

TRANSPORT AND WORKS ACT 1992

Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006

NETWORK RAIL (STALYBRIDGE TO DIGGLE (SADDLEWORTH) ENHANCEMENTS) ORDER

DOCUMENT NR16: DESIGN AND ACCESS STATEMENT

Rule 10(6)(d)

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The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order
Document NR 16: Design and Access Statement
November 2025

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LIST OF ABBREVIATIONS

Abbreviation	Full terminology
BNG	Biodiversity Net Gain
CoCP	Code of Construction Practice
CTMP	Construction Traffic Management and Travel Plan
DfT	Department for Transport
EIA	Environmental Impact Assessment
FRA	Flood Risk Assessment
GPDO	The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended)
INNPS	Invasive Non-Native Plant Species
IRP	Integrated Rail Plan
LEMP	Landscape and Ecological Management Plan
LPA	Local Planning Authority
MMP	Materials Management Plan
MVL	Manchester Victoria and Huddersfield Line structure location reference
NIDP	National Infrastructure Delivery Plan
NPPF	National Planning Policy Framework
NPSNN	National Policy Statement for National Networks
OLE	Overhead Line Equipment (for the electrification of the railway)
OMBC	Oldham Metropolitan Borough Council
PDR	<u>Permitted development rights pursuant to the GPDO</u>

Abbreviation	Full terminology
PRoW	Public Right of Way
RRAP	Road-Rail Access Point
RPA	Root Protection Area
SoS	Secretary of State
SSSI	Site of Special Scientific Interest
TMBC	Tameside Metropolitan Borough Council
TPO	Tree Preservation Order
TRU	Transpennine Route Upgrade
TWAO	Transport and Works Act Order
The Scheme	All of the works which form part of the Stalybridge to Diggle (Saddleworth) Enhancements Scheme, including all the works to be authorised by the Order and all works being undertaken under the GPDO
The Order	The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order
The Order Scheme	The elements of the Scheme which are authorised by the Order and, where required, the Deemed Planning Permission

1. INTRODUCTION

1.1 Transpennine Route Upgrade

- 1.1.1 The Transpennine Route Upgrade (TRU) is a major, multi-billion-pound programme of improvements to bring more frequent, faster and greener trains between York, Leeds and Manchester on a better, cleaner, more reliable railway.
- 1.1.2 TRU is a series of projects between Manchester, Huddersfield, Leeds and York with the objective being to improve journey times and capacity between key destinations on the Transpennine route, improve overall reliability and resilience on the Transpennine route, and provide environmental benefits from modal shift to rail and part electrification of the Transpennine route. TRU, of which the Order Scheme and the wider Scheme are an important part, proposes investment now to solve today's challenges, plan for future growth, and contribute to decarbonisation.
- 1.1.3 The TRU programme involves a variety of works including: the electrification of the railway (installation of overhead line equipment (OLE) and associated infrastructure); removal, re-modelling and replacement of bridges and structures to accommodate OLE; track and signalling upgrades; level crossing closures and safer alternative routes where required; upgrades to stations to provide step-free access and longer platforms; and structural strengthening works.

1.2 The Proposed Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Transport and Works Act Order

- 1.2.1 Network Rail Infrastructure Limited (Network Rail) has applied under section 1 of the Transport and Works Act 1992 ("the 1992 Act") for a Transport and Works Act Order ("TWAO") known as the Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order ("the Order"). The application process for a TWAO is governed by the Transport and Works (Applications and Objections) (England and Wales) Rules 2006 ("the Application Rules").
- 1.2.2 In accordance Rule 10(6) of the Application Rules, the application for the Order is accompanied by a request for a Planning Direction from the Secretary of State (SoS) for Transport under section 90(2A) of the Town and Country Planning Act 1990. The SoS may direct that planning permission is deemed to be granted for the development sought to be

authorised by the Order (“the Deemed Planning Permission”), subject to any conditions.

- 1.2.3 The application for the Order forms part of the TRU Programme as it seeks authorisation for works required to the section of the Transpennine route between Stalybridge and the western portal of Standedge Tunnel in Diggle (Saddleworth), including works within the Tameside and Oldham Metropolitan Borough Council Local Planning Authority areas.
- 1.2.4 Collectively, all the works on the Transpennine route between Stalybridge and Diggle (Saddleworth) form part of the Stalybridge to Diggle (Saddleworth) Enhancements Scheme (“the Scheme”).
- 1.2.5 The full extent of the works that comprise the Scheme can be summarised as follows (the locations of the main scheme elements are shown on Figure 1):
- Installation of OLE including portals and gantries as well as overhead cables to enable the electrification of the railway line.
 - Track renewal and signalling/communications enhancements.
 - Vertical track alignment alterations to enable line speed improvements, along with minor track slews at certain locations including at Mossley Cottages.
 - Construction of a new Relocated Mossley Station and upgrades to Greenfield Station.
 - Works within the existing Stalybridge and Scout tunnels.
 - Closure of the Moorgate Halt Level Crossing with enhancements to an existing Public Right of Way (PRoW) to address the extinguishment of the PROW that crosses over the Moorgate Halt Level Crossing.
 - Closure of the Stockport Road Level Crossing, and the diversion of the existing PRoW that crosses over the Stockport Road Level Crossing.
 - Various engineering works to bridges, some of which are listed, and other structures to enable the safe installation of OLE at the required clearances. This includes the provision of railway protection works at Mossley Cottages.

- The reconstruction of bridges which carry highways and PRowS over the railway to enable the safe installation of OLE.
 - Temporary works for construction, including site compounds and access upgrades.
 - Associated work including temporary and permanent utilities diversions, and drainage infrastructure.
- 1.2.6 Not all of the Scheme works listed above are to be included in the Order. This is because consent for some of the Scheme works is already granted by the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), and the majority of these works are to be undertaken on Network Rail operational land. For reference, the elements of the wider TRU Stalybridge to Diggle Scheme not requiring deemed planning permission (as opposed to the Order Scheme for which deemed planning permission is being sought) are listed in the Planning Statement (NR15).
- 1.2.7 The Order Scheme includes works to nine grade II listed bridges and one grade II listed viaduct; each requires listed building consent and are included in the Order and application for deemed planning permission.
- 1.2.8 Where further powers are required to deliver the works and acquire land outside Network Rail's ownership, they are proposed to be authorised by the Order. Collectively, all the works comprising the TRU W2B Project, including TWAO works and PDR works are referred to as 'the Scheme'.
- 1.2.9 The remainder of this Design and Access Statement focuses on the elements of the Order Scheme (the works to be authorised by the TWA Order and subject to the application for deemed planning permission) which are relevant to design and access policy considerations, as set out in Table 1 below.

Table 1: Relevant Order Scheme Elements

Stalybridge to Diggle (Saddleworth) Enhancements Order Scheme Element	Is the Design and Access policy applicable?
1. Stalybridge Tunnel Temporary Ground Stabilisation Works	No
2. Printworks Road Temporary Site Compounds, Access and Drainage Works	No
3. Lineside Fencing Access from Wakefield Road	No

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Stalybridge to Diggle (Saddleworth) Enhancements Order Scheme Element	Is the Design and Access policy applicable?
4. Heyrod Hall Overbridge, Site Compound and Access Works	Yes (overbridge works only)
5. Springbank Lane Footbridge Works	Yes
6. Wakefield Road Plant Access and Compound	Yes
7. Lower Beestow Drainage Works	No
8. Manchester Road Footbridge Reconstruction	Yes
9. Scout Tunnel Temporary Ground Stabilisation Works	No
10. Scout Tunnel Temporary Site Compounds Works	No
11. Scout East Ramp Temporary Works	No
12. Egmont Street Temporary Site Compound Works	No
13. Plevins Temporary Site Compound Works	No
14. Mossley Cottages Railway Protection Works	Yes
15. Stamford Road Pipebridge Diversion Works	No
16. Mossley Station Relocation and Site Compound Works	Yes (no for the temporary site compounds)
17. Roughtown Road Overbridge Works	Yes
18. Roughtown Road Footbridge Works	Yes
19. Heron Lane Site Compound Works	No
20. Stockport Road Level Crossing Closure and PRow Diversion Route Works	Yes
21. Wright's Mill Overbridge Reconstruction Works	Yes
22. Armit Road Temporary Site Compound Works	No
23. Wright's Overbridge Demolition and Ground Stabilisation Works	Yes
24. Royal George Underbridge and Site Compound Works	Yes (no for the site compound)
25. Shaw Hall Bank Road Footway Works	Yes
26. Oaklands Road Permanent Maintenance Facility Works	Yes
27. New Oldham Road Footbridge and Greenfield Station Platform 2 Secondary Means of Escape Works	Yes
28. Oldham Road Overbridge Reconstruction Works	Yes
29. Greenfield Temporary Site Compounds Works	No
30. Oldham Road Access and Drainage Works	No
31. Wickens Underbridge Works	Yes
32. Moorgate Halt Alternative Footpath Enhancement and Site Compound Works	Yes (no for the site compound)
33. Den Lane Parking Area Works	No
34. Uppermill Viaduct OLE Installation and Site Compound Works	Yes (no for the site compound)

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Stalybridge to Diggle (Saddleworth) Enhancements Order Scheme Element	Is the Design and Access policy applicable?
35. Former Saddleworth Station Temporary Site Compound Works	No
36. Former Butterhouse Tunnel Temporary Site Compound Works	No
37. Subway Handrail Works	No
38. Ravenstone Drive Footbridge Works	Yes
39. Ward Lane Overbridge Reconstruction and Utilities Bridge Works	Yes (overbridge works only)
40. Ward Lane Temporary Site Compounds Works	No
41. Station Road Overbridge and Temporary Utilities Bridge Works	Yes (no for the utilities bridge)
42. Diggle Site Compounds Works	No
43. Bywash Underbridge Replacement	Yes
44. Diggle Access and Diversion Works	No

1.2.10 Further details of each of the relevant Order Scheme elements are provided in Sections 6-10.

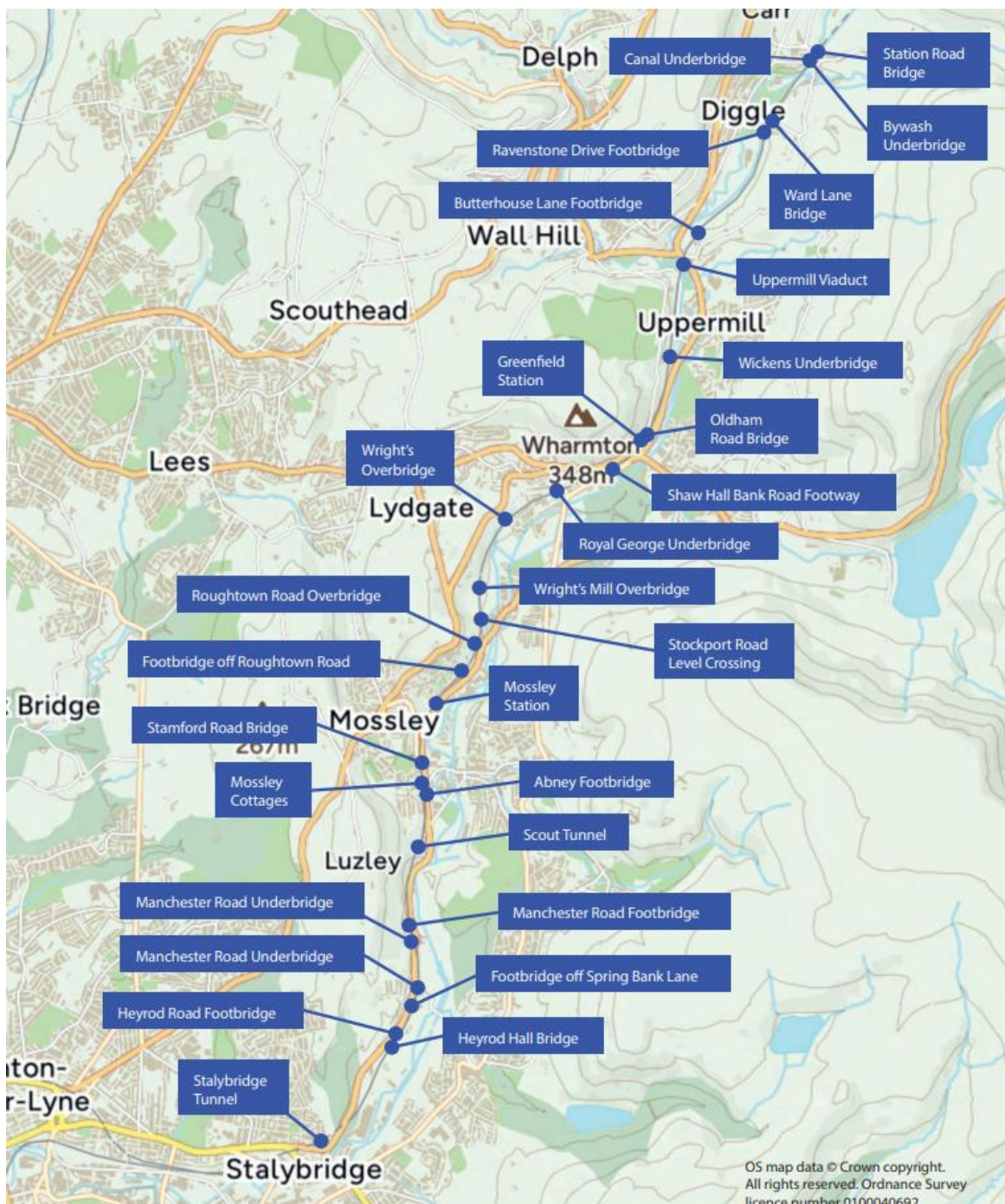


Figure 1: Location of Main Scheme Elements

1.3 TWA0 submission documents

- 1.3.1 This Design & Access Statement (NR16) (DAS) is one of a suite of supporting documents supporting the TWA0 application and should be read in conjunction with those documents, in particular the Request for Deemed Planning Permission and Statement of Proposed Conditions

(NR11), the Statement of Aims (NR04), the Consultation Report (NR07), the Planning Statement (NR15) the Environmental Report (NR14) and Planning Direction Drawings in support of the request for a planning direction (NR12).

1.3.2 The following documents make up the TWAO application for the Order Scheme:

- NR1 Application
- NR2 Draft Order
- NR3 Explanatory Memorandum
- NR4 Statement of Aims
- NR5 Funding Statement
- NR6 Estimated cost of the proposed works
- NR7 Consultation Report
- NR8 Book of Reference
- NR9 Deposited Plans and Sections, Traffic Regulation Plans and Open Space Plans
- NR10 List of consents, permissions or licences required under other enactments
- NR11 Request for Deemed Planning Permission and statement of proposed conditions
- NR12 Planning Direction Drawings in support of the request for a planning direction
- NR13 The Secretary of State for Transport's screening decision for this application.
- NR14 Environmental Report
- NR15 Planning Statement
- NR16 Design and Access Statement
- NR17 Code of Construction Practice Part A.

1.4 Purpose of the Design and Access Statement

- 1.4.1 The purpose of this document is to outline the design for the proposed interventions within the Order Scheme. This includes a review of the design principles and functional needs of the Order Scheme elements and how planning policy and feedback from consultation have informed their design. The remainder of this Design and Access Statement is structured as follows:

Section 2 sets out National and Local planning policies relevant to design and access matters (see Document NR15 Planning Statement for further relevant planning policy);

Section 3 sets out the main consultation responses relevant to design and access;

Section 4 sets out relevant sustainability principles and the sustainability performance of the Order Scheme;

Section 5 sets out the main applicable design and access principles based on the preceding review of relevant policy;

Sections 6-10 contain a design and access appraisal for listed and unlisted structures, level crossing closures, Mossley Cottages and Mossley Station and permanent maintenance facilities; and

Section 11 contains the conclusion.

2. PLANNING POLICY CONTEXT

2.1 Policy context

- 2.1.1 The Planning Statement (NR15) that supports the request for deemed planning permission provides details of the relevant planning policy context for the Order Scheme. It considers the specific policies relevant to the application, amongst which are design and access policies. This section of the Design and Access Statement is focused on policy relevant to design and access considerations.
- 2.1.2 The following planning policy documents contain relevant design and access policy:

National policy

- National Planning Policy Framework (updated 2025).
- Planning Practice Guidance (last updated 2024), and the complementary National Design Guide (2021).

Regional policy

- Greater Manchester Combined Authority (GMCA) 'Places for Everyone Joint Development Plan' (2024).

Local policy within the Metropolitan Borough of Oldham

- Joint Core Strategy and Development Management Plan Policies Development Plan Document (DPD) (2011).
- Saved policies which remain active from the Unitary Development Plan (2006).
- Emerging Policies: Local Plan Review; Saddleworth Neighbourhood Plan.

Local policy within the Metropolitan Borough of Tameside

- Tameside Unitary Development Plan (2004).
- Tameside Council is currently preparing a new Development Plan Document for the borough: Homes, Spaces, Places. This new policy document will supersede the remaining saved policies of the Unitary Development Plan once adopted. The plan is currently at the Options and Preferences stage, with a Preferred Options draft targeted for publication in December 2025.

Supplementary Planning Documents (SPDs)

- South Pennine Moors Special Area of Conservation (SAC)/ Special Protection Areas (SPAs) (South Pennine Moors Joint SPD).
- Trees and Landscaping on Development Sites SPD (Tameside).
- Employment Land SPD (Tameside).

2.1.3 Sections 2.2 to 2.5 below provide a summary of the policies from the relevant policy documents, which are specific to the design and access aspects of the Order Scheme.

2.2 National Planning Policy

National Planning Policy Framework

2.2.1 The National Planning Policy Framework (NPPF), dated December 2024¹, sets the context for planning policies in England, emphasising a plan-led system aimed at sustainable development. At its core, the NPPF promotes a presumption in favour of sustainable development, which should guide both plan-making and decision-making.

2.2.2 For decision-making, this means:

- Approving development proposals that align with the development plan without delay.
- Granting permission where there are no relevant development plan policies, or where the policies which are most important for determining the application are out of date, unless:
- Policies in the NPPF that protect areas or assets of particular importance provide a clear reason for refusal.
- The adverse impacts of granting permission would significantly and demonstrably outweigh the benefits when assessed against the NPPF as a whole.

2.2.3 The NPPF Chapter 12 (achieving well-designed places) sets out the importance of the design of the built environment and that good design is a key aspect of sustainable development and should contribute positively to making places better for people.

2.2.4 Paragraph 135 states that planning policies and decisions should aim to ensure that developments:

¹ [National Planning Policy Framework - GOV.UK](https://www.gov.uk/government/policies/national-planning-policy-framework)

- “will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- are visually attractive as a result of good architecture, layout, and appropriate and effective landscaping;
- are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities); and
- create places that are safe, inclusive and accessible and which promote health and well-being, ... and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.”

