and*
- *the desirability of new development making a positive contribution to local character and distinctiveness.*

14. Paragraph 132 states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation.

15. Paragraph 134 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.

#### National Planning Practice Guidance (2014)

16. The NPPG underpins national policy set out within the NPPF. Further guidance in relation to Conserving and enhancing the historic environment states that:

*In the case of buildings, generally the risks of neglect and decay of heritage assets are best addressed through ensuring that they remain in active use that is consistent with their conservation. Ensuring such heritage assets remain used and valued is likely to require sympathetic changes to be made from time to time.*

#### High Peak Local Plan (2016)

17. Policy EQ7 - Built and Historic Environment states:

*The Council will conserve heritage assets in a manner appropriate to their significance. This will take into account the desirability of sustaining and enhancing their significance and will ensure that development proposals contribute positively to the character of the built and historic environment in accordance with sub area strategies S5, S6 and S7.*

*Particular protection will be given to designated and non-designated heritage assets and their settings including:*

*Listed Buildings*

*Conservation Areas*

*Historic Parks and Gardens*

*Scheduled Monuments*

*Archaeological Sites or heritage features*

*Heritage trees and woodlands*

*Locally listed heritage assets*

*This will be achieved by:*

*Requiring all works that could impact on a heritage asset or its setting or sites with the potential to include assets, to be informed by a level of historical, architectural and archaeological evidence proportionate to their significance and sufficient to understand the potential impact of a proposal. Where appropriate, the Council may also require historical research and archaeological recording to be undertaken before works to a heritage asset commence.*

*Preventing the loss of buildings and features which make a positive contribution to the character or heritage of an area through preservation or appropriate reuse and sensitive development, including enabling development, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss or other relevant provisions of the NPPF apply.*

*Ensuring that development within the Area of Archaeological Interest as identified on the Policies Map does not have a significant adverse impact on any known or yet to be discovered heritage assets. Planning conditions and/or obligations will be agreed to ensure that archaeological or heritage features are recorded and retained intact in situ.*

*Where this is impractical, such features will be appropriately excavated and recorded prior to destruction. Within the Buxton Area of Archaeological Interest development proposals should be informed by desk-based assessment / field evaluation as appropriate to assess the potential for impacts on Roman archaeology. Where proposals are likely to affect other known important sites, sites of significant archaeological potential, or those that become known through the development process, an archaeological evaluation will be required prior to their determination.*

*Requiring proposed developments that affect a heritage asset and / or its setting, including alterations and extensions to existing buildings, to demonstrate how the proposal has taken account of design, form, scale, mass, use of traditional materials and detailing and siting and views away from and towards the heritage asset in order to ensure that the design is sympathetic and minimises harm to the asset.*

*Requiring proposals for the change of use of heritage assets, including listed buildings and buildings in Conservation Areas to demonstrate that the proposal is considered to be the optimum sustainable and viable use that involves the least change to the fabric, interior and setting of the building.*

*Requiring development proposals in Conservation Areas to demonstrate how the proposal has taken account of the distinctive character and setting of individual Conservation Areas including open spaces and natural features and how this has been reflected in the layout, design, form, scale, mass, use of traditional materials and detailing, in accordance with Character Appraisals where available.*

*Requiring the retention of shop-fronts of high architectural or historical value wherever possible. Proposals for replacement shop-fronts and signage, or alterations to shop-fronts affecting heritage assets should respect the character, scale, proportion and special interest of the host building and its setting.*

*Continuing the programme of Conservation Area Character Appraisals.*

*Ensuring that appropriate heritage assets are added to the local list of buildings of architectural or historic interest.*

*Using Article 4 Directions to control permitted development in the Central, College, Hardwick, and Buxton Park Conservation Areas in Buxton and the Old Glossop, Higher Chisworth and New Mills Conservation Areas.*

*Providing occasional grant funding as resources permit to allow owners or occupiers of historic commercial buildings to improve and enhance their shop-fronts, windows, doors and signage in a traditional and sympathetic manner.*

18. Policy CF6 – Accessibility and Transport states in relation to supporting transport infrastructure and services that the plan will:

*Encourage and promote improvements to public transport networks in association with the Local Highway Authority, Network Rail and other providers, [and]  
Support the use of rail for the transportation of freight wherever feasible to do so.*

## Significance of Heritage Asset

19. The requirement for applicants proposing to undertake works to heritage assets to describe the significance of the heritage asset affected is set out in the NPPF. Guidance to assist with assessing the asset's significance is provided in the PPS5 Practice Guide. Notwithstanding the fact that PPS5 was deleted following the publication of the NPPF, the associated Practice Guide remains a valid and Government endorsed document.
20. Paragraph 54 of this document states '*being able to properly assess the nature, extent and importance of the significance of a heritage asset and the contribution of its setting is very important to an applicant in order to conceive of and design a successful development and to the local planning authority in order to make decisions in line with the objectives of the PPS and the development plan*'. When evaluating the existing significance of an asset, the Guide recommends assessing the nature of significance, extent of fabric and level of importance. These are all considered below.

### Nature of Significance

21. It is apparent that the viaduct possesses significance due to its historical and aesthetic value and also as a consequence of its grouping with, and relationship with, other heritage assets in proximity to it within the Conservation Area.

