

***DESIGN, ACCESS, AND HERITAGE STATEMENT IN SUPPORT OF
PROGRAMME OF REPAIRS AND REFURBISHMENT AT CHAPEL
MILTON VIADUCT, NEAR CHINLEY***

November 2023



Section 1: Introduction

1. This Design, Access and Heritage Statement has been prepared in connection with an application for Listed Building Consent for repair and reinforcement works to the Chapel Milton Viaduct, near Chinley. The structure is Grade II listed (List Entry 1187176).
2. This Statement is structured as follows:
 - Section 1: Introduction – sets out the purpose and scope of the Design, Access, and Heritage Statement;
 - Section 2: Site Location and Description – describes the site and the surrounding area and provides a summary of relevant planning history;
 - Section 3: The Proposed Works – provides a description of the proposals and an explanation of their rationale and justification;
 - Section 4: Legislative and Planning Policy Context – explains the relevant legislative, and national and local planning policy context and other guidance relevant to the Development;
 - Section 5: Assessment of Heritage Significance and Impact; and
 - Section 6: Summary and Conclusions.
3. A list of the various plans and drawings provided as part of this application for Listed Building Consent, is included at **Appendix 1** of this Statement.
4. Given the nature of the proposals, which generally relate to repair and reinforcement works, it is not considered that the proposals constitute ‘development’ as defined under Section 55 of the Town and Country Planning Act 1990. As such, the proposals do not require planning permission or, Prior Approval under Part 18 (Miscellaneous development - development under local or private Acts or Order) of the Town and Country Planning (General Permitted Development) Order 2015.

Section 2: Site Location and Description

5. The Viaduct is Grade II listed and straddles the Black Brook Valley, in the hamlet of Chapel Milton. It is located 1.5km (0.9miles) to the south-east of Chinley, and c. 150m to the north of the A6. A plan showing the location of the viaduct and details of the associated listing entry is included at **Appendix 2.**
6. The site comprises 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.
7. 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.
8. Chapel Milton is a designated Conservation Area (24/04/1994), however there is no Character Appraisal available, with only a high-level summary brochure of the Conservation Area available. Clearly the viaduct is a significant and dominant structure within the small hamlet, which is largely characterised by its presence.
9. 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.
10. 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 at Appendix 2.
11. The Viaduct was listed on 12th April 1984. It is constructed from coursed, squared rock-faced gritstone and dates from 1867. Further detail on the built structure and historic context of the Viaduct can be found in Section 5 of this Statement.

Section 3: The Proposed Works

The Need for the Works

12. The Viaduct is experiencing widespread deterioration, with a loss of pointing to brick and stonework throughout the entire structure. There is longstanding cracking evident through arch barrels and vertical cracks to piers, with separation cracking between voussoir tailing and arch barrels. Additionally, there are a number of missing and loose stones at edges of the voussoir tailing, with water seepage and staining generally throughout.
13. There has been a recent history of holes to the stone deck and the proposed works seek to slab and waterproof the structure for its future preservation.

The Proposed Works

14. In order to address the evident defects and ensure the long-term stability of the Viaduct structure, the following works are proposed:
 - Slab and waterproof the structure (trackside) including new cast iron downpipe to assist in track drainage (shown on proposed drawings)
 - New kee klamp handrail (trackside)
 - New cable trough to accommodate existing cables (trackside)
 - New anti-climb measures to be installed at end pilasters (to comprise mesh fitted to the end section of new hand rail)

Section 4: Legislative and Planning Policy Context

Overview

15. At the national level, the Planning (Listed Buildings and Conservation Areas) Act 1990 sets out the statutory duties to be followed by the local planning authority when assessing applications for planning permission and applications for listed building consent. Chapter 16 of the National Planning Policy Framework (“NPPF”) sets out national planning policies relating to the conservation and enhancement of the historic environment.
16. At the local level, the site falls within the administrative area of High Peak Borough Council. The relevant adopted Development Plan for the area comprises:
 - Local Plan (2016)
17. The site lies within the Chinley, Buxworth and Brownside Neighbourhood Plan area which was designated in 2016. However, following the designation of the area no Neighbourhood Plan has been progressed.
18. Historic England has also issued guidance on various topics, including in relation to railway infrastructure.

The Planning (Listed Buildings and Conservation Areas) Act 1990

19. This Act incorporates several ‘statutory duties’ for decision-makers, when assessing applications for planning permission and Listed Building Consent. These duties include:

“S. 16 (2): In considering whether to grant Listed Building Consent for any works the local planning authority or the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural interest which it possesses.”

“S. 66: In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may

be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.”

“S. 72 (1) In the exercise, with respect to any buildings or other land in a conservation area, of any powers under any of the provisions mentioned in subsection (2), special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.”