2.2.5 Paragraph 139 states that development that is not well designed should be refused. Furthermore, ‘significant weight should be given to development which reflects local design policies and guidance’, and/or to ‘outstanding or innovative designs which promote high levels of sustainability or help to raise the standard of design more generally in an area’.

2.2.6 The NPPF Chapter 15 (conserving and enhancing the natural environment) emphasises the importance of protecting and enhancing the natural environment by appropriately addressing all environmental impacts. Significant harm to biodiversity assets should be avoided as a first priority, mitigated, or compensated for as a last resort (paragraph 193).

2.2.7 The NPPF Chapter 16 (conserving and enhancing the historic environment) states that the Local Planning Authorities should maintain or have access to records of the significance of heritage assets which are affected by a development proposal (paragraph 205). When determining applications, local planning authorities should require applicants to describe the significance of any heritage assets affected, including the contribution made by their setting. The level of detail provided should be proportionate to the importance of the assets and sufficient to understand the potential impact of the proposal on their significance (paragraph 207).

Planning Practice Guidance

2.2.8 Further guidance on design is given in the National Planning Practice Guidance (Department for Levelling Up, Housing and Communities and Ministry of Housing, Communities and Local Government – last updated February 2024). This Guidance makes specific reference to good design, stating that good quality design is an integral part of sustainable

development, that design quality matters, and that Planning should promote design standards across all forms of development.

2.2.9 The National Design Guide (complementary to the Guidance) (Ministry of Housing, Communities and Local Government, 2021) sets out ten key characteristics to underpin good design.

- Context
- Identity
- Built Form
- Movement
- Nature
- Public Spaces
- Uses
- Homes & Buildings
- Resources
- Lifespan

2.3 Regional planning policy

2.3.1 The Greater Manchester Combined Authority (GMCA) adopted the 'Places for Everyone Joint Development Plan' in March 2024 to state the policies, vision, and objectives for 9 of the 10 GMCA boroughs (excluding Stockport), for the period 2022-2039. Its policies and objectives are therefore relevant and applicable to Oldham Metropolitan Borough Council (OMBC) and Tameside Metropolitan Borough Council (TMBC), which are the relevant authorities to this TWAO.

2.3.2 In February 2025, OMBC determined to withdraw from the PfE through a request for revocation; however, at present, the withdrawal has not been approved by the government, and the PfE is therefore still applicable to the OMBC area. Relevant PfE policies are outlined below.

2.3.3 Policy JP-Strat14 – Seeks to improve the region's transport network, to increase accessibility in particular through public transport, cycling, and walking.

2.3.4 Policy JP-P1 – Aims to make Greater Manchester a more liveable region, with development contributing to creating well-connected places within the region and beyond.

- 2.3.5 Policy JP-C3 – Cites improving customer experience of rail travel, including through rail electrification and station enhancements, as key to meeting wider objectives of increasing public transport use.

2.4 Local planning policy

- 2.4.1 At the local level, development is governed by the relevant local planning authorities –TMBC and OMBC. Each Council has its local development plan containing design and access policies that hold relevance to this Design and Access Statement. These are analysed below.

Tameside Metropolitan Borough Council

- 2.4.2 TMBC is currently preparing a new Plan for the borough, 'Homes, Spaces, Places', which will reflect national and regional policy and guidance. At present, the Unitary Development Plan (2007) forms the adopted development plan alongside the Places for Everyone Joint Development Plan. The following Unitary Development Plan policies are relevant to the Design and Access Statement.
- 2.4.3 Policy 1.3 Creating a Cleaner and Greener Environment – All developments must prioritise high-quality design that is in harmony with the local character, to improve the borough's overall appearance.
- 2.4.4 Policy 1.4 Promoting Sustainable Transport – Encourages developments to be designed in a way that promotes the use of sustainable transport options, such as walking, cycling, and public transport.
- 2.4.5 Policy 1.7 Protecting and Enhancing Open Spaces – Ensures that developments contribute to the protection and enhancement of open spaces, providing recreational and ecological benefits.
- 2.4.6 Policy 1.11 Conserving Built Heritage and Retaining Local Identity – Seeks to conserve the cultural heritage, historic character, distinctiveness, and local identity of buildings and areas within the borough. Development and redevelopment schemes involving historic buildings will undergo careful consideration to determine the scale of impact.
- 2.4.7 Policy 1.12 Ensuring an Accessible, Safe, and Healthy Environment – Developments must be designed to create an environment accessible to individuals with sensory impairments or restricted mobility, incorporating traffic calming measures wherever necessary.

- 2.4.8 Policy OL10 Landscape Quality and Character states that the landscape quality of the Borough will be conserved and enhanced, with measures taken to maintain the existing landscape character.

Oldham Metropolitan Borough Council

- 2.4.9 OMBC is also preparing a new Local Plan, however the current adopted development plan comprises the Joint Core Strategy and Development Management Policies DPD (2011) (the 'JCS'), in addition to some saved policies from the Unitary Development Plan (2006). The following JCS policies are relevant to the Design and Access Statement:
- 2.4.10 Policy P07 – Promotes sustainable development that mitigates and adapts to climate change by achieving high standards of sustainable design and construction.
- 2.4.11 Policy P09 – Values and seeks to improve the built environment by delivering high-quality design and placing greater emphasis on place-making and creating buildings and spaces that respond positively to local character.
- 2.4.12 Policy P010 – Promotes accessible and sustainable transport choices, including by seeking to foster walking and cycling, and ensuring new development is in areas with convenient access.
- 2.4.13 Policy CC1 – Promotes sustainable construction and retrofitting
- 2.4.14 Policy T1 – Aims to support walking and cycling, including by protecting the public realm and ensuring safety for users. Obstructions should be minimised.
- 2.4.15 Policy LE3 – Development should be designed to avoid unacceptable effects on air quality, human health, local amenity, or the natural environment.
- 2.4.16 Policy 20 Design seeks all development to be of high-quality design, which reflects its local character and identity.
- 2.4.17 Policy 22 Protecting Open Land protects open spaces that contribute to local distinctiveness and designates land as Green Belt. The borough additionally has a local protection for open countryside known as Other Protected Open Land (OPOL), for land which does not meet criteria for Green Belt but holds local importance.

- 2.4.18 Saddleworth Parish Council is currently producing a Neighbourhood Plan. The draft plan has passed through the Pre-Submission Publicity and Consultation stage and is being prepared for submission to OMBC and the Peak District National Park Authority. Once adopted, the plan will form part of the Development Plan for the designated Saddleworth Neighbourhood Area. The emerging plan includes draft policies relating the local green spaces and Other Protected Open Land in line with JCS Policy 22.

2.5 Supplementary Planning Documents (SPDs)

- 2.5.1 In line with national and local planning guidance, this DAS has been informed by relevant Supplementary Planning Documents (SPDs) that provide detailed advice on the implementation of adopted policies. The following SPDs have been considered:

South Pennine Moors SAC/SPA Joint SPD (2024)

- 2.5.2 This SPD covers the LPA areas of Oldham, Tameside and Rochdale councils, and supports the implementation of Criterion 7 of Policy JP-G5 of the GMCA Places for Everyone plan. It sets out the approach to assessing and mitigating potential impacts on the South Pennine Moors SAC and SPAs. The DAS has been reviewed against this guidance, and no significant adverse effects are anticipated (see NR14 Environmental Report for further details).

Trees and Landscaping on Development Sites SPD (Tameside)

- 2.5.3 The DAS has been designed with reference to this SPD, which outlines best practices for tree retention, landscaping, and biodiversity enhancement.

Employment Land SPD (Tameside)

- 2.5.4 The Employment Land SPD provides guidance on the appropriate use and development of employment land. Where the Order Scheme elements may impact employment land and existing premises (e.g. the Plevins site compound), the design has been carefully considered to minimize temporary impacts as far as possible during construction.
- 2.5.5 There has been engagement with the owners of commercial premises where the works may impact upon their operations, during the design development. This engagement has helped to inform the selection of the preferred worksites and access points to support construction, as well as

the mitigation measures to be incorporated during construction (see NR17 – Code of Construction Practice Part A).

2.6 Equality Act 2010

- 2.6.1 The Equality Act 2010 provides legal protection from discrimination. As part of its response to the Equality Act 2010, Network Rail published 'Spaces and Places for Everyone² Inclusive Design Strategy 2025³', which outlines its approach to the delivery of inclusive infrastructure.
- 2.6.2 The Order makes provision for the relocation of Mossley Station. The relocated station has been designed in accordance with Network Rail's Access for All policy, ensuring step-free access to the station and between the station platforms. The same approach is being taken for the proposed upgrades to Greenfield Station, which are being consented separately from the TWAO.

2.7 Local Context

- 2.7.1 The railway plays a crucial role in the social, economic, and environmental fabric of parts of Greater Manchester and West Yorkshire. It serves as a vital artery of communication and transportation between Manchester and Leeds, as well as the wider North.
- 2.7.2 The railway, along with the M62, forms the backbone of the North, facilitating both freight and passenger transport. Initially intended as a freight route, it has evolved into a major passenger line for long-distance and commuter travel. Regular and occasional travellers alike use this route, whether for daily work commutes or leisure trips to various destinations.
- 2.7.3 The Order Scheme serves the towns and villages along this section of the TRU Programme route, such as Stalybridge, Mossley, Greenfield, and Diggle. Stalybridge is a key town in Tameside. Mossley, Greenfield, and Diggle are smaller communities, each with their unique characteristics and populations. By 2027, the population of these areas is expected to grow, reflecting broader regional trends.
- 2.7.4 The railway and its fast, frequent services are seen as one of the characteristic strengths of each area identified. The stations at Mossley and Greenfield will be relocated and improved, respectively (with upgrades

² [Inclusive design - Network Rail](#)

³ [Inclusive Design Manual NR/GN/CIV/300/04](#)

to Greenfield Station to be consented separately from the TWAO), thereby enhancing their important role in fostering the environmental, social, and economic well-being of the area.

2.8 Overview of Design Requirements

- 2.8.1 The Stalybridge to Diggle (Saddleworth) enhancements are part of the broader TRU Programme, which involves upgrading a working railway and thus must comply with the standards that apply to railway developments in terms of operation and safety.
- 2.8.2 The design of the Order Scheme balances the necessary technical requirements and safety standards as adopted by Network Rail with other design considerations. The factors to be taken into account are:
- Operational and functional requirements of the railway.
 - Environmental effects, including construction effects.
 - Aesthetics and quality of design.
 - Views and feedback from stakeholders and consultees.
 - Sustainability and climate change adaption.
 - Access for maintenance and inspection.
 - Materials durability, lifespan and appearance.
 - Health & Safety.
 - Local context and site constraints .
- 2.8.3 Network Rail's Environmental and Social Minimum Requirements for Projects – Design and Construction (NR/L2/ENV/015 Issue 9) have been considered in the design of the Order Scheme, along with the relevant Network Rail guidance, including:
- NR/GN/ESD26 – Minimizing impact of artificial lighting on people and wildlife: February 2020
 - NR/GN/ESD29 – Breeding Bird & Nest Check Form: March 2020
 - NR/GN/ESD02 – Waste: Route Services Supply Chain Operations: January 2023
 - NR/GN/ESD04 – Pollution prevention (land and water): January 2025
 - NR/GN/ESD01 – Waste management: January 2025
 - Network Rail Japanese Knotweed Environmental Management Guidance: 2018.

3. CONSULTATION AND DESIGN INFLUENCE

3.1 Introduction

- 3.1.1 The NPPF recognises the importance of early engagement with stakeholders and local communities in the preparation of development proposals. NPPF Paragraph 40 highlights the advantages of pre-application engagement and front-loading. It states that ‘Good quality pre-application discussion enables better coordination between public and private resources and improved outcomes for the community’.
- 3.1.2 Network Rail has undertaken consultation with both the public and statutory consultees. As part of this consultation, Network Rail engaged with owners, lessees, tenants, and occupiers of land potentially impacted by the Order Scheme. The purpose of the engagement with landowners was to explain the potential impacts that the Order Scheme may have on their land and understand the operation of businesses so that these discussions could be taken into consideration when developing the design.
- 3.1.3 Consultation took place at three separate phases during the development and design of the Order Scheme, and full details of each of the consultation stages are provided within the Consultation Report (NR07).
- 3.1.4 Ongoing consultation has also been undertaken throughout design development with TMBC and OMBC to collaborate on the proposed designs and work to address associated local impacts during construction.
- 3.1.5 Whilst the consultation undertaken satisfies the requirements under the Rules in respect of the Order Scheme, Network Rail has in carrying out this consultation, provided details in respect of the wider Scheme, to ensure that those consulted gain an understanding of the scope and impacts of the wider Scheme.
- 3.1.6 Feedback from consultation informed the selection of the preferred Order Scheme designs as part of a process of identifying and evaluating potential alternative options for delivering the required TRU outcomes, for example the closure of level crossings and alternative options to mitigate the loss of access across the railway and the need to increase the height of overbridges to allow the installation of OLE.
- 3.1.7 The stages of consultation which have been undertaken for the Order Scheme are summarised in Table 2 below:

Table 2: Consultation Summary

Date	Consultation activity
August – October 2024	Phase 1 stakeholder consultation (landowners)
September – October 2024	Phase 1 stakeholder consultation (statutory)
September – October 2024	Phase 1 public consultation
November – December 2024	Phase 2 stakeholder consultation (statutory) – Moorgate Halt level crossing
November – December 2024	Phase 2 public consultation – Moorgate Halt level crossing
18 June 2025	Phase 3 focused engagement – Mossley cottages owners/occupiers
9 & 10 July 2025	Phase 4 information events
July & August 2025	Phase 5 focused engagement – Manchester Road residents
September & October 2025	Phase 6 focused engagement – Manchester Road residents

3.2 Statutory Consultees, Non-Statutory Consultees and Landowners

3.2.1 Stakeholder consultation includes engagement with those organisations listed within Schedules 5 and 6 of the Rules, the relevant local authorities, and any owner, lessee, tenant, or occupier of land potentially impacted by the Order Scheme (listed in NR8 Book of Reference, which supports the Order application).

Phase 1 stakeholder consultation (landowners): August – October 2024

3.2.2 In Phase 1 of the consultation, discussions with landowners took place while the Order Scheme design was still at an early stage, and potential impacts on land and property were high-level. As a result, feedback at this stage was generally broad.

3.2.3 The key concerns raised included the Order Scheme's start date, the duration of impact on land or property, potential effects on businesses, whether land would be reinstated post-construction, and what compensation would be available.

- 3.2.4 Network Rail committed to re-engaging with landowners once the design had progressed and more detailed information on potential impacts could be shared. The aim was to keep landowners informed from the early stages and maintain ongoing engagement as the proposals developed.

Phase 1 stakeholder consultation (statutory): September – October 2024

- 3.2.5 The Phase 1 consultation resulted in a broad range of concerns and priorities. The key theme was the potential landscape and visual impact of the completed railway, with consultees expressing interest in how the Order Scheme would integrate with the surrounding environment.
- 3.2.6 There were concerns about the disruption to the local highway network during the construction phase, particularly in terms of traffic flow and access. Environmental considerations were also raised, including the potential effects on water quality and the risk of flooding in nearby areas.
- 3.2.7 Additional feedback focused on the impact of the Order Scheme on public rights of way, heritage assets, and the historic environment, highlighting the importance of preserving local character and accessibility. Operational concerns were also noted, such as the potential disruption to the existing railway network during construction and the effect on statutory duties.
- 3.2.8 Respondents also commented on the adequacy of proposed station facilities and the possible disruption to canal users. Network Rail reviewed all feedback, and incorporated into the ongoing design development to ensure the Order Scheme reflects stakeholder concerns and minimises adverse impacts.

Phase 2 stakeholder consultation (statutory and landowners) – Moorgate Halt level crossing: November – December 2024

- 3.2.9 The Phase 2 consultation with statutory stakeholders and landowners took place in November – December 2024. Consultees were given access to online materials and asked to respond by Friday 20 December 2024. In addition to the general phase 2 landowner consultation, a separate letter was sent to the landowner affected by the proposed closure of Moorgate Halt level crossing, inviting them to the consultation event and offering a one-to-one meeting if they were unable to attend.
- 3.2.10 Feedback from the Phase 2 consultation highlighted several key themes, including concerns about the impact on wildlife (particularly bats) questions regarding the risk assessments undertaken, and queries about the optioneering process, specifically why a pedestrian footbridge at Moorgate

Halt level crossing was not included in the proposals. All feedback was carefully reviewed and considered by Network Rail.

- 3.2.11 As part of the phase 1 and 2 consultations, feedback was considered, and where relevant, influenced the developing design of the Order Scheme.

3.3 Community Consultation

Phase 1 public consultation: September – October 2024

- 3.3.1 Phase 1 of public consultation took place from 16 September to 25 October 2024. Network Rail launched a 24/7 virtual consultation room (Transpennine Route Upgrade Stalybridge to Diggle (Saddleworth) Scheme Overview) replicating a public exhibition, featuring digital display boards, Order Scheme visualisations, a 'Book of Plans', a feedback form, and an email facility. Three in-person events were held in Stalybridge, Mossley, and Greenfield between 18–20 September to inform the public and gather feedback.
- 3.3.2 To promote the consultation, flyers were distributed to nearby households, posters were displayed at local stations, and digital posters appeared on TPE services. A social media campaign was run via @thetrupgrade, including a sponsored video tweet by Jonathan Reynolds MP. Media coverage featured in local press, radio, and trade publications. Ahead of the consultation, briefing sessions were held on 3 and 4 September for councillors and officers in Oldham and Tameside, with presentations and Q&A sessions attended by 20 representatives.
- 3.3.3 The key concerns raised by consultees included the potential disruption, noise, and light pollution from the relocated Mossley Station, particularly affecting residents on Manchester Road. There were also worries about the station's distance from Top Mossley and the need for improved access routes.
- 3.3.4 Traffic impacts during works at Oldham Road Bridge were highlighted, especially given the limited alternative routes to Uppermill. Additional concerns were raised about the potential effects of construction near Wright's Mill on nearby rescue animals and residents in the Armit Road area. Lastly, consultees expressed unease about the visual impact of OLE on the Uppermill viaduct.