### *Historic Value*

22. The English Heritage document ‘*Designation Listing Selection Guide: Transport Buildings*’ (2011) is of particular importance when assessing the historic value associated with railway infrastructure. The document sets out four ‘ages’ of railway construction which, in descending importance, is as below:

- The pioneering first phase, 1825–41;
- The heroic age, 1841–50;
- The third phase 1850s–1870s, the consolidation of the network; and
- The fourth period, up to 1914, the completion of the network.

23. Given the construction date of the western span in circa 1867, this section of viaduct stems from the third phase of early railway construction, with the eastern span dating from the later fourth period. The Guide states that:

*“The best listed viaducts are notable feats of engineering, striking in the landscape. A significant number are listed, 33 at Grade II\* and four at Grade I. As with other railway buildings, those erected before 1840 will be serious candidates for listing, but increasing selectivity is necessary for later periods. Modest standard designs, replicated by the various railway companies, are unlikely to be of special interest. Intactness is important, but such structures are regularly repaired and allowance for a reasonable level of replacement fabric should be made.”*

24. The western section of Chapel Milton viaduct was originally built to carry express trains from London St Pancras to Manchester London Road, and is now a busy freight route. Its origins and connection to St Pancras give it medium-high historic significance.

### *Townscape and Aesthetic Value*

25. As detailed further is the List Description associated with the viaduct, the structure has some visual interest in terms of the detailed decoration in particular the blind Venetian arch within the western arcade. The bridge spans a rural valley and is a significant and dominant feature of the landscape.

26. The viaduct is Listed at Grade II, with the associated List Description included as Appendix 1.

## Proposals

27. The proposed repair works are outlined below. It should be noted that during pre-application discussion with the LPA on 18 January 2017, it was agreed that the only work requiring listed building consent was the drainage pipe extension detail, however the full suite of works is included within the submission for completeness, and so that it can be recorded by the Council.

- Vegetation removal and treatment to prevent re-growth\*
- Localised repointing\*
- Localised stitch repair to cracks\*
- Removal and replacement of localised areas of spalled brickwork\*
- Rust treatment and repainting of pattress plates\*
- Extension of drain pipes with black coated steel

(\* works not requiring LBC)

28. The extension of drain pipes will be constructed from mild powder coated steel because the outfalls located on the arch barrels will be required to tie into the existing outfalls that are perished and causing dampness in the structure, and mortar loss as the water is not able to drain clear of the structure.

29. Detailed plans and specifications are contained within the accompanying plans and documents listed in the schedule below:

<b>Plan Reference</b>	<b>Plan Title</b>
5482306	Location Plan
61117-CAP-00-XX-DR-S-0001	Defect Locations Eastern Elevation
61117-CAP-00-XX-DR-S-0002	Defect Locations Western Elevation
61117-CAP-00-XX-DR-S-0003	Plans & Arch Barrels
61117-CAP-00-XX-DR-S-0004	Plans & Arch Barrels
61117-CAP-00-XX-DR-S-0005	Plans & Arch Barrels
61117-CAP-00-XX-DR-S-0006	Plans & Arch Barrels
61117-CAP-00-XX-DR-S-0007	Plans & Arch Barrels
61117-CAP-00-XX-DR-S-0008	Parapet Defects & Drainage Detail
61117-CAP-00-XX-DR-S-0009	Location Plan & Schematic



## Assessment of Impact upon Heritage Significance

30. Works of this nature are required from time to time to maintain the viaduct in a safe and suitable condition to continue carrying rail traffic as part of the national rail network. Maintaining a historic building or structure in active use is at the heart of planning policy, underpinned by the NPPF and NPPG. That a structure is still used for the purpose it was originally intended is arguably the best way of preserving it for future generations.
31. A limited degree of alteration is deemed to be acceptable. The NPPG states that sympathetic changes can be made from time to time, and the Historic England designation guide for transport buildings allows for a reasonable level of replacement fabric to operational structures. The works hereby proposed constitute essential maintenance and repair, with only very minor alterations.
32. Refurbishing the viaduct to prolong its life and keeping it in operational use, together with very great social, environmental and economic benefits brought about by rail connectivity, mean that the works are wholly consistent with the aims of National and Local planning policy.

## Conclusion

33. In summary, it is considered that the works proposed are respectful to the special character and appearance of the viaduct and its setting. The proposal will not result in any unacceptable impact upon the significance of the heritage asset. There are numerous public benefits associated with the general maintenance and repair of the viaduct.
34. In light of the above, the proposals are considered to be in accordance with the NPPF and the development plan. Consequently, it is requested that Listed Building Consent should be granted for the proposed development.

## **APPENDIX 1: LIST DESCRIPTION**

SK 08 SE PARISH OF CHINLEY, BUXWORTH AND BROWNSIDE BUXTON ROAD  
4/13 (West Side) Railway Viaduct at Chapel Milton GV II

Railway viaduct. c1867 and 1890. Architects - Barlow and Campion. Coursed, squared, rock-faced gritstone. Two curved arcades, converging to south. Fourteen arches to east, thirteen to west. Central arch to east blocked with blind venetian arch. Tapering rectangular piers with projecting stringcourse at top. Stiled, voussoired arches with stringcourse and parapet wall over. Topped by projecting copings. (See also under Buxton Road, Chapel-en-le-Frith.)

Listing NGR: SK0554281808