20. Case law has determined that ‘preserve’ in the above context means ‘to do no harm’. Case law has also clarified that:

- There is a need to give considerable importance and weight to preserving listed buildings and their settings but the presumption ‘to preserve’ can be outweighed by material considerations where these are strong enough to do so; and
- Where a decision maker has followed the process set out in the NPPF, in respect to weighing harm and benefits, they can reasonably be expected to have complied with the [‘statutory duties’] of the Act.

National Planning Policy Framework (2023)

21. NPPF Chapter 16 deals with conserving and enhancing the historic environment. It requires that the nature, extent, and importance of the significance of a heritage asset be assessed. In determining applications, paragraph 194 identifies that local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting; and that 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.

22. Paragraph 195 goes on to state that 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 into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset’s conservation and any aspect of the proposal.

23. In determining applications, Paragraph 197 requires LPAs to take account of:

- the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
 - the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
 - the desirability of new development making a positive contribution to local character and distinctiveness.
24. 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. This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance, although the more important the asset, the greater the weight should be (paragraph 199).
25. Where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or if the four circumstances listed in NPPF paragraph 201 apply.
26. Paragraph 202 requires that in circumstances that would lead to less than substantial harm to a designated heritage asset, the harm should be weighed against the public benefits of the proposal, including, where appropriate, securing its optimum viable use.

Local Plan (Adopted April 2016)

Spatial Vision

27. Paragraph 2.21 of the Local Plan identifies that there are relatively frequent and reliable direct rail services across the Authority Area, with the Council committed to working with partners to try and improve railway services for High Peak. The spatial vision for High Peak builds on this commentary by outlining that improved rail and other transport measures will enhance access to airports, universities and research facilities that will help High Peak businesses grow and increase the area's attractiveness to new investment.

Policy EQ7 – Built and Historic Environment

28. Policy EQ7 outlines that the Council will conserve heritage assets in a manner appropriate to their significance, this will take into account the desirability of sustaining their significance and will ensure

that development proposals contribute positively to the character of the built and historic environments.

29. Particular protection is given to designated assets and their settings including listed buildings and structures.
30. Works to listed structures are required to be informed by a proportional level of historical architectural evidence to understand the potential impact of a proposal.

Policy CF6 – Accessibility and Transport

31. Outlines that the Council will support existing transport infrastructure and services including the rail way network. Improvements to public transport in association with Network Rail is encouraged.

Historic England- Conservation Principles, Policies and Guidance (2008)

32. This outlines the following Conservation Principles to provide a comprehensive framework for the sustainable management of the historic environment:
 - Principle 1: The historic environment is a shared resource
 - Principle 2: Everyone should be able to participate in sustaining the historic environment
 - Principle 3: Understanding the significance of places is vital
 - Principle 4: Significant places should be managed to sustain their values
 - Principle 5: Decisions about change must be reasonable, transparent, and consistent
 - Principle 6: Documenting and learning from decisions is essential
33. Conservation is defined as the process of managing change to a significant place in ways that will best sustain its heritage values, whilst recognising opportunities to reveal or reinforces those values for present and future generations.
34. Heritage values can be summarised as follows:
 - Evidential value – the potential of a place to yield evidence about past human activity (i.e., archaeological interest).
 - Historical value – the ways in which past people, events and aspects of life are connected through a place.
 - Aesthetic value – the ways in which people draw sensory and intellectual stimulation from a place (i.e., architectural, and artistic interest)

- Communal value – the meanings of a place for the people that relate to it.

35. The guidance further outlines that new works or alterations to a significant place should normally be acceptable where:

- there is sufficient information comprehensively to understand the impacts of the proposal on the significance of the place;
- the proposal would not materially harm the values of the place, which, where appropriate, would be reinforced or further revealed;
- the proposals aspire to a quality of design and execution which may be valued now and in the future; and
- the long-term consequences of the proposals can, from experience, be demonstrated to be benign, or the proposals are designed not to prejudice alternative solutions in the future.

Historic England – Making changes to Heritage Assets. Advice Note 2. (2016)

36. The purpose of this Advice Note is to provide information on repair, restoration, addition, and alteration works to heritage assets to assist local authorities, owners, applicants, and other interested parties in implementing historic environment legislation, heritage policies in the National Planning Policy Framework (“NPPF”) and the related guidance given in the Planning Practice Guidance (“PPG”).

37. The Advice Note details that:

- Repairing by re-using materials to match the original in substance, texture, quality, and colour, helps maintain authenticity, ensures the repair is technically and visually compatible, minimises the use of new resources and reduces waste. Noting however, that, alternative approaches may be appropriate if it can be demonstrated that the technique will not cause long-term damage to the asset and results in less overall loss of original fabric and significance or demonstrates other major benefits. Replacement of one material by another may harm significance and will in those cases need clear justification. When undertaking repair, care is needed to maintain the integrity of the asset.
- The main issues to consider in proposals for additions to heritage assets, including new development in conservation areas, aside from NPPF requirements such as social and

economic activity and sustainability, are proportion, height, massing, bulk, use of materials, durability and adaptability, use, enclosure, relationship with adjacent assets and definition of spaces and streets, alignment, active frontages, permeability, and treatment of setting.