Phase 2 public consultation – Moorgate Halt level crossing: November – December 2024

- 3.3.5 In order to present the proposals for the closure of Moorgate Halt Level Crossing and the upgrades to an alternative footpath route to as wide an audience as possible, public consultation was undertaken between 25 November and 20 December 2024 on the Moorgate Halt Level Crossing proposals.
- 3.3.6 To facilitate access to consultation materials, Network Rail created a dedicated webpage⁴. The webpage was accessible 24 hours a day throughout the consultation period and hosted a bespoke display board outlining Network Rail’s proposal for the closure of Moorgate Halt level crossing, along with a written explanation of the proposal and consultation timeline. It also included a link to an online feedback form, allowing the public to submit responses to a questionnaire developed by Network Rail.
- 3.3.7 The consultation, an in-person public event, was held on 28 November 2024 at Saddleworth Museum, chosen for its proximity to Moorgate Halt level crossing. The event aimed to inform residents and stakeholders about the proposed closure and alternative footpath route, while also gathering feedback to inform the Scheme’s development.
- 3.3.8 Prior to the Phase 2 consultation, local councillors and community groups—including Saddleworth Parish Council, Oldham Ramblers, and the Peak and Northern Footpaths Society—were engaged through site visits at Moorgate Halt level crossing.
- 3.3.9 The key concerns raised included safety, the viability of alternative routes, and rising costs. Options such as a VAMOS system (a light sign system without barriers), footbridge, and underpass were explored but ruled out due to logistical and financial constraints. While views varied, it was acknowledged that legal processes such as the TWAO and potential public inquiries could delay decisions until 2026. Early engagement and mitigation planning were identified as essential to address long-term access and disruption concerns.

⁴ [Moorgate Halt Level Crossing - Transpennine Route Upgrade](#)

Phase 3 focused engagement – Mossley Cottage owners/occupiers: 18th June 2025

- 3.3.10 Phase 3 comprised focused engagement with the owners and occupiers of Mossley cottages on the 18th of June 2025, and took place at Mossley AFC's Seel Park stadium. The event was held in recognition of the direct impact that the Scheme may have on their homes, and was designed to provide information on the aspects which were most relevant to the cottages.
- 3.3.11 Residents and owners had the opportunity to look at the plans of the Scheme, and had the opportunity to arrange appointments with project representatives to specifically discuss the Scheme and its proposals.

Phase 4 public consultation – information events: July 2025

- 3.3.12 The Phase 4 public consultation took place on the 9th and 10th of July 2025 where locals were invited to attend two venues (Mossley AFC's Seel Park stadium; and Saddleworth Museum, on the 9th and 10th respectively between 3:00pm and 7:00pm) to be informed on the scope and details of the Scheme proposals.
- 3.3.13 Materials and resources available at these information events included ten A0 bespoke display boards presenting key information on Scheme proposals, printed copies of the 'Red Line Boundary Plans' showing the extent of the proposed works, and printed photomontages to illustrate the visual impact of the Scheme.
- 3.3.14 Additionally, Scheme representatives were on-hand at both events to answer questions in person.

Phase 5 focused engagement – Manchester Road residents: July – August 2025

- 3.3.15 The Phase 5 focused engagement took place with residents of Manchester Road between the 29th of July and the 15th of August 2025. Letters were distributed to households located at the properties 219-307 Manchester Road to invite residents to book one-to-one appointments with Scheme representatives, either online via Microsoft Teams or in-person. Sessions were available between 12:00 and 19:00 across a three-week period. Alongside the letter, a FAQ document was provided to offer residents additional context about the Scheme.

- 3.3.16 Scheme representatives were also available to provide responses during the sessions, and recorded any queries which required follow-up after the engagement.
- 3.3.17 The purpose of these focused engagement sessions was to provide relevant residents with a dedicated opportunity to raise questions or concerns regarding the Scheme, particularly in relation to potential impacts to their properties.
- 3.3.18 A total of 14 sessions were held, with a mixture of both online and in-person appointments. During the engagement, Scheme representatives also noted any feedback or observations that could have implications for the Disability Impact Assessment (DIA). Particular attention was paid to comments relating to accessibility, mobility, and residents with disabilities.

Phase 6 focused engagement – Manchester Road residents: September – October 2025

- 3.3.19 Phase 6 comprised further focused engagement with the residents of Manchester Road between September and October 2025, with letters again sent out to households located at the properties 219-307 Manchester Road to book one-to-one sessions with Scheme representatives.
- 3.3.20 These sessions were offered to provide further clarity on any outstanding queries, and also to provide an opportunity to explain the TWAO process ahead of submitting the Order.
- 3.3.21 For more information on the consultation, see document reference (NR07 Consultation Report).

3.4 Engagement with Local Planning Authorities

- 3.4.1 During ongoing engagement with OMBC and TMBC during design development, designs have evolved to take into account comments from the Local Planning Authorities. This has included the following key issues:

Tameside Metropolitan Borough Council

- 3.4.2 A controlled pedestrian crossing at the relocated Mossley Station is to be included across Manchester Road adjacent to the proposed access points into the station.
- 3.4.3 It was agreed on 4th June 2025 that the proposed works to MVL3/12 Abney Footbridge and MVL3/16 New Earth Footbridge will not materially impact the external appearance of the bridges, meaning that the works are

permitted development under Part 8 of the GPDO (see NR12 Planning Statement).

Oldham Metropolitan Borough Council

3.4.4 OMBC has requested that a new pedestrian crossing be added across Shaw Hall Bank Road, adjacent to the proposed MVL3/27B Oldham Road Footbridge on its eastern side. This is to safeguard the road safety of the users of the new footbridge. A pedestrian crossing has been added to the Order plans accordingly (see section 7.4) and its precise location has been discussed with OMBC.

3.4.5 OMBC requested further details to demonstrate how the proposed access upgrades and internal layout for the Oaklands Road Permanent Maintenance Facility will be acceptable from a road safety perspective. Planning conditions are proposed which would require the approval of details of the design and access arrangements to the site when the designs have been developed further. A further proposed planning condition would require approval to a Landscape and Ecological Management Plan, including a plan of existing trees to be either retained and protected or to be removed.

3.5 Pre-application advice for consents to be advanced ahead of the TWAO

3.5.1 The following prior approval applications under Schedule 2 Part 18 Class A of the GPDO were originally planned to be submitted prior to the submission of the TWAO, and retained within the TWAO to be considered in tandem with the full scope of works which comprise the Order Scheme. Pre-application advice was sought from TMBC and OMBC respectively. The key comments made by each LPA were as follows and the responses to these comments are set out in the design and access appraisal section for non-Listed bridges (section 7).

MVL3/10A Manchester Road Footbridge (TMBC ref: 24/00051/PREAPP)

3.5.2 All external elevations and the steel trestle are expected to be finished in green (rather than weathering steel) to better match with the existing bridge colour, and to integrate with the wider surroundings.

3.5.3 The adjacent stone wall which is to be reconstructed should re-use existing material where possible, with any new material matching the existing material as close as possible.

- 3.5.4 The new balustrade for the proposed replacement staircase should reflect the decorative design and colour finish of the existing decorative balustrade.

MVL3/18 Roughtown Road Footbridge (TMBC ref: 24/00052/PREAPP)
(no longer to be brought forward ahead of the TWAO)

- 3.5.5 The retaining wall to the south should be reduced to 1 metre in height (over a 5-metre length), in the interest of improving highway safety through pedestrian and vehicular visibility. It is noted however that this is an existing retaining wall which is not proposed to form part of the TRU scope.
- 3.5.6 All external elevations are expected to be finished in green (rather than weathering steel) to better match with the existing bridge colour, and to integrate with the wider surroundings and promote the legibility of active travel for footpath users.
- 3.5.7 Alterations to existing structures that will support the proposed bridge should not significantly impact on the appearance or quality of the surrounding area, providing any new material adequately matches the existing in regard to texture and colour.
- 3.5.8 The Council requested a reduction in the height of the parapet, from the proposed height of 1.8 metres, to ensure the setting of the public footpath is not impacted significantly. TMBC noted that other bridges are acceptable at a lower parapet height of 1.5 metres.

MVL3/35 Ravenstone Drive Footbridge (OMBC ref: PRE/353625/24)

- 3.5.9 OMBC stated that the scope and nature of the proposals are acceptable, and had the following recommendations:
- Notifying of the dates for construction and PRoW closure.
 - To give consideration to security implications due to the reduction in natural surveillance.
 - Consultation with the two residents who flank either side of the footpath (Nos. 15 and 17).

MVL3/36 Ward Lane Overbridge (OMBC ref: PRE/353926/25) (no longer to be brought forward ahead of the TWAO)

- 3.5.10 The following requests and recommendations were made in conjunction with the Local Highways Authority:

- Works to the highway will be subject to a Section 278 Agreement.
- The weight limit sign will only be removed if it is no longer required.
- A Construction Management Plan will be required which should outline phasing of works and traffic management measures.
- An assessment of the risk of vehicle incursion onto the railway should be undertaken with appropriate mitigation measures incorporated during the works to ensure safety.
- It is recommended that NR take the opportunity to upgrade the section of the stone culvert to the north of the bridge within their maintenance liability as part of the bridge replacement project.
- OMBC have also stated that although outside the scope of the Prior Approval process, it may be helpful to notify of the dates for when the works will be carried out and the arrangements to be put in place whilst the road will be closed.

4. SUSTAINABILITY

4.1 Introduction

- 4.1.1 The sustainability performance of the Order Scheme has been a key consideration throughout the design development of each intervention. From a holistic perspective, the Order Scheme prioritises the enhancement of existing infrastructure to meet the current needs of the operational railway.
- 4.1.2 Network Rail's 'Sustainable Development Strategy'⁵ aims to create a "railway fit for the future," emphasising sustainability in both construction and resource management.
- 4.1.3 Network Rail has a strategic objective to achieve a 4% reduction in carbon emissions as part of the design and implementation of the wider TRU programme, an objective that encompasses the Order Scheme. The carbon savings have been realised through measures such as replacing diesel generators with mains electricity connections at certain construction compounds. These initiatives demonstrate Network Rail's commitment to integrating carbon efficiency into the TRU programme.

4.2 Carbon reduction

- 4.2.1 The government has set a target to reduce carbon emissions by 80% by 2050, compared to 1990 levels. Network Rail is committed to reducing energy consumption and carbon emissions across the rail network, as outlined in the Network Rail Energy and Carbon Policy 2017⁶.
- 4.2.2 In order to achieve these objectives, the carbon reduction hierarchy (Build Nothing, Build Less, Build Clever, Build Efficiently) outlined in Specification PAS 2080:2016 has been applied at key decision points throughout the option selection and development process.
- 4.2.3 TRU works are essential for the electrification of the railway. Carbon emissions from the construction of the Order Scheme will be offset by the overall reduction in emissions from electrifying the railway. Once operational, the entire TRU will reduce annual emissions by approximately 1,500 tonnes of carbon dioxide equivalents, due to the electrification of the line and the transition to bi-modal trains (capable of running on diesel or

⁵ [Environmental sustainability strategy 2020-2050](#)

⁶ [Energy and Carbon Policy](#)

electric power). This aligns with the UK Government's policy to promote railway electrification as a means of reducing carbon emissions.

4.3 Whole life benefits

- 4.3.1 The design process has sought to identify long-term benefits over the lifetime of the infrastructure. Resource efficiency and carbon reduction workshops have been convened with key design leads, and during these workshops, the specification of materials and replacement with more sustainable alternatives has been considered and, where possible, implemented within the designs. Measures have also been considered to reduce future maintenance requirements where possible.
- 4.3.2 The strategy focuses on the efficient use of natural resources, the incorporation of sustainable materials, and the reduction of waste through re-use and recycling. This includes the potential re-use of excavated materials on-site, at nearby locations, or through recycling at permitted facilities, aligning with circular economy principles (see the CoCP Part A).

4.4 Flood risk

- 4.4.1 The majority of the Order Scheme area is located within Flood Zone 1, indicating a low risk of flooding. As required by Network Rail's Environmental and Social Minimum Requirements for Projects – Design and Construction (NR/L2/ENV/015 Issue 9), a Flood Risk Assessment (FRA) has been undertaken for the Order Scheme.
- 4.4.2 As detailed the Environmental Report (NR14) Chapter 12 – Water Environment, several Order Scheme elements are located within Flood Risk Zones 2 and 3. The Environmental Report has however highlighted that the Order Scheme elements in question pass the sequential test, and the exception test where required.
- 4.4.3 The Environmental Report concludes the following regarding flood risk impacts and requirements for mitigation measures (Chapter 14 – Summary of Mitigation):

“There are no significant flooding constraints for the Scheme and its relevant works components that cannot be mitigated during construction and operation with protective provisions. Therefore, no additional flood risk mitigation measures are required beyond compliance with the protective provisions. This includes the Drainage Strategy, CIRIA Environmental Good Practice on Site Guide (C811D), Network Rail's Environment and

Social Minimum Requirements for Projects – Design and Construction (NR/L2/ENV/015 Issue 9) which is part of NR17 Code of Construction Practice (CoCP) Part A, and the Environment Agency’s flood warning service.

4.5 Water Quality Mitigation

- 4.5.1 A Pollution Prevention and Incident Control Plan (PPICP) will be prepared as part of the CoCP Part B for submission and approval in accordance with proposed Planning Condition 6, detailing best practices for activities that may cause water pollution. The Scheme drainage strategy will be adhered to, minimising risks to receiving watercourses. Temporary work sites, haul roads, and associated works will be designed and maintained to minimise their impact on the water environment, with adequate areas set aside for robust control measures such as sustainable drainage systems.
- 4.5.2 Areas generating contaminated water, such as oil storage areas, will be bunded and discharged to self-contained units with treatment facilities. Tests will ensure that contaminated material is identified, isolated, and either reworked or removed to a special landfill to avoid leachate issues.
- 4.5.3 The design process aims to minimise in-channel works where practicable, and any unavoidable in-channel works will require mitigation measures, including isolation techniques and water quality monitoring.
- 4.5.4 Site-specific responses will be prepared for potential pollution incidents or extreme weather events that may increase sediment runoff. The Order Scheme aligns with national and local policies regarding the water environment, with most of the development within Flood Zone 1 and appropriate mitigation measures in place for the small area within Flood Zone 3.
- 4.5.5 The Environmental Report sets out at Chapter 14 – Summary of Mitigation that impacts upon water quality will be avoided through management measures as follows:

‘The potential for adverse effects on water quality in nearby watercourses during construction (for example from accidental spillage or deposition of contaminants near surface waters) will be avoided through the management of works in line with Code of Construction Practice Part A [NR17] and Network Rail’s Environmental and Social Minimum Requirements for Projects – Design and Construction (NR/L2/ENV/015 Issue 9). A Pollution Prevention and Incident Control Plan (PPICP) will also

be prepared and implemented in accordance with the proposed CoCP Part B within the Order application document 'Request for deemed planning permission and statement of proposed conditions' [NR12]. Works will be undertaken in accordance with the measures described in PPICP, which will include good practice measures and protocols for the storage, use and management of potential contaminants on site, criteria for adequate bunding and hardstanding and silt fencing'.

- 4.5.6 In conclusion, the Environmental Report concludes that there are no significant flood risk constraints that are beyond mitigation during construction and operation. The Order Scheme aligns with relevant flood risk management policies and guidelines, including the Flood Risk and Coastal Change Planning Policy Guidance (FRCC-PPG) (2022), Greater Manchester Strategic Flood Risk Management Framework (SFRMF) (2019), Greater Manchester Level 1 Strategic Flood Risk Assessment (SFRA) (2019), Greater Manchester Level 2 SFRA (2020), Oldham Metropolitan Borough Council Flood Risk Management Strategy (FRMS) (2014), and Tameside Metropolitan Borough Council FRMS (2016). These measures ensure that the development proceeds safely and sustainably.

5. DESIGN AND ACCESS APPRAISAL OVERVIEW

5.1 General design and access principles & concepts

5.1.1 The approach taken to design the Order Scheme balances:

- the necessary technical design and safety standards adopted by Network Rail;
- considerations established in relevant planning policy (as summarised in Section 2);
- the setting of the railway, listed buildings, local character, and landscape considerations; and
- stakeholder views gathered during consultation (summarised in Section 3).

5.1.2 The design and access appraisal summarises the following main design principles and concepts:

- Operational and functional requirements of the railway and the Order Scheme, over the lifetime of the Scheme;
- Aesthetics and quality of design, including appearance of materials, consideration of relevant design codes, and guidance;
- Environmental considerations, including potential to accommodate the Order Scheme, sustainability, heritage, visual impact and landscaping (landscape character context), biodiversity and pollution, and ground conditions;
- Local context and site constraints, including the Order Scheme layout and efficiency of land use;
- Accessibility, including sustainable transport, protection of PRow, inclusive design and access and pedestrian access, vehicular access built to adoptable standards (residential and agricultural), parking, and safety;
- Access for maintenance and inspection; and
- Materials durability and sustainability.

5.1.3 The following sections of the design and access appraisal outline the permanent works delivered as part of the Order Scheme and assess these against the main design principles and concepts listed above:

- 6. Design and Access appraisal: Listed structures
- 7. Design and Access appraisal: Non-Listed structures (Bridges)

- 8. Design and Access appraisal: Level crossing closure mitigation schemes.
- 9. Design and Access appraisal: Mossley Cottages and Mossley Station
- 10. Design and Access appraisal: Maintenance and Access

5.1.4 For all permanent highways access upgrades shown on the Route Planning Drawings and Land & Works Plans, road safety has formed a key consideration and there has been ongoing engagement with both the Tameside and Oldham council highway authorities (see Chapter 10 of the Environment Statement – Traffic and Transport).

6. DESIGN AND ACCESS APPRAISAL: LISTED STRUCTURES

6.1 Introduction

- 6.1.1 The policy design context of the ten grade II listed structures that will undergo works is described in Section 2. This comprises six overbridges, three underbridges, and one viaduct.
- 6.1.2 The historical context of this route is particularly significant, and through engagement with the relevant local authorities and Historic England, design solutions have been developed to respond to the heritage of the structures and the railway. Full details of this heritage context and alternative options considered can be found in the Heritage Statements and Alternative Options Evaluation Studies submitted as part of the applications for listed building consent for the works.
- 6.1.3 The Heritage Statements explain the historical context of the structures, which were part of the original construction of the Huddersfield and Manchester Railway in the mid to late 1840s by railway engineer A.S. Jee. To achieve the full benefits required by the TRU, OLE infrastructure is necessary to power faster and more environmentally friendly electric trains.
- 6.1.4 The design interventions are justifiable as a number of listed structures do not currently meet the required gauge clearance height to accommodate OLE, necessitating works on certain listed overbridges to implement OLE. At Uppermill Viaduct, works are required to install OLE portals and fixings to the physical structure of the listed viaduct. Several listed under bridges require strengthening to accommodate the increased structural forces resulting from TRU's higher line speed and faster-moving trains. Further works are also necessary for some listed structures to comply with safety requirements following the electrification of the railway line, including parapet extensions and handrail replacements.
- 6.1.5 The preferred design solutions have been determined considering the local design context, relevant supporting policy, and stakeholder consultation feedback, and taking into account the statutory requirements for preserving the listed buildings or its features of special architectural or historic interest (under the Planning (Listed Buildings and Conservation Areas) Act 1990).
- 6.1.6 These solutions aim to maintain the existing local historic and architectural interest as far as possible while meeting the new operational and functional requirements of the Order Scheme.

6.2 Heyrod Hall Overbridge Works – MVL3/7

- 6.2.1 Heyrod Hall Overbridge (MVL3/7) is located within a railway cutting within Heyrod, providing vehicular access between Wakefield Road on the west and the residential properties at Heyrod Hall on the east of the railway. The bridge is accessed from Wakefield Road from a gap between residential properties 312 and 314, and is surrounded by trees which limit views of the structure.

Preferred Design Solution

- 6.2.2 The grade II listed Heyrod Hall Overbridge (MVL3/7), located approximately 100 metres north of the MVL3/6 Heyrod Road Footbridge, requires reconstruction.



Figure 2: Heyrod Hall Overbridge (MVL3/7) Aerial View

- 6.2.3 The existing Heyrod Hall Overbridge does not provide the required clearance for the OLE infrastructure. The Planning Statement (NR15) outlines the process for selecting the preferred design solution, which involves reconstructing the bridge deck while retaining the existing abutments.

6.2.4 Although this option alters the grade II listed bridge, it is considered a deliverable solution at the constrained site, meeting the aims and requirements of the Scheme while minimising disruption to the railway network and retaining the historic fabric of the structure as much as possible.

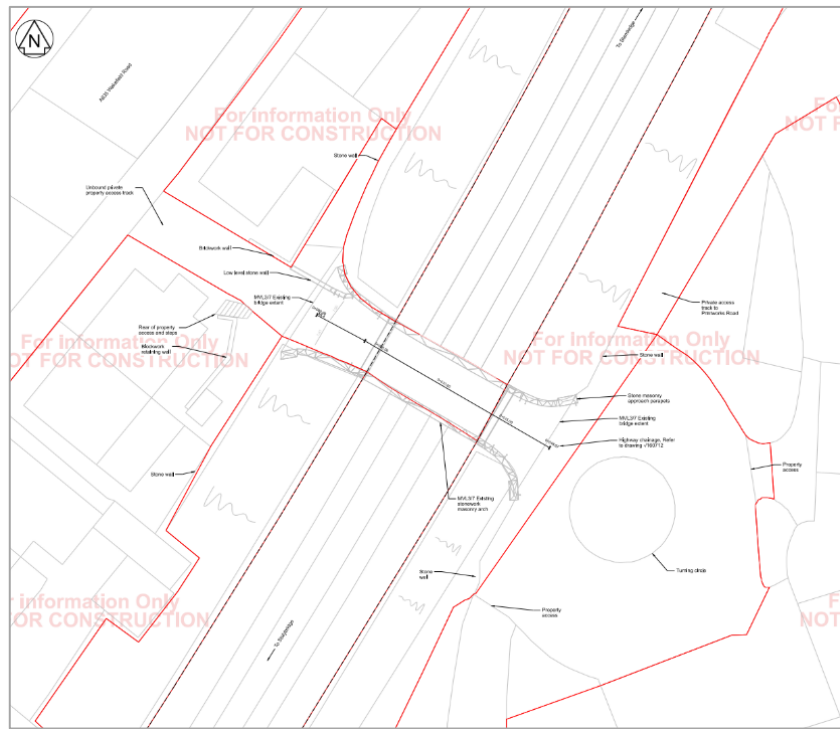


Figure 3: Heyrod Hall Overbridge (MVL3/7) Existing Plan

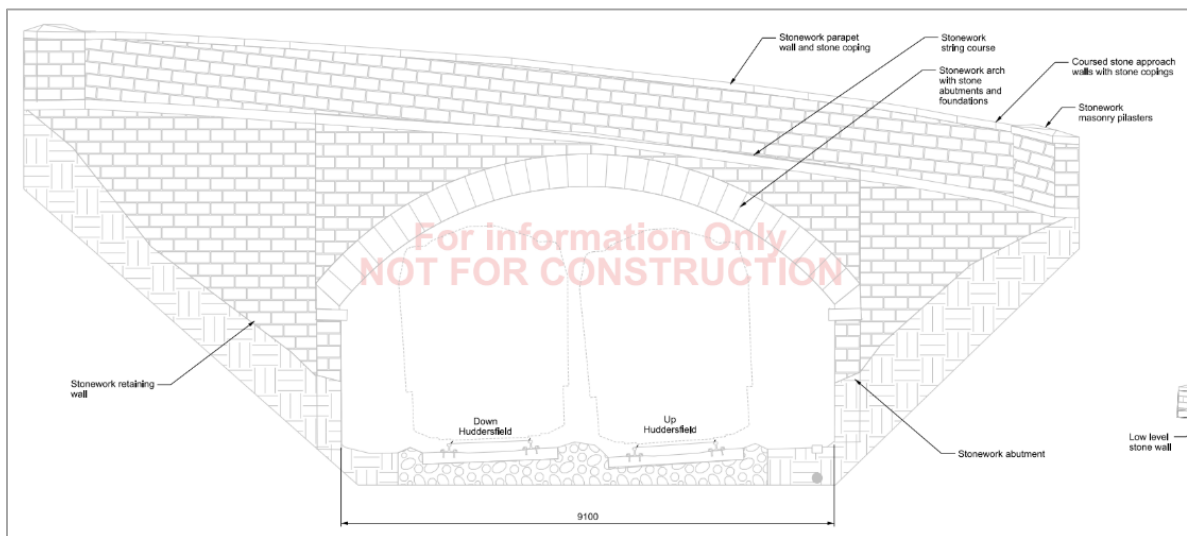


Figure 4: Heyrod Hall Overbridge (MVL3/7) Existing Elevation

- 6.2.5 The reconstructed Huddersfield Narrow Canal bridges, located near the W2B railway corridor, were used as reference designs. Historic England and the Local Planning Authorities have deemed these reconstructions successful in achieving designs that responded to their historic significance.
- 6.2.6 The proposed bridge structure features existing two-level stone retaining walls with stone copings, and masonry stonework piers for added support. The stone walls are built using natural stone, known for its durability and aesthetic appeal. Additionally, there are existing brick retaining walls that provide structural stability. Concrete is used for the filler beam bridge, natural fill accommodation slab, and parapets, contributing to its character and architectural interest.
- 6.2.7 The design of the parapets has been chosen to integrate with the retained stonework and masonry elements of the existing bridge, allowing for the use of reclaimed stone with copper stone parapet coping to protect the top of the parapet wall from water damage and weathering, while also providing an aesthetic finish. The parapets will be raised from their current height to 1.5 metres to meet necessary safety requirements. The natural cut stone facing precast to the outside face colour, size, and joint arrangement has been detailed to carefully integrate with the existing retained masonry.
- 6.2.8 The access and design details indicate the diversion of an overhead telecoms cable below ground level in a concrete duct, including maintained private property access with clearly marked routes.

Layout

- 6.2.9 Whilst the works will result in a new bridge deck, the layout will reflect the existing Heyrod Hall Overbridge, albeit with a taller parapet. It will utilise the existing abutments, which means entry and exit from the bridge will remain in the same place.

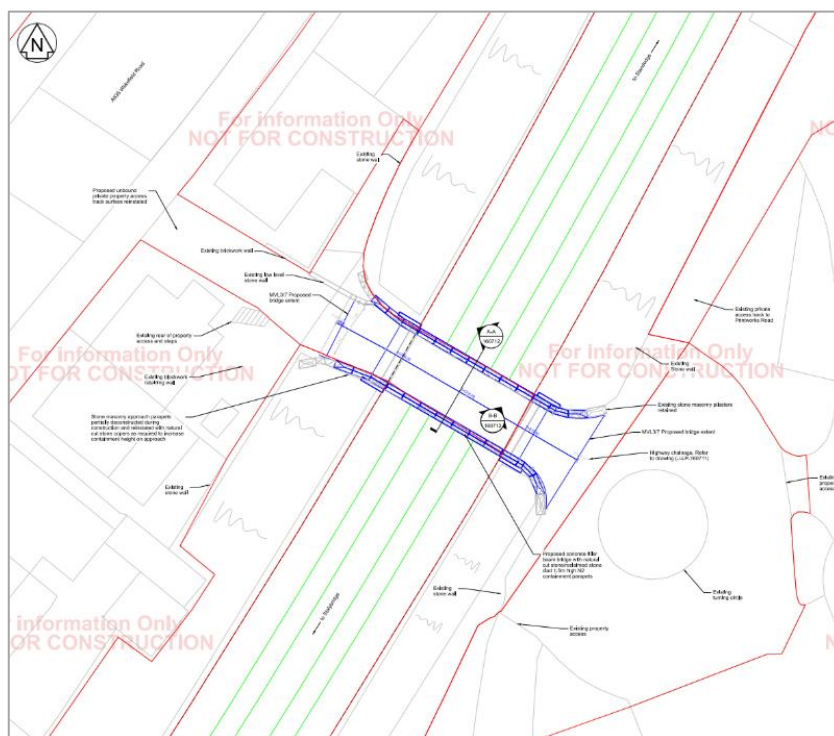


Figure 5: Heyrod Hall Overbridge (MVL3/7) Proposed Layout Plan

Amount and Scale

- 6.2.10 In response to updated safety standards, the design of the parapet has been revised, increasing its height from the original range of 1.2 to 1.3 meters to a minimum of 1.5 meters. Additionally, the clear cross-section has been expanded from 3.69 meters to 3.77 meters. These changes enhance the structural integrity and safety of the parapet, providing better protection and a more robust design.

Appearance and Landscaping

- 6.2.11 The existing overbridge deck will be removed and replaced, with other elements retained. It is acknowledged that the proposed works and the demolition and reconstruction of Heyrod Hall Overbridge would erode the historic and architectural value of the physical infrastructure associated with that era of railway construction. However, mitigation has been undertaken to reduce this impact as far as practicable.
- 6.2.12 Mitigation includes the use of natural stone cladding to minimise areas of visible concrete, reflecting the materiality of the original bridge and ensuring it remains the dominant material on the exterior faces of the bridge. Salvaged stone will be reused on the highway facing elevations

where feasible, and the feature line will integrate the inserted concrete beam with the string course and retained pilasters.

- 6.2.13 The external parapet elevation would be clad off-site with cast-in masonry, while the internal elevation will be clad with masonry in situ using reclaimed stone from the existing bridge as far as reasonably practicable. The edge beam will include a horizontal feature line, which will tie in with the modified and retained existing string course. The overbridge will be surfaced using granular material.

Use

- 6.2.14 Once reconstructed, the existing use of the bridge will continue in its current form, with no impacts anticipated that will alter the current usage. The increased parapet height should have no impact on operational usage of the bridge

Access

- 6.2.15 As the alignment of the bridge will not be altered, there will be no permanent impacts upon access from the proposed works.

6.3 Springbank Lane Footbridge Works – MVL3/8

- 6.3.1 The Springbank Lane Footbridge Works (MVL3/8) is located at the north side of Heyrod, providing stepped pedestrian access between Wakefield Road and John Street on the west and Springbank Lane on the east of the railway. Due to the topography, the bridge deck is at a lower level than Wakefield Road, and a higher level than Springbank Lane. From the west, the bridge is largely obscured from view by trees and vegetation.

Preferred design solution

- 6.3.2 The existing grade II listed Springbank Lane Footbridge (MVL3/8) does not provide the necessary clearance for the OLE infrastructure for the TRU project. Section 4 of the Planning Statement (NR15) outlines the selection process for the preferred design solution, resulting in minor track lowering which enables the bridge to be largely retained in its current state without intrusive works. However, minor alterations, including refurbishment and parapet extensions with replacement copers, will be needed to meet safety standards for an operational electrified railway.



Figure 6: Springbank Lane Footbridge (MVL3/8) Aerial View

- 6.3.3 The proposed works have been designed in a manner that is understanding of the historic character of the Springbank Lane Footbridge (MVL3/8), with great weight given to preserving the structure's existing architectural interest.
- 6.3.4 The proposed works involve removing the existing flat stone copers and installing new natural stone steeple copers with grouted steel dowels. This will result in a minor loss of historic fabric, as the existing copers were later additions. The new copers will conceal the steel dowels and slightly increase the parapet height to 1.55 metres.
- 6.3.5 Designed to match the existing copers in colour and form, the new natural stone copers will minimise visual changes and be sympathetic to the bridge's character. These works will improve the structure's condition and ensure its long-term preservation. The bridge's cast-iron deck, brick jack arch, stone abutments, ashlar stone band-topped plinths, and other construction details will be maintained, resulting in minor impacts on the existing bridge.

Use

- 6.3.6 Once the works are complete, the existing use of the bridge will be maintained with no anticipated impacts to its functional use. The increased

parapet height will provide no operational impacts to users of the bridge. The works proposed will improve the overall condition of the listed structure, ensuring its long-term preservation and use.

Amount and scale

- 6.3.7 As part of the requirements for providing a safe distance between bridge users and the operational electrified railway line, the height of the parapets will increase slightly from 1.44 metres to 1.55 metres. Originally, it was believed that a parapet of 1.8 metres would be required (as per NR requirements); however, allowance is made to reduce the height requirement in locations assessed to be of low risk for security and contact with the public, which was deemed appropriate at MVL3/8.
- 6.3.8 The scale of the bridge will therefore be slightly increased for users due to the raised parapets; however, the noticeable change will be minor.

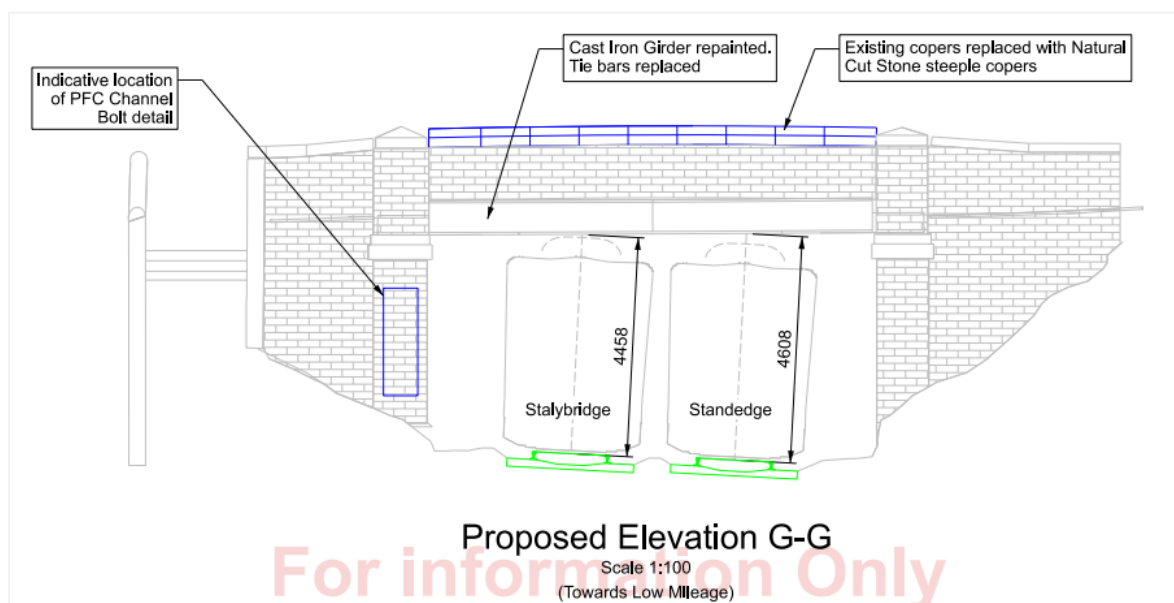


Figure 7: Springbank Lane Footbridge (MVL3/8) Proposed Elevation

Layout

- 6.3.9 The existing abutments will be utilised, and entry and exit from the bridge will remain unchanged from the current form. The existing layout of the footpath will not be impacted.

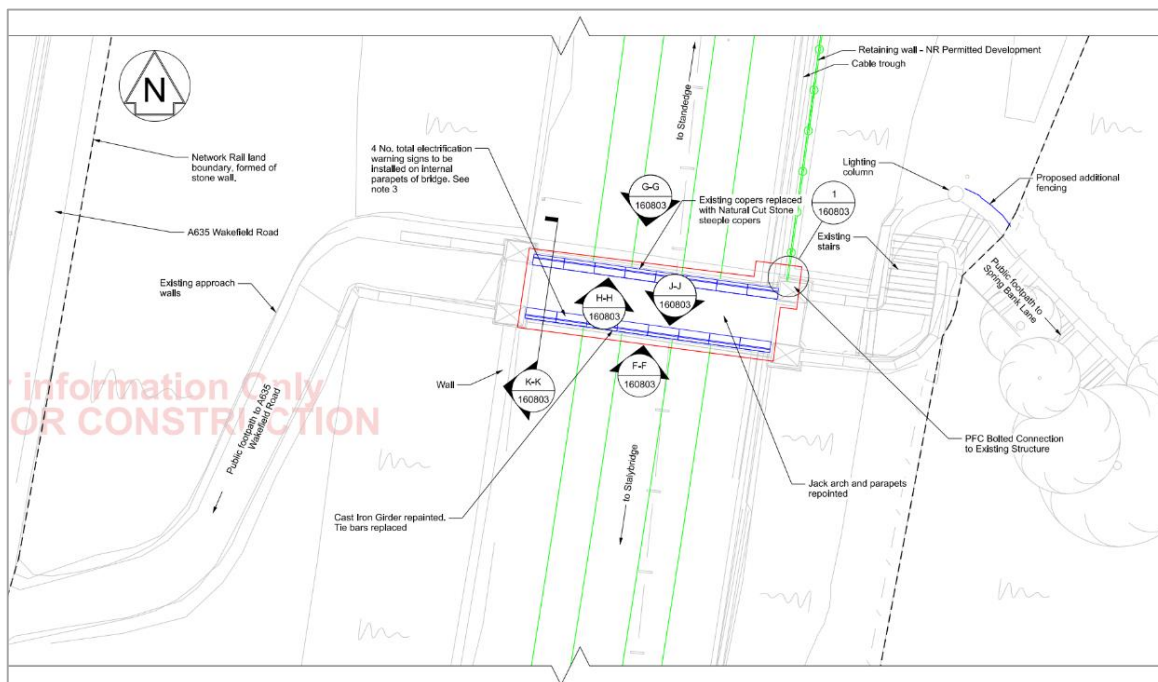


Figure 8: Springbank Lane Footbridge (MVL3/8) Proposed Layout

Access

- 6.3.10 Due to the retention of existing abutments, and only undertaking structure works to the parapets, access to the bridge and across it will be unimpacted.