- The historic fabric will always be an important part of the asset's significance, though in circumstances where it has clearly failed it will need to be repaired or replaced.
- Retention of as much historic fabric as possible, together with the use of appropriate materials and methods of repair, is likely to fulfil the NPPF policy to conserve heritage assets in a manner appropriate to their significance, as a fundamental part of any good alteration or conversion.

Historic England - Infrastructure: Transport Listing Selection Guide' (2017)

38. This Guide is of relevance when assessing the historic value associated with railway infrastructure. It sets out four 'ages' of railway construction which, in general 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.

National Rail – Heritage: Care and Development (December 2020)

39. In 2020 National Rail published a practical guide to how best to maintain their historic and architecturally important operational infrastructure. This includes guidance on design considerations and ensuring the care and long-term maintenance of heritage assets.

Section 5: Heritage Significance and Impact

Description of the Heritage Asset

40. The viaduct comprises of two curved arcades, converging to the south with fourteen arches to the east and fifteen to the west. The central arch of the western arcade is blocked with a blind venetian arch which is filled with clay to help reduce vibration.

Significance of the Heritage Asset

41. In order to assess the heritage significance of the Chapel Milton Viaduct, in accordance with the provisions of the NPPF, it is important to make reference to heritage values as defined in the Historic England document Conservation Principles, Policies and Guidelines, which can be summarised as follows:

- Evidential value – the potential of a place to yield evidence about past human activity (i.e., archaeological interest).
- Historical value – the ways in which past people, events and aspects of life are connected through a place.
- Aesthetic value – the ways in which people draw sensory and intellectual stimulation from a place (i.e., architectural, and artistic interest).
- Communal value – the meanings of a place for the people that relate to it.

Nature of Significance

42. 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

43. 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.

44. 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.”*
45. 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.

46. As detailed further in 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.
47. The viaduct is Listed at Grade II, with the associated List Description included as Appendix 2.

Section 6: Summary and Conclusions

48. It is considered that the works proposed are respectful to the character and appearance of the listed structure. The proposed works – which are essential to ensure the longer-term preservation and safety of the overall viaduct structure - will be carried out in a sympathetic manner. The proposals will also assist in supporting the Council's wider Development Plan policies around transport safety, accessibility, and linkages.
49. In summary, the proposals are considered to be in accordance with relevant policy set out in the NPPF and the High Peak Development Plan. Regard has also been had to relevant guidance and advice, including that produced by Historic England. Consequently, it is requested that Listed Building Consent be granted for the proposals.

APPENDIX 1: LIST OF PLANS AND DRAWINGS

Description
Location Plan
CNB1/104 Chapel Milton Viaduct Existing General Arrangement Plan
CNB1/104 Chapel Milton Viaduct Existing General Arrangement Elevation
CNB1/104 Chapel Milton Viaduct Existing General Arrangement Sections
CNB1/104 Chapel Milton Viaduct LBC Drawing Sheet 1 – Architectural Layout

APPENDIX 2: LIST DESCRIPTION

Official List Entry

- Heritage Category: Listed Building
- Grade: II
- List Entry Number: 1187176
- Date first listed: 12th April 1984

Location

- Statutory Address: Railway viaduct at Chapel Milton, Buxton Road
- District: High Peak (District Authority)
- Parish: Chinley, Buxworth and Brownside
- National Grid Reference: SK 05542 81808

Details

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 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

Historic England Location Plan

- See next page

Heritage Category:		Listing
List Entry No :	1187176	
Grade:	II	
County: Derbyshire		
District: High Peak		
Parish: Chinley, Buxworth and Brownside		

For all entries pre-dating 4 April 2011 maps and national grid references do not form part of the official record of a listed building. In such cases the map here and the national grid reference are generated from the list entry in the official record and added later to aid identification of the principal listed building or buildings.

For all list entries made on or after 4 April 2011 the map here and the national grid reference do form part of the official record. In such cases the map and the national grid reference are to aid identification of the principal listed building or buildings only and must be read in conjunction with other information in the record.

Any object or structure fixed to the principal building or buildings and any object or structure within the curtilage of the building, which, although not fixed to the building, forms part of the land and has done so since before 1st July, 1948 is by law to be treated as part of the listed building.

This map was delivered electronically and when printed may not be to scale and may be subject to distortions.

List Entry NGR:	SK 05542 81808
Map Scale:	1:2500
Print Date:	27 September 2022



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This is an A4 sized map and should be printed full size at A4 with no page scaling set.

Name: Railway viaduct at Chapel Milton

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