Appearance and landscaping

- 6.3.11 The parapets and copers are to be the only existing aspects of the bridge that are to be altered, with other elements, including the bridge deck and abutments, retained.
- 6.3.12 Natural stone steeply copers are to be used, which best match the existing and retained historic fabric to minimise the visual alterations to the bridge. Over time, these will weather to aid their integration with the existing structure.

6.4 Roughtown Road Overbridge Works – MVL3/17

- 6.4.1 Roughtown Road Overbridge (MVL3/17) carries the single lane Roughtown Road across the railway, at the north-east of Mossley. The western bank of the bridge is steep and covered in vegetation, and residential properties are located approximately 25 metres from the bridge to the east and the north-west.

Preferred design solution

- 6.4.2 To meet OLE safety requirements, the bridge parapets will be raised to 1.5 meters.



Figure 9: Roughtown Road Overbridge (MVL3/17) Aerial View

- 6.4.3 As with many of the structures along the route of the TRU, Roughtown Road Overbridge (MVL3/17) lacks the gauge clearance to support the installation of OLE infrastructure along the track beneath it.
- 6.4.4 Design optioneering was conducted in collaboration with Historic England and the Local Planning Authorities to develop a design that accommodates OLE installation while minimizing the impact on the grade II listed structure. These works will result in a minor alteration, involving the addition of lightweight concrete steeple copers.
- 6.4.5 The copers will raise the height of the parapets from 1.1 - 1.4 metres (varies) to 1.5 - 1.6 metres (varies), making them a discernible yet sensitive modification. This height increase is necessary to meet NR's safety requirements for operational electrified railways, ensuring safe distances for bridge users from the OLE. Although this is lower than the standard 1.8 metres due to the low risk at this site, it also provides a 50mm tolerance for future resurfacing, thereby limiting the scale of any future works.
- 6.4.6 The intervention into the bridge's historic fabric will be limited to dowelling through the stone parapet to secure the new steeple copers.

Use

- 6.4.7 The existing use of the bridge will not be altered by the works, and access will still be provided across the bridge between Roughtown Road/Carrhill Road on the west and the A635 Manchester Road on the east. The works will ensure the bridge remains viable for its long-term use and in conjunction with the electrification and modernisation of the railway.

Amount and scale

- 6.4.8 The height of the parapets will be increased from 1.10 - 1.4 metres (varies) to 1.5 - 1.6 metres (varies). 1.8 metres is the standard height of parapets required over electrified railways as per NR requirements; however 1.5 metres was considered an acceptable height at Roughtown Road Overbridge due to its low level of safety risk, and in order to allow a 50mm tolerance for future resurfacing of the bridge deck.

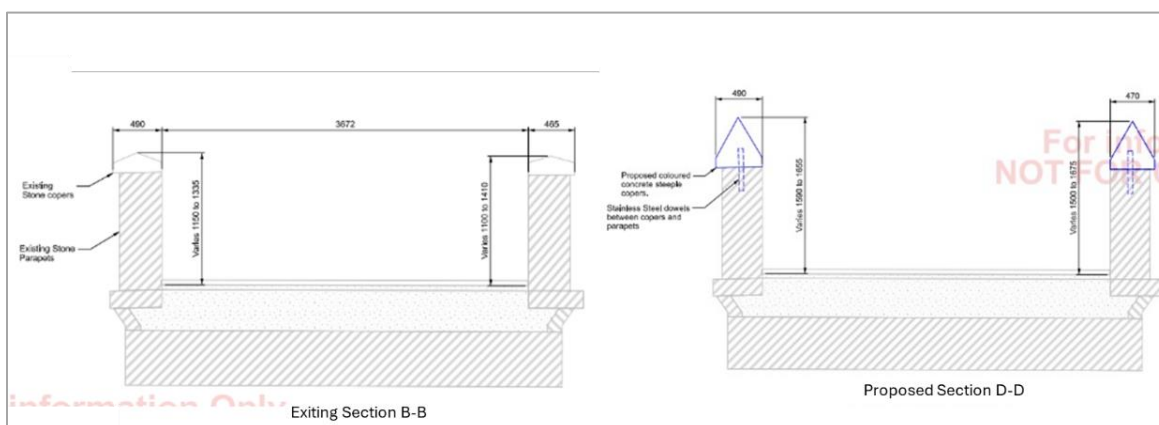


Figure 10: Roughtown Road Overbridge (MVL3/17) Existing and Proposed Sectional Elevations

Layout

- 6.4.9 The existing bridge layout will be largely retained, with limited works being undertaken to the bridge itself and not significantly noticeable to users, whilst the parapets are to be increased in scale.

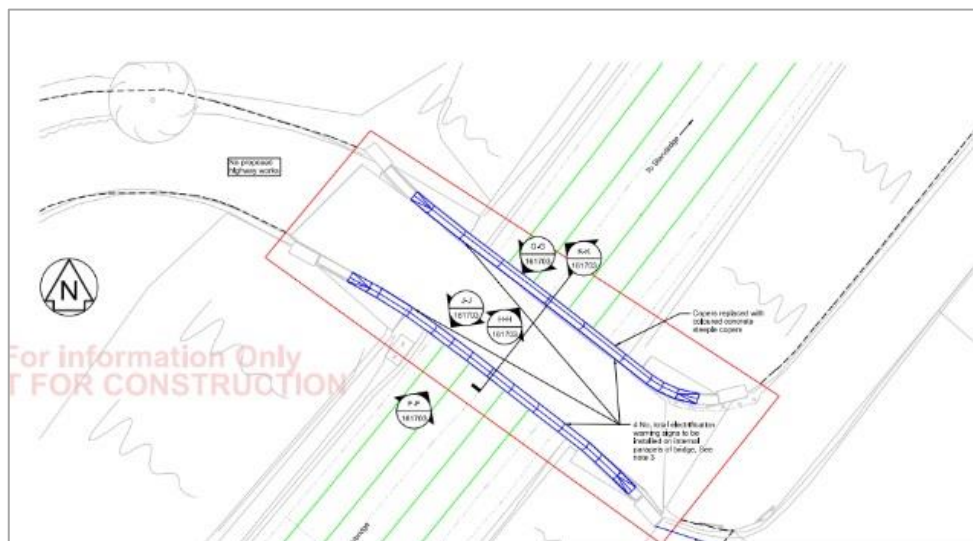


Figure 11: Roughtown Road Overbridge (MVL3/17) Proposed Plan

Access

- 6.4.10 The existing access to and from the bridge will be retained as they are currently situated, with the works to the parapets and the installation of the bridge arms having no impact on bridge access.

Appearance and landscaping

- 6.4.11 The proposed works to Roughtown Road Overbridge have been developed through a robust optioneering process, undertaken in consultation with Historic England and TMBC to minimise the impact on the listed structure's significance.
- 6.4.12 The decision to slew the track at the structure has allowed for a reduced scale of works required to facilitate OLE installation. The attachment of new steeple copers to the existing parapets will increase the physical height of the bridge and thus alter its appearance. However, they will be colour-matched with the existing concrete copers to minimise visual impact and aid in the integration of the historic fabric of the bridge. The parapet height has also been reduced from the typical requirement of 1.8 metres to 1.5 – 1.6 metres (varies) due to the low risk at the site, which has reduced the visual impacts on the bridge.
- 6.4.13 While the proposals will introduce modern materials and elements to the grade II listed structure, these works are limited and will have minimal visual impact as illustrated by Figures 12 and 13 below. It is concluded that they will result in less than substantial harm to the bridge's significance.

These works are necessary to deliver the full Scheme and ensure the bridge's long-term viability in conjunction with the electrification and modernisation of the railway.



Figure 12: Rough Town Road Overbridge (MVL3/17) Aerial visualisation as Proposed



Figure 13: Rough Town Road Overbridge (MVL3/17) Proposed Elevation Visualisation

6.5 Wright's Mill Overbridge Works – MVL3/20

- 6.5.1 The grade II listed Wright's Mill Overbridge (MVL3/20) is located at Midge Hill Farm, approximately 80 metres from the farm buildings on the west, and the River Tame approximately 120 metres to the east. It carries a bridleway over the railway line between fields, with the bridleway continuing west towards the farm and Mossley Road, and east towards Calf Lane and the River Tame.

Preferred design solution

- 6.5.2 The existing Wright's Mill Overbridge (MVL3/20) does not provide the necessary clearance for the installation of OLE infrastructure along the railway line. The Planning Statement (NR15) outlines the process for selecting the preferred design solution, which has concluded that the existing bridge should be reconstructed.

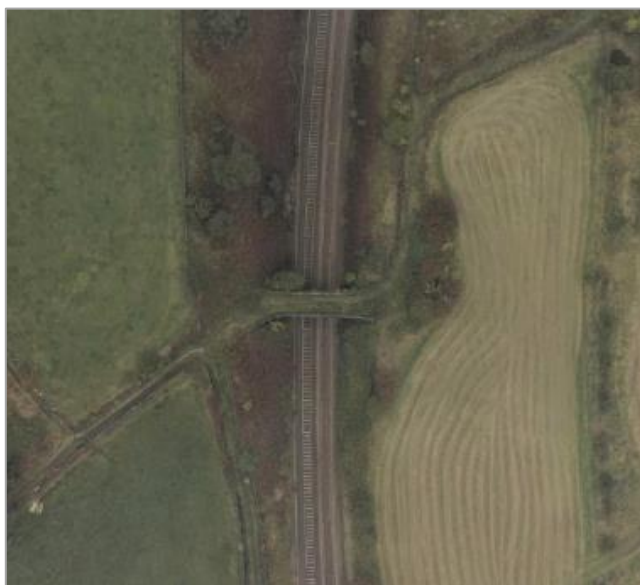


Figure 14: Wright's Mill Overbridge (MVL3/20) Aerial View

- 6.5.3 This involves the removal of the existing deck, parapet, and arch span, and the construction of a new filler beam span with new parapets and structural elements. Although this option will result in substantial harm to the significance of the Wright's Mill Overbridge, efforts have been made to visually integrate the new fabric of the proposed deck and parapets with the retained elements. The materials and finish of the bridge will reduce the potential harm and the degree to which the proposed change is experienced when crossing the bridge.

- 6.5.4 The reconstructed bridge will consist of retained masonry abutments beneath the level of existing impost bands, above which natural stone-clad precast concrete risers will be installed to support the stonework. A concrete filler beam deck will be installed on bearings supported by a concrete cill beam. The deck slab will be cast in situ using permanent formwork situated between weathering steel bottom flanges of the new steel beams.
- 6.5.5 The precast concrete edge beams of the replacement deck will have integral parapets clad with natural stone copers. The external parapets will be clad with natural stone masonry.
- 6.5.6 The external and internal elevations of the parapets will match the colour, size, and coursing pattern of the existing structure as closely as possible. Furthermore, the edge beam design includes a horizontal feature line that will tie in with the modified and retained existing string course to minimise visual impact.
- 6.5.7 While in other parts of the Order Scheme, a parapet height of less than the standard 1.8 metres has been deemed sufficient based on site-specific risk assessments, at Wright's Mill Overbridge, the 1.8 metre height has been deemed necessary due to the narrow width of the bridge and the height of horse riders.
- 6.5.8 Therefore, while the structure will undergo significant reconstruction, the proposed works also include elements to retain as much of the original historic fabric as possible and to reduce the degree of visual impact on the structure. The impact on the bridge is deemed substantial.

Use

- 6.5.9 The replacement bridge will be utilised in the same manner as the existing bridge, with no significant changes for users, although the height of the parapets will be increased, which will change the perspectives for users. The required height of 1.8 metres for the parapets is to ensure safety from the OLE infrastructure for users of the narrow bridge, and the horse riders who use the bridge in particular.
- 6.5.10 Despite the substantial harm that the proposed works will cause to MVL3/20, these works will ensure the bridge remains in use as part of the future railway.

Amount and scale

- 6.5.11 The bridge parapet height will be increased from 1.3 metres (varies) to 1.8 metres due to safety requirements. A risk assessment deemed it unsuitable to have a smaller parapet height due to the narrow width of the structure and the use of the bridge by horse riders.
- 6.5.12 The other proposed works will be reflective of the existing size and scale of the Wright's Mill Overbridge (MVL3/20).

Layout

- 6.5.13 Once complete, the reconstructed layout of the Wright's Mill Overbridge will not differ from the existing layout. The existing abutments are to be retained, and entry and exit onto the bridge will remain as it is.

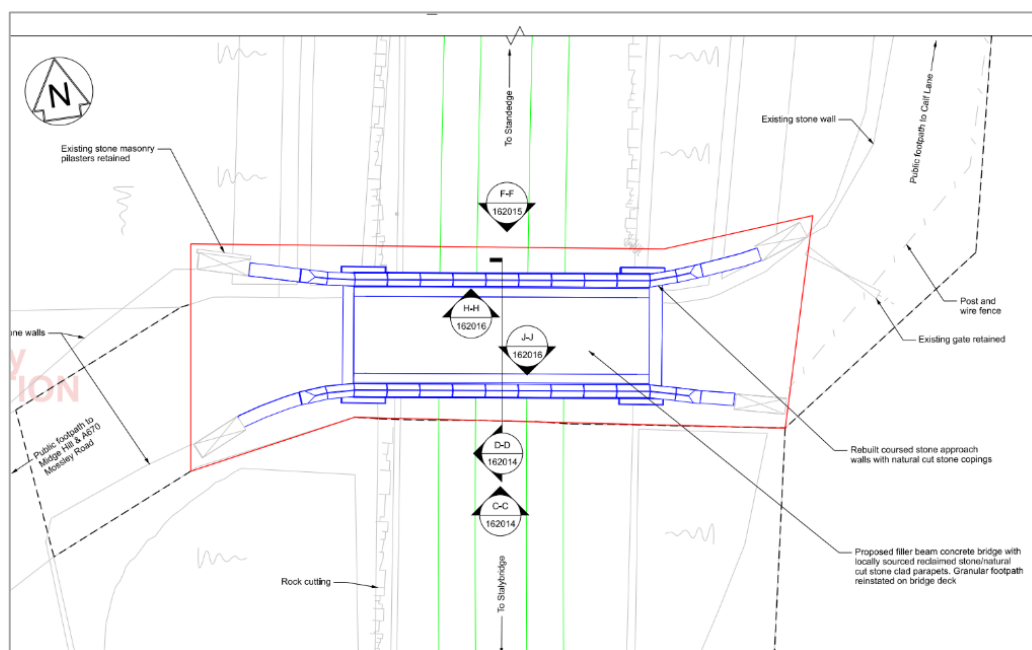


Figure 15: Wright's Mill Overbridge (MVL3/20) Proposed Plan

Access

- 6.5.14 Since the existing abutments will be retained, access to and from the bridge will remain unchanged.

Appearance and landscaping

- 6.5.15 Whilst substantial works are required to deconstruct the existing bridge and reconstruct it to meet the operational requirements of the TRU scheme, efforts have been made through design to reduce the impacts to the visual

appearance of the reconstruction, and to better integrate it with the existing structure.

- 6.5.17 During demolition, historic masonry will be reclaimed as far as possible for potential reuse wherever appropriate. The stone-facing interior of the parapets will use this reclaimed masonry, or natural stone which is reflective of the existing material where this is unfeasible. Additionally, the external faces will also be clad in natural stone to visually reflect the maintained elements and the existing exterior of the bridge as far as possible. A feature line will also be built into the new filler beam deck, to tie in with the stringcourse of the existing structure. These works respond to specific features of the existing structure that contribute to its architectural interest and visual appearance, as shown on Figures 16 to 18 below.

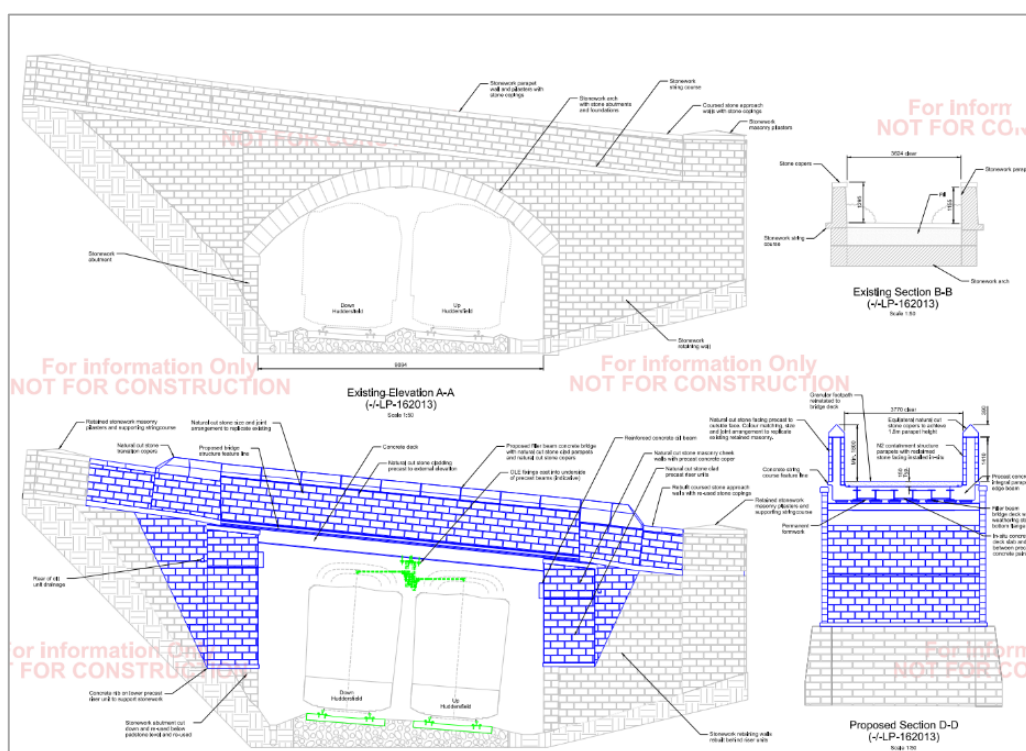


Figure 16: Wright's Mill Overbridge (MVL3/20) Existing and Proposed Elevation and Section



Figure 17: Wright's Mill Overbridge (MVL3/20) Visualisation of Footway as Proposed



Figure 18: Wright's Mill Overbridge (MVL3/20) Aerial Visualisation as Proposed

6.6 Wright's Overbridge Works – MVL3/23

- 6.6.1 The grade II listed Wright's Overbridge (MVL3/23) is at the west of Greenfield, and carries a PRow over the railway at the north of properties located on Low Grove Lane. These properties are approximately 10 metres from the bridge at the closest point. To the north of the bridge, the PRow continues up-hill through a field towards Mossley Road, and the bridge cannot be visible from the north due to the slope and vegetation.

Preferred design solution

- 6.6.2 As with many of the other structures along the route, TRU, the electrification of the railway, and the clearance required to install OLE infrastructure present the most significant constraint on Wright's Overbridge (MVL3/23). Design development and optioneering for Wright's Overbridge has considered several factors, including the significance of the listed structure, operational requirements, and constructability, whilst engaging with Historic England and OMBC to discuss these constraints in line with design development.



Figure 19: Wright's Overbridge (MVL3/23) Aerial View

- 6.6.3 Options to undertake track lowering were found to be unfeasible due to the site-specific conditions, whilst the reconstruction of the bridge was found to result in substantial harm to the structure, with only a small amount of historic fabric retained, and only a limited level of use as a PRow.
- 6.6.4 Removal of the bridge structure was therefore found to be the most justified option due to site-specific constraints on constructability, the limited use of the structure as a PRow, whilst an alternative route can be provided, and the high level of public spending which would be required for reconstruction. Following the decision to undertake bridge removal, design development was undertaken to mitigate the potential impact of the electrification of the line on the heritage significance of the structure.
- 6.6.5 It is proposed to demolish the grade II listed bridge, with the structure broken down to 500mm below ground. Reprofilng works are proposed on

both sides of the railway line to tie in with existing embankments on either side of the existing bridge, with appropriate earth slope reinstated to match the adjacent cutting and ground anchors installed to aid slope stability. The re-routed PRow will require minor surfacing works and vegetation clearance.

- 6.6.6 It had been considered to retain the existing abutments to reflect the bridge's heritage; however, this was found to result in a high level of maintenance and security costs with no operational benefit, and a limited degree of historic value that would be retained without the rest of the structure. Therefore, this option was not pursued further.

Use

- 6.6.7 As the structure is to be demolished, its use as a PRow for pedestrians will cease. The existing PRow is proposed to be diverted under Hobbe Hole Underbridge (MVL3/22), as shown in Figure 20 below.



Figure 20: Wright's Overbridge (MVL3/23) PRow Diversion Plan

Amount and scale

- 6.6.8 The structure is to be demolished, with reprofiling works to be undertaken to link the abutments with the surrounding embankments and earth. Therefore, there will be no remaining extent of the bridge visible once the works are complete.

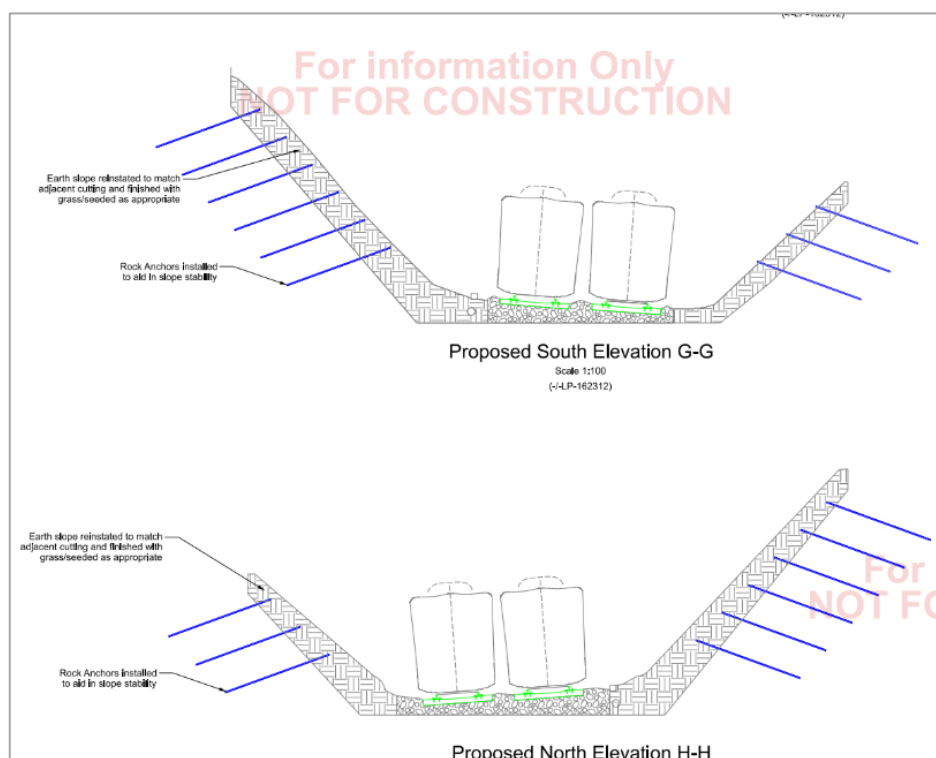


Figure 21: Wright's Overbridge (MVL3/23) Proposed Elevation

Layout

- 6.6.9 The removal of the bridge will remove all pedestrian access across the railway line at this point, with no part of the existing bridge layout to remain. Pedestrians who seek to cross the railway in this area will be diverted via a PRoW through Hobbe Hole Underbridge (MVL3/22) to the south. The layout of the railway track will not be impacted by the works.

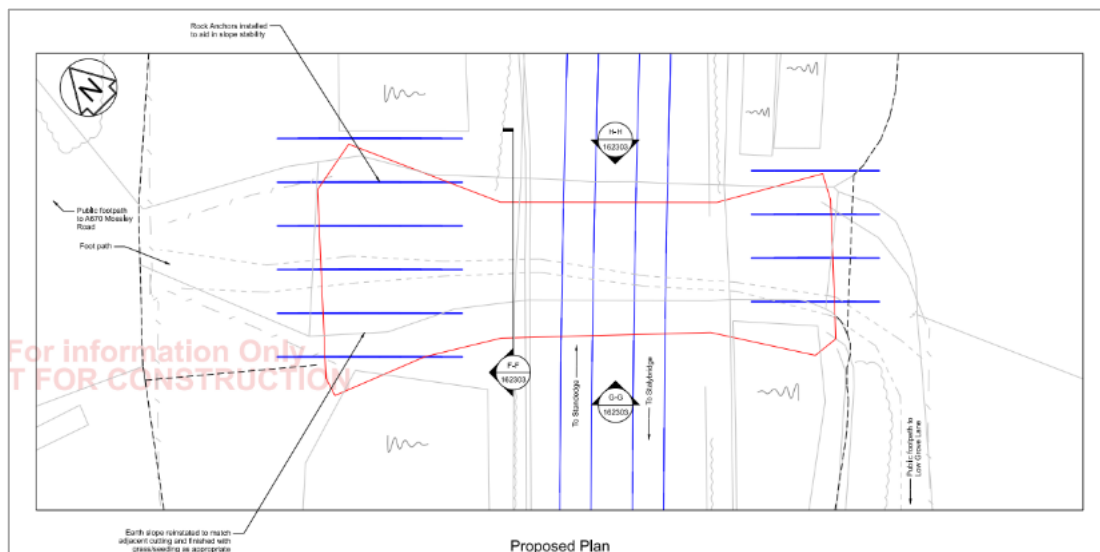


Figure 22: Wright's Overbridge (MVL3/23) Proposed Plan

Access

- 6.6.10 There will be no access to the structure or across the railway line at this point following the removal of the bridge. Access across the railway in this area will be diverted through the Hobbe Hole Underbridge (MVL3/22) to the south.

Appearance and landscaping

- 6.6.11 The demolition of the bridge will result in the total loss of the structure, removing the historic and architectural value of the structure and its appearance. Whilst they were considered to be retained on their own, it was concluded that the abutments were unviable to retain on their own due to the required ongoing maintenance and safety liability that they would present within an active electrified railway corridor. Therefore, all elements, including the abutments, will be removed, meaning that the existing bridge structure will not be visible at all following the demolition works, as demonstrated in the visualisation in Figure 23.
- 6.6.12 As a visual mitigation measure, the masonry of the structure is proposed to be reclaimed for reuse as cladding on structures elsewhere on the W2B route, which will partly compensate for the adverse visual impacts arising from the work to this and other structures.



Figure 23: Wright's Overbridge (MVL3/23) Aerial Visualisation as Proposed Following Demolition

6.7 Royal George Underbridge Works – MVL3/25

- 6.7.1 Royal George Underbridge (MVL3/25) carries the railway line over Oaklands Road within Greenfield. The Friezland Church Hall is located to the south-east of the bridge with the Christchurch Friezland Church cemetery to the south-west.

Preferred design solution

- 6.7.2 The grade II listed Royal George Underbridge (MVL3/25) carries the railway line over Oaklands Road, in Grasscroft, approximately 700 metres to the southwest of Greenfield Station. The design solution for the bridge structure addresses several critical factors, including the integration of modern infrastructure, preservation of historical elements, and operational requirements. The electrification of the railway and the clearance needed for the OLE infrastructure are significant constraints. The design development process involved consultations with relevant authorities to ensure compliance with heritage and operational standards.



Figure 24: Royal George Underbridge (MVL3/25) Aerial Plan

- 6.7.3 Various options were evaluated, including track lowering and bridge reconstruction. Track lowering was deemed unfeasible due to site-specific conditions. Bridge reconstruction would have caused substantial harm to the structure, retaining only a small amount of historic fabric and offering limited use as a PRow.
- 6.7.4 The key design elements of the bridge structure include a Grey GRP handrail for safety, a U deck girder for structural support, and stone-clad precast concrete approach L-units that serve both aesthetic and structural purposes. The design also incorporates a precast concrete L-beam as a structural component and retains existing wingwalls, integrating them with new approach units. Additionally, a precast concrete pilaster unit is anchored to the ball beam and edge beam, following the profile of the existing pilaster. The precast concrete edge beam is combined with a steel walkway and cable trough, while steel parapet panels are fixed to the edge beams to reflect the appearance of existing parapets.

Use

- 6.7.5 The existing use of the bridge will not be impacted, and the structure will be retained for future use with the modern railway. The installation of new GRP handrails will maintain safe use for individuals along the trackside for the duration of the electrified railway.

Amount and scale

- 6.7.6 The bridge structure showcases a meticulous design that integrates both modern and historical elements. The design includes a Grey GRP handrail, positioned at a minimum height of 1250mm from the top of the ballast, ensuring safety and compliance with contemporary standards. The approach units are topped with concrete copers, coloured to match the existing wingwall copers, maintaining visual continuity.
- 6.7.7 Natural cut stone copers are used to enhance the aesthetic appeal, while painted steel parapet panels replicate the appearance of the existing cast iron parapets, preserving the historical character of the structure. The precast concrete units are clad with stone to match the existing materials, ensuring a seamless blend between new and old elements.
- 6.7.8 An exposed concrete string course, coloured to match the existing stone units, adds to the structural integrity and visual coherence of the design. The wingwalls are rebuilt up to the interface with the approach unit, using stone that matches the existing as closely as possible. Natural cut stone copers are also applied to the rebuilt sections of the wingwalls.
- 6.7.9 A headroom warning hatching and a low headroom sign, indicating a clearance of 13'3" (4.0m), are included to ensure safety for passing vehicles. The design also features a footpath and the integration of Oaklands Road, enhancing accessibility and connectivity.
- 6.7.10 The end of the cill unit and plaster units are designed to replicate the profile of the existing plaster, maintaining the historical integrity of the structure. Existing wingwalls are retained beyond the approach units and below the cut-down level, ensuring structural stability and continuity. The stone-clad precast concrete pilaster unit adds to the overall aesthetic and structural design, reflecting the heritage of the original bridge.

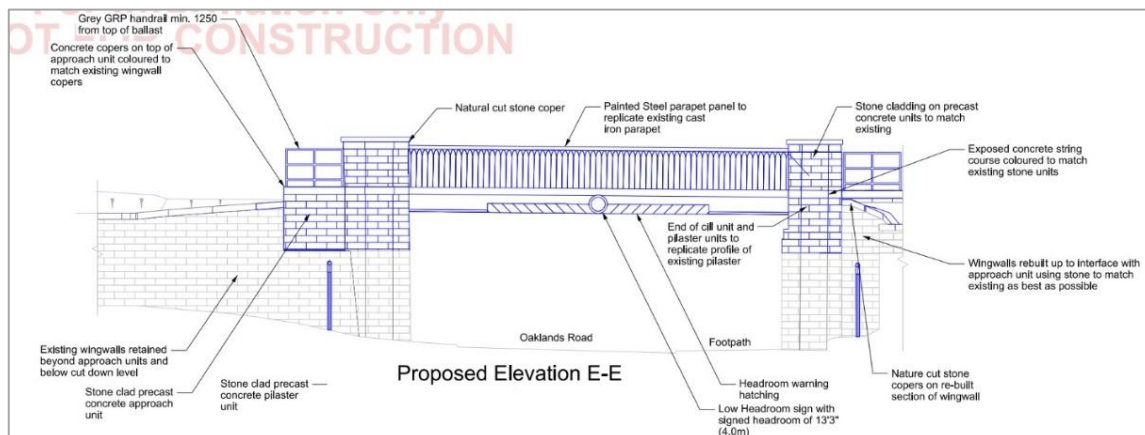


Figure 25: Royal George Underbridge (MVL3/25) Proposed Elevation

Layout

6.7.11 The existing layout of the underbridge will be retained, with minor layout changes to the track due to slight adjustments.

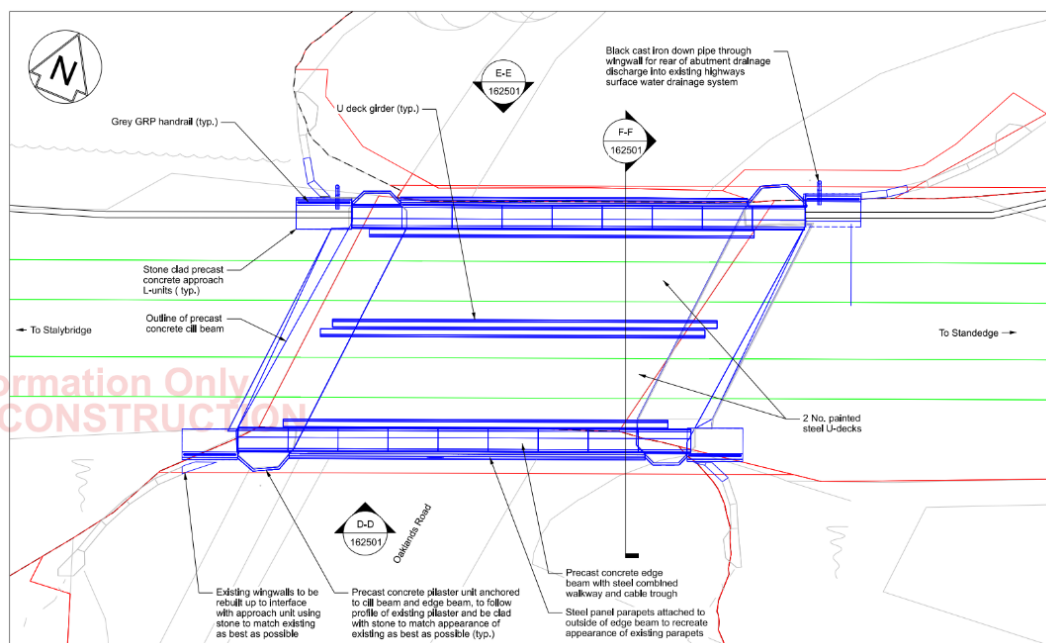


Figure 26: Royal George Underbridge (MVL3/25) Proposed Plan

Access

6.7.12 Access to the bridge will not be changed, with the bridge structure being retained. Access along the trackside will be made safe through the new GRP handrails, which are safe for use on operational electrified railways.

Appearance and landscaping

- 6.7.13 The appearance and landscaping of the bridge structure are designed to harmonize with the surrounding environment while preserving its historical significance. The use of natural cut stone copers and stone cladding on precast concrete units ensures a seamless blend with the existing materials, enhancing the aesthetic appeal. The integration of painted steel parapet panels replicates the look of the original cast iron parapets, maintaining the historical character. The landscaping includes the careful rebuilding of wingwalls with matching stone, and the addition of a footpath that integrates with Oaklands Road, improving accessibility. The overall design aims to create a visually coherent and historically respectful structure that fits seamlessly into its environment.

6.8 Shaw Hall Bank Road Footway Works – MVL3/26

- 6.8.1 The grade II listed Shaw Hall Bank Road Footway (MVL3/26) is located within Greenfield, approximately 250 metres to the south-west of Greenfield Station, with a footpath running below the railway line to provide access between Oaklands Road to the north-west and Shaw Hall Bank Road to the south. The nearest properties are along Shaw Hall Bank Road, approximately 25 metres south of the bridge. The bridge is visible from Shaw Hall Bank Road, but not from Oaklands Road.

Preferred design solution

- 6.8.2 Though the condition of the Shaw Hall Bank Road Footway (MVL3/26) has been assessed to be in fair condition, albeit with several minor defects, it requires provisions to strengthen it due to the increases in horizontal forces that the bridge will be subjected to as a result of the linespeed increases, which the Scheme seeks to achieve. Without strengthening, there would be a considerable risk to the structural integrity and general condition of the underbridge.

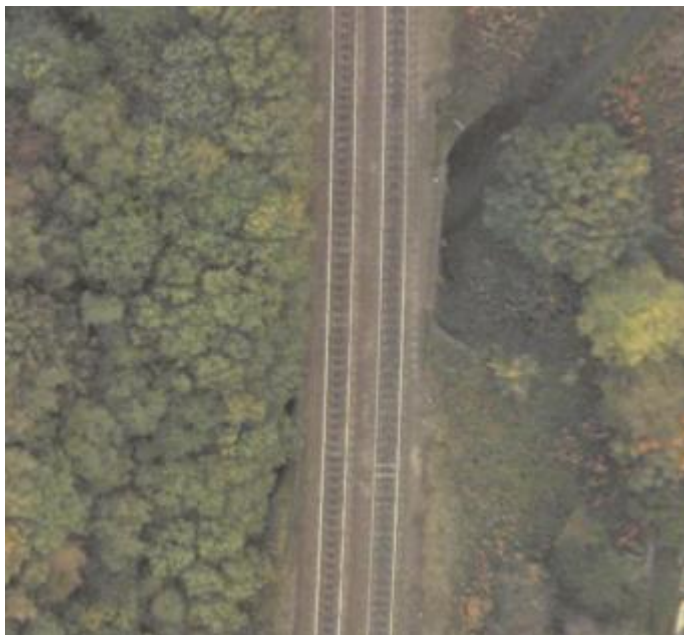


Figure 27: Shaw Hall Bank Road Footway (MVL3/26) Aerial View

- 6.8.3 As such, strengthening works are required to counteract these increases in horizontal forces, whilst the existing metal handrails do not meet existing safety regulations for electrified railways, and therefore require updating as part of these works. These proposals enable the retention of the grade II listed bridge structure, whilst adapting it for continued use as part of a modern, upgraded, and electrified railway.
- 6.8.4 The alterations will comprise the adjustment of the existing track bed on both lines, with two precast reinforced 'L' units installed to the inside of the underbridge parapets, below ballast level, extending across the bridge deck. Grout infill to the rear of the precast reinforced units and sand/cement bedding underneath would secure these in place without the need to drill into the stone parapet or stone arch below. An in-situ concrete stitch would be installed across the centre of the bridge deck between the precast reinforced units to secure these in place, enabling the precast reinforced units to perform as a singular structural unit. This will increase the bridge's strength and relieve the load from the existing parapets. A low GRP ballast retention angle would also be fixed to the inside of the east parapet. For safety purposes, the existing metal 'kee clamp' handrails across the structure will be electrically earth bonded.
- 6.8.5 The underbridge provides pedestrian access beneath the railway, connecting Shaw Hall Bank Road and Oaklands Road. This design has

been undertaken in a considerate and sensitive manner whilst meeting the needs and objectives of the Scheme.

Use

- 6.8.6 The existing use of the bridge will not be impacted, and the structure will be retained for future use with the modern railway. The upgrading of the existing handrails will maintain safe use for individuals along the trackside for the duration of the electrified railway.

Amount and scale

- 6.8.7 The proposed works to the structure will result in permanent minor alterations to the underbridge, though the ballast and strengthening works have been sensitively developed to create minimal impacts, whilst the upgraded handrails will present no significant change in scale or amount. Therefore, the overall scale of the bridge will undergo no significant change.

Layout

- 6.8.8 The existing layout of the footway below the bridge will be retained, with minor layout changes to the track due to slight slew adjustments. The works to upgrade the handrails will not alter the bridge layout. The strengthening works will present minor changes to the bridge's physical layout, but this will not impact users

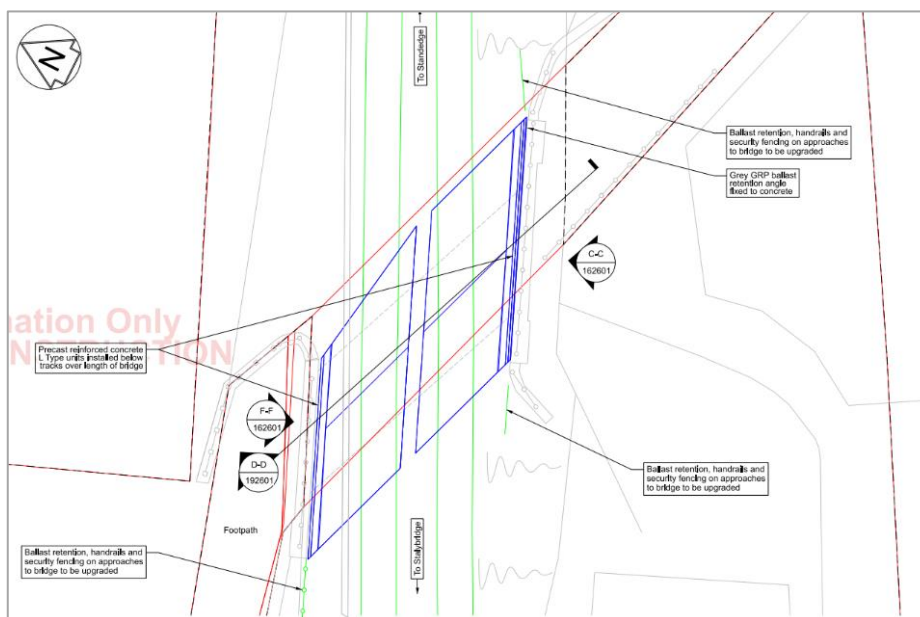


Figure 28: Shaw Hall Bank Road Footway (MVL3/26) Proposed Plan

Access

- 6.8.9 Access to the footway below the bridge will not be changed, with the bridge structure being retained. Access along the trackside will be made safe through earth bonding to the upgraded handrails, which are safe for use on operational electrified railways.

Appearance and landscaping

- 6.8.10 Views of the footbridge are currently limited given the topography and vegetation, although small portions of the bridge can be seen from Shaw Bank Hall to the south and the footpath to the north.

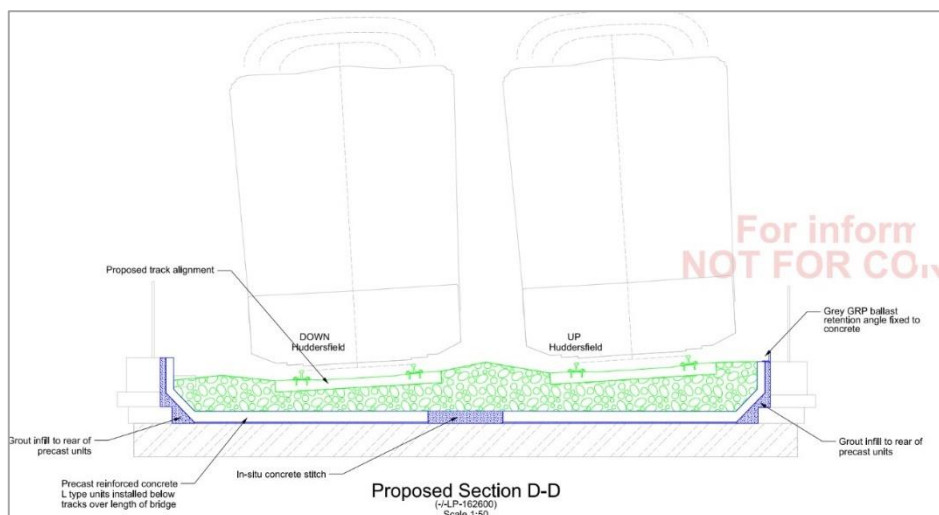


Figure 29: Shaw Hall Bank Road Footway (MVL3/26) Proposed Elevation

- 6.8.11 The works to the bridge ballast as part of the strengthening requirements will present minor physical intrusions into the historic fabric of the listed structure; however, the works have been designed to be as sympathetic and visually unobtrusive to the original bridge as possible, which has limited how much of these strengthening works will be visible once constructed. The ballast retention angle will be visible from the bridge deck, but will not be visible to the external bridge elevations. The existing handrails will be retained with works only to earth bond them to make them safe for use and therefore will not impact upon appearance. Therefore, the works to the bridge will present minor physical intrusions into the bridge, but the impact on the appearance and architectural interest of the bridge will be retained due to the approach taken.

6.9 Oldham Road Overbridge Reconstruction – MVL3/28

- 6.9.1 Oldham Road Overbridge (MVL3/28) is a grade II listed bridge located at the north end of Greenfield Station, carrying the A670 Oldham Road over the railway, with the station platforms ending at the bridge. Oldham Road traverses from the south-west of the bridge and continues to the north-east. To the north-west of the bridge is a junction with Ladcastle Road, and to the south-west of the bridge is a junction with Shaw Hall Bank Road which slopes down to the south. The existing Greenfield Station footbridge is also in proximity to MVL3/28 on its south. A field slopes upwards on the west of the bridge, whilst the village of Greenfield is to its east. The bridge is clearly visible from the station and Shaw Hall Bank Road.

Preferred design solution

- 6.9.2 As with many other bridges and structures along the TRU route, Oldham Road Overbridge (MVL3/28) currently lacks the clearance required to support OLE infrastructure being developed underneath the structure. A number of design options to achieve the clearance required for the OLE installation were pursued in collaboration with the relevant stakeholders, which found that deconstruction of the bridge deck with the reconstruction of a new structure was most appropriate at this site, due to site constraints including the proximity to Greenfield Station. A new prestressed concrete bridge deck with new parapets and structural elements designed to reflect the architectural and visual significance of the existing historic structure will be constructed.



Figure 30: Oldham Road Overbridge (MVL3/28) Aerial View

- 6.9.3 The existing stonework abutments beneath the level of the existing impost bands will be retained, above which natural stone-clad precast concrete risers would be installed. A concrete beam deck will be installed on bearings sited on concrete cill beams. Individual precast concrete L-units will be clad with natural stone and lifted onto the structure to form new parapets, with natural stone copers then installed to bring the parapet height to 1.8 metres, in line with requirements.
- 6.9.4 It is acknowledged that the substantial removal works to the bridge will result in substantial harm to the listed bridge's significance, though efforts have been made to reduce and mitigate the impacts of this. The abutments are to be retained, whilst the existing stonework will be reclaimed for reuse as far as possible, and the use of natural stone has been selected to integrate and match with the retained bridge fabric as closely as possible. The reference to the existing pilasters in the form of the riser units would echo an aspect of the existing architecture. These design choices are considered to reduce the potential harm to the significance of the Oldham Road Overbridge by a small degree.

Use

- 6.9.5 The existing use of the bridge for vehicles will be retained once works are complete; however, a new pedestrian footbridge (referred to as 'Oldham Road Footbridge MVL3/27B') is to be constructed southernly adjacent to the existing Oldham Road Overbridge (MVL3/28). The new bridge will provide pedestrian-only access, and therefore pedestrians will no longer need to utilise the existing narrow path across Oldham Road Overbridge (MVL3/28).
- 6.9.6 The new footbridge is deemed necessary due to safety concerns of pedestrians utilising the existing MVL3/28 bridge, and the frequency of vehicular collisions.

Amount and scale

- 6.9.7 Whilst the core structure of the bridge is to be removed, the replacement works will amount to a size and scale in line with the existing structure. The parapets are to be raised to 1.8 metres in line with NR safety requirements. Whilst at other sites this was able to be reduced, 1.8 metres was deemed necessary at Oldham Road Overbridge due to the bridge's use as a busy highway with a variety of regular users including HGVs, motorcycles, cyclists, and horse riders.

Layout

- 6.9.8 Oldham Road Overbridge's existing layout will not be substantially changed by the proposed works. A new bridge deck will be constructed, which will alter the form of the structure, particularly the stone arch, which is to be raised in order to accommodate sufficient clearance from track level to accommodate OLE. This will not significantly alter the layout as experienced by users, as the highway layout will remain largely the same.

Access

- 6.9.9 The existing access to the bridge will be retained following reconstruction, and vehicles will not experience a significant difference in terms of movement across the bridge.
- 6.9.10 The New Oldham Road Footbridge will provide a safer route for pedestrians over the railway track immediately south of the existing Oldham Road Overbridge, which will in turn enhance road safety across the overbridge.

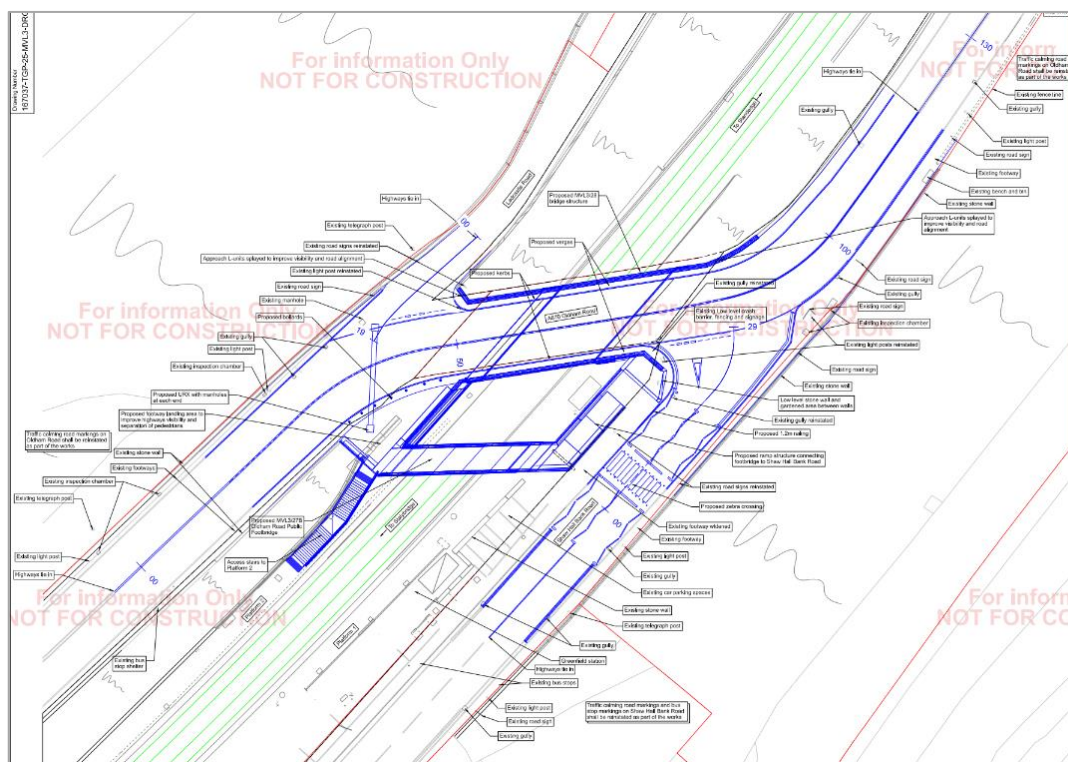


Figure 31: Oldham Road Overbridge (MVL3/28) Proposed Highway Plan

Appearance and landscaping

- 6.9.11 Whilst there are substantial impacts to the physical structure of the bridge, mitigation and design choices are to be implemented, which will limit the visual impact of the works and reflect the materiality of the existing bridge. The existing pilasters will be referenced below deck level in the proposed stone-clad rise units, to reflect the existing architecture. The parapets are to be raised to a height of 1.8 metres for safety purposes, which will present a visual change for users, though the use of natural stone copers for the parapets will work to mitigate against this.
- 6.9.12 These design features will work to limit the visual change to the structure, whilst allowing the required changes to permit the electrification of the line as part of the wider Scheme.
- 6.9.13 The proposed design for the pavement and bridge deck pavement make-up is meticulously detailed to ensure durability, safety, and future-proofing. The pavement make-up includes a 40mm layer of AC14 close-surface asphalt concrete, a 100mm layer of AC20 dense binder course, and a 225mm Type 1 subbase, with additional Class C granular fill if required.
- 6.9.14 The bridge deck pavement make-up features a waterproofing layer to protect the bridge deck. The total width of the structure is 8.3 meters, comprising a 3.5-meter hard shoulder lane and two sealed shoulder lanes, each 2.15 meters wide.
- 6.9.15 Key features include an anti-skid finished concrete parapet for safety and a subsurface drainage system to manage water runoff. The design also incorporates a duct for future service provision, with levels adjusted to suit site conditions and a minimum duct depth of 150mm. This design approach ensures the structure meets high standards of construction and functionality.
- 6.9.16 The proposed design can be seen in Figures 32, 33 and 34, below.

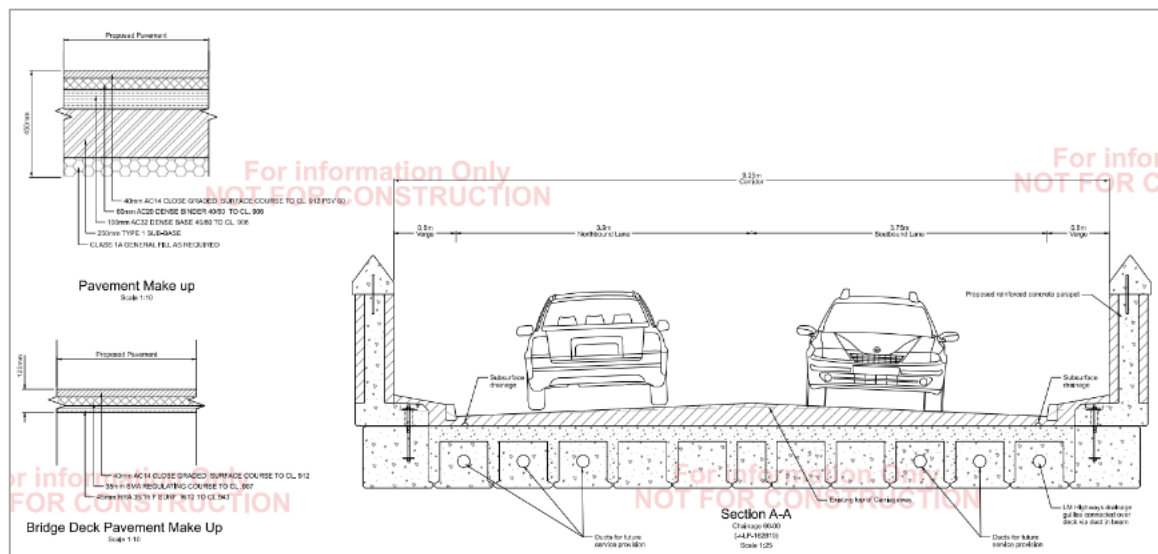


Figure 32: Oldham Road Overbridge (MVL3/28) Proposed Highway Section Detail



Figure 33: Oldham Road Overbridge (MVL3/28) and Oldham Road Footbridge (MVL3/27B) Visualisation as Proposed (facing east)



Figure 34: Oldham Road Overbridge (MVL3/28) Visualisation as Proposed (facing west)

6.10 Wickens Underbridge Works – MVL3/29

- 6.10.1 The grade II listed Wickens Underbridge (MVL3/29) is located south of Uppermill, and carries a PRow between Oldham Road on the east and Ladcastle Road on the west underneath the railway. Several residential properties are located within 30 metres to the east, whilst Ladcastle Cottage is located approximately 50 metres to the north-west. The PRow is surrounded by trees and vegetation on both sides of the bridge, and the bridge has therefore limited visibility in the surrounding area.

Preferred design solution

- 6.10.2 Though the condition of the Wickens Underbridge has been assessed to be in fair condition, it requires strengthening provisions due to the increases in horizontal forces that the bridge will be subjected to as a result of the linespeed increases which the Scheme seeks to achieve. Without structural strengthening, there would be a considerable risk to the structural integrity and general condition of the Wickens underbridge.



Figure 35: Wickens Underbridge (MVL3/29) Aerial View

- 6.10.3 Through optioneering, a preferred design solution has been created to provide strengthening whilst limiting the impacts to the listed structure. The alterations will comprise the adjustment of the existing track bed on both lines, with two precast reinforced ‘L’ units installed to the inside of the underbridge parapets, below ballast level, extending across the bridge deck. Grout infill to the rear of the precast reinforced units and sand/cement bedding underneath would secure these in place without the need to drill into the stone parapet or stone arch below.
- 6.10.4 An in-situ concrete stitch would be installed across the centre of the bridge deck between the precast reinforced units to secure these in place, enabling the precast reinforced units to perform as a singular structural unit. This will increase the bridge's strength and relieve load from the existing parapets. A low GRP ballast retention angle would also be fixed to the inside of the east parapet.
- 6.10.5 Additionally, as part of safety requirements associated with the installation and operation of a fully electrified railway, the existing metallic handrails are to be replaced with GRP handrails, of the same scale as the existing

handrails, to minimise visual intrusion. The holes from the existing fittings will be made good to match the existing stone, with the new handrails attached by stainless steel anchors, resin-fixed into the stone.

- 6.10.6 The approach to both the strengthening and handrail works will retain the historic form and character of the structure, through minimal interventions which amount to less than substantial harm to the structure. These works will ensure the bridge remains viable for long-term use in conjunction with the electrification and modernisation of the railway.

Use

- 6.10.7 The existing use of the bridge will be retained as part of the railway's long-term future, with no works anticipated to change access under the structure. The installation of new GRP handrails will maintain safe use for individuals along the trackside in line with railway electrification.

Amount and scale

- 6.10.8 The proposed works to the structure will result in permanent minor alterations to the underbridge, though the ballast and strengthening works have been sensitively developed to create minimal impacts, whilst the new handrails will reflect the existing handrails in terms of scale.

Layout

- 6.10.9 The existing layout of the footpath below the bridge will be retained, with minor layout changes to the track due to slight slew adjustments. The new replacement handrails will reflect the existing handrails and will not significantly alter the bridge layout. The strengthening works will present a slight change in the bridge's physical layout, though this will be insignificant to users.

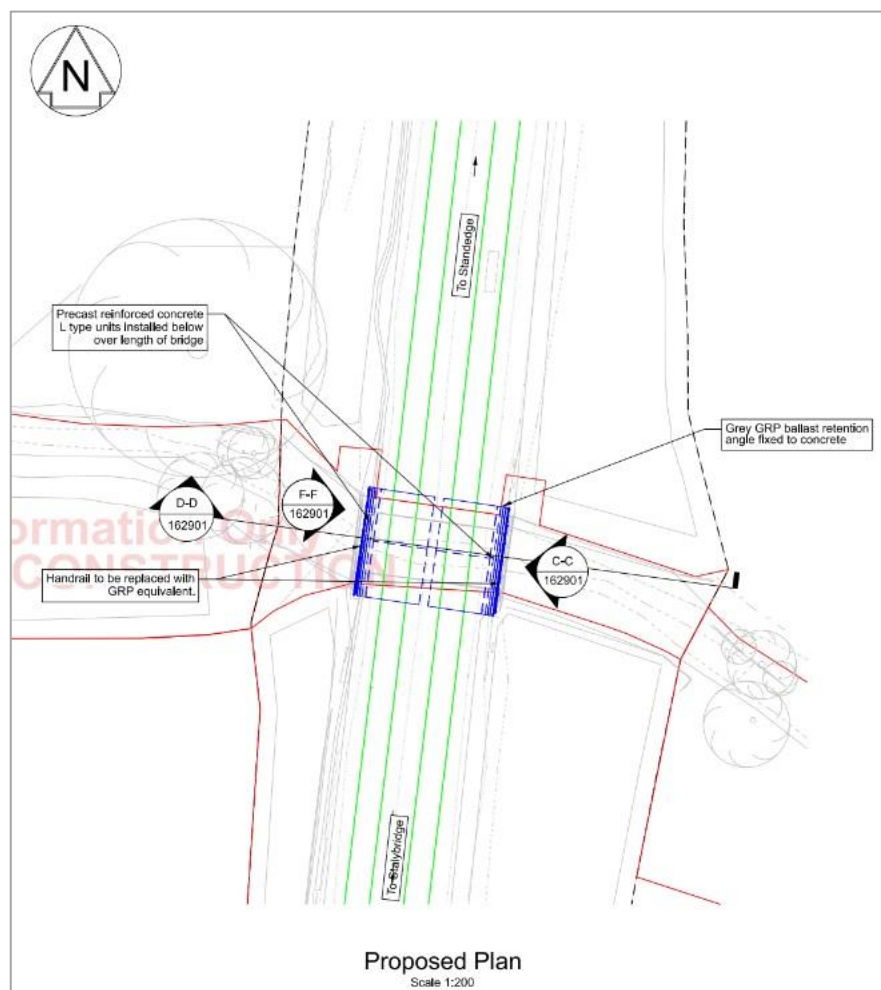


Figure 36: Wickens Underbridge (MVL3/29) Proposed Plan

Access

- 6.10.10 Access to the footpath below the bridge will not be changed, with the bridge structure being retained. Access along the trackside will be made safe through the new GRP handrails, which are safe for use on operational electrified railways.

Appearance and landscaping

- 6.10.11 The underbridge is set back from Oldham Road and is screened from the road by dense vegetation. The views of the bridge currently are revealed to users as they move towards and under the structure.
- 6.10.12 The works to the bridge ballast as part of the strengthening requirements will present minor physical intrusions into the historic fabric of the listed structure, however, the works have been designed to be as sympathetic

and visually unobtrusive to the original bridge as possible, which has limited the visibility of the strengthening works. The existing handrails will be removed, though these are not an original feature and therefore present minor value to the bridge's visual significance, and the new replacement handrails will be similar in terms of scale and layout. Therefore, the works to the bridge will present minor physical intrusions into the bridge, but there will be no impact to the overall aesthetic value of the bridge due to the approach taken.

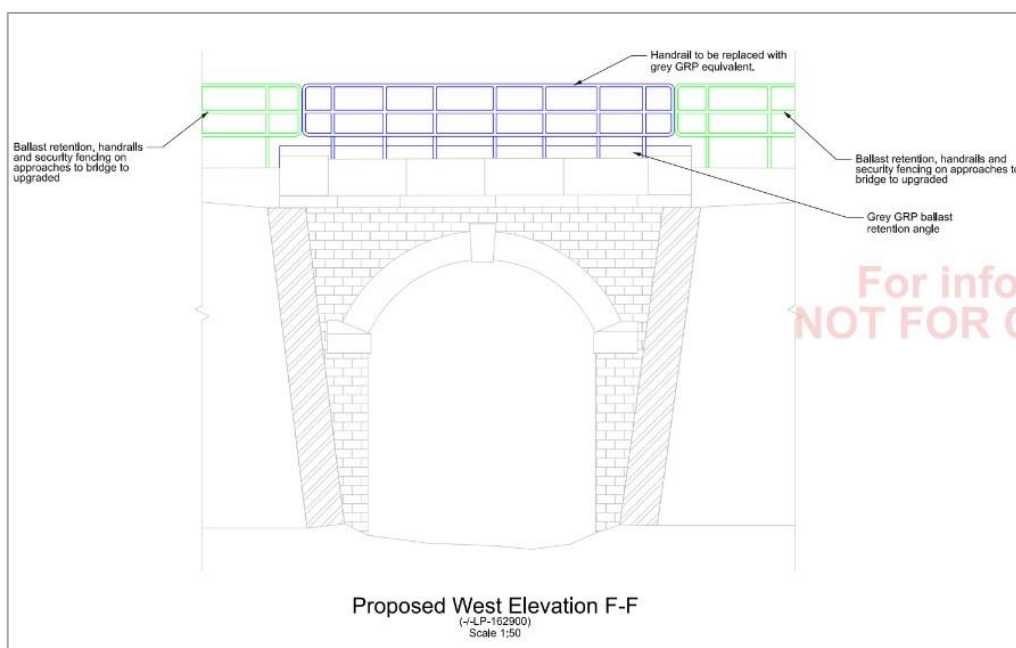


Figure 37: Wickens Underbridge (MVL3/29) Proposed Elevation

6.11 Uppermill Viaduct Works – MVL3/31

- 6.11.1 The grade II listed Uppermill Viaduct (MVL3/31) carries the railway line over a valley with Uppermill to its south and Dobcross to its west. The viaduct is approximately 200 metres long, and traverses over several roads, including High Street, and the Huddersfield Narrow Canal, with the former Saddleworth Station being at the northern point of the viaduct.

Preferred design solution

- 6.11.2 The Uppermill Viaduct requires electrification and OLE installation along its full length to support the wider Scheme. Due to its length and curvature, it is not possible to have OLE portals only at either end of the viaduct, and portals are instead required to support electrification by being sited on the viaduct itself.

- 6.11.3 As set out in NR14 Environmental Report Chapter 5 – Historic Environment, optioneering identified that, due to the narrow width of the viaduct deck and the requirement to achieve sufficient clearance between the track and the OLE, it is necessary to affix the OLE portals to the exterior of the viaduct. To minimise visual impact, the siting of the portals and design of the portal brackets was then determined based upon consideration of a range of factors including the form and architecture of the viaduct, its prominence within its setting and the structural requirements for the OLE portals.
- 6.11.4 Design optioneering in collaboration with Oldham Council, Historic England, and other relevant stakeholders has concluded a preferred design solution to install seven OLE portals along the Viaduct, which will support the OLE wires. This will require the attachment of OLE portal brackets on the exterior of the viaduct on the spandrel walls. Optioneering has concluded to site these over piers 5, 8, 11, 14, 17, 20, and 25 to minimise the visual intrusion into the historic setting and value of the viaduct (see Figure 38 below).
- 6.11.5 Each portal would be supported on galvanised steel wall brackets installed into the masonry spandrel walls above the piers. This will require holes to be drilled for insertion of anchors into the concrete saddle and attachment of the bracket steelwork onto these anchors. Bespoke bracketry has been proposed to avoid any clash with the viaduct's existing pattress plates and drainage downpipes on the face of the spans.



Figure 38: Uppermill Viaduct (MVL3/31) Aerial View

- 6.11.6 The presence of the OLE portals and brackets will introduce new elements on the viaduct, thus altering its appearance and having an impact on the significance of the listed viaduct. However, the siting of the OLE portals has been designed to avoid the wider spans over Den Lane and the Huddersfield Narrow Canal and High Street (A670), being set back from these by a single, narrower span to either side. This has been designed

and chosen to minimise the visual intrusion from the presence of the OLE portals in views of the structure along these important viewing corridors. The portals have also been sited to respond to the architectural rhythm of the viaduct, being set back by a single (narrower) arch to either side of the broader skewed spans, and to not detract from its built form.

- 6.11.7 The proposed works are considered not to affect the historic value of Uppermill Viaduct. The features that contribute towards its value, namely the overall form, massing, architectural features, and monumental presence of the viaduct in Uppermill, would remain wholly legible following OLE portal installation.

Use

- 6.11.8 The use of the viaduct will not be altered, and there are no anticipated changes to the road layouts below the viaduct. The works will preserve the structure as part of the future use of the railway in its modern and electrified form.

Amount and scale

- 6.11.9 The installation of the OLE portals will impact the size and scale of the structure, though the visual impact will be limited from the ground level due to the tailored placement of the portals along the top of the viaduct.

Layout

- 6.11.10 The layout of the track will remain as it currently stands. The only change is the installation of the OLE portals, which will have a slight physical impact on the overall layout of the viaduct.

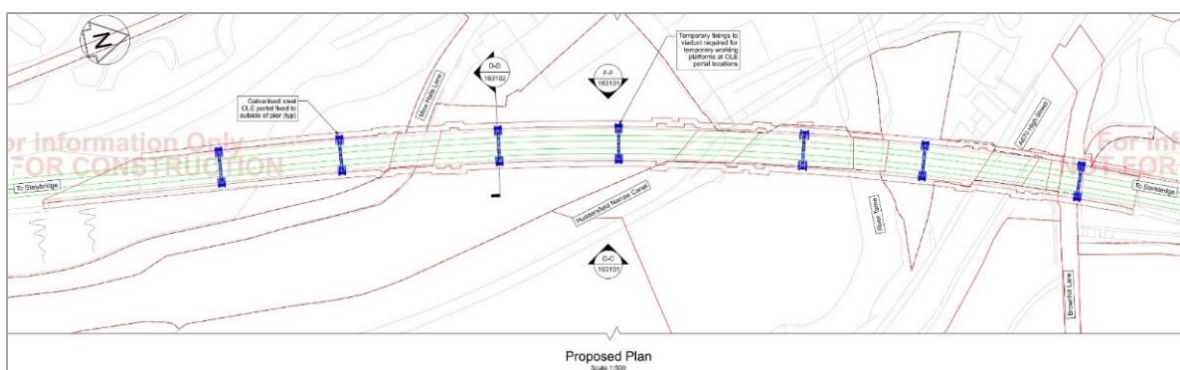


Figure 39: Uppermill Viaduct (MVL3/31) Proposed Works Plan

Access

- 6.11.11 As there are no works anticipated on the roads, canal, or paths beneath the viaduct, access will not be impacted.

Appearance and landscaping

- 6.11.12 The works will result in a minor alteration to the structure, though appropriate mitigation has been incorporated into the design to reduce the impact on the viaduct's appearance. The portals are sited only over piers 5, 8, 11, 14, 17, 20 and 25 in order to integrate with the architectural rhythm of the viaduct, and not to impact on the wider spans over the Huddersfield Narrow Canal and Den Lane, which provide the more significant viewpoints to the viaduct. This will retain the viaduct's landmark status within the Uppermill area and the conservation area. There will be limited visual changes for pedestrians and users of the roads and canal beneath the railway, with the changes all being undertaken at the top of the viaduct.

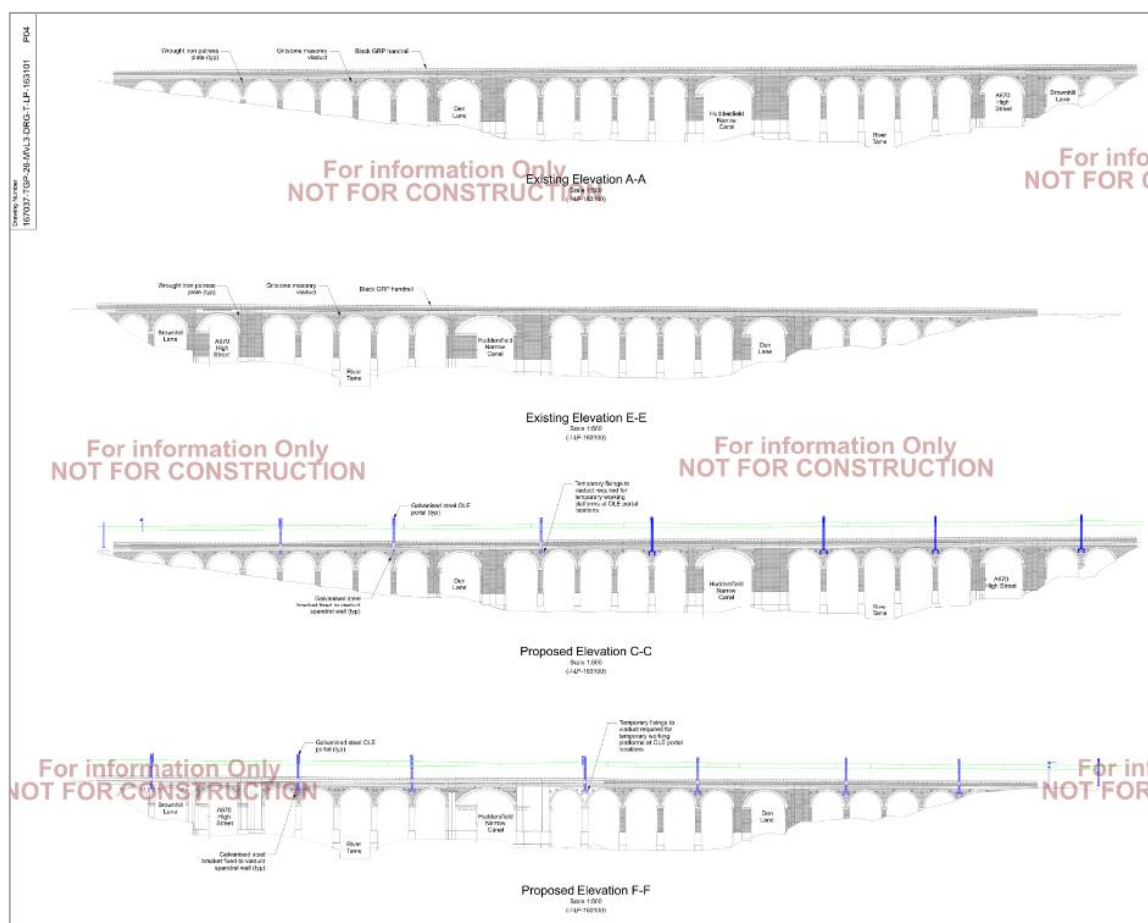


Figure 40: Uppermill Viaduct (MVL3/31) Existing and Proposed Elevation

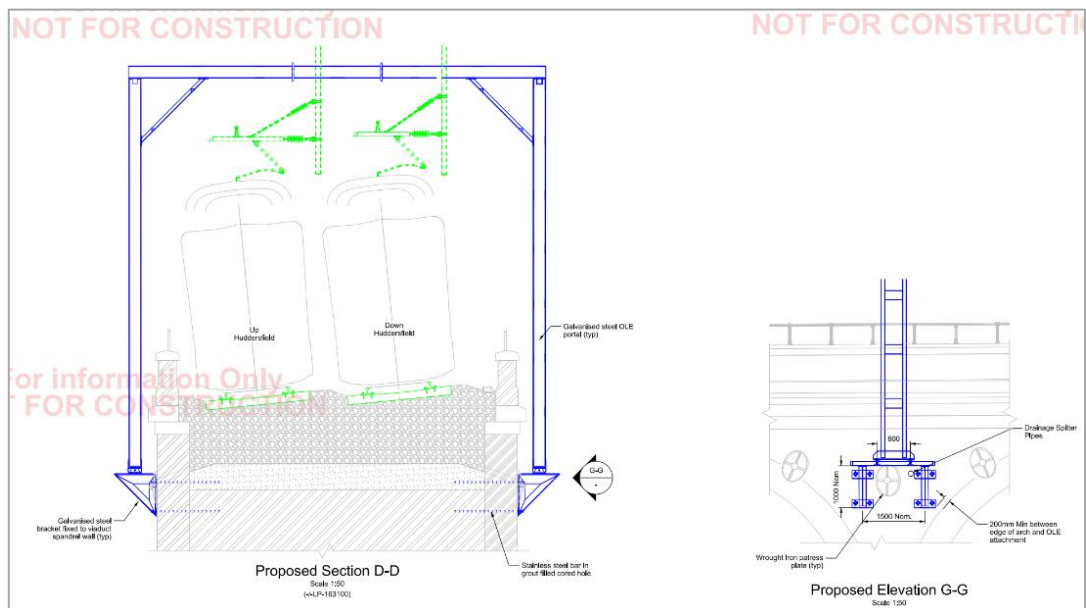


Figure 41: Uppermill Viaduct (MVL3/31) Proposed Elevation Details



Figure 42: Uppermill Viaduct (MVL3/31) Aerial Visualisation as Proposed



Figure 43: Uppermill Viaduct (MVL3/31) Visualisation from Canal Towpath as Proposed

7. DESIGN AND ACCESS APPRAISAL: NON-LISTED BRIDGES

7.1 Introduction

- 7.1.1 The Planning Statement (NR15), in Section 4, describes the option selection criteria for the works to the non-listed bridges on the route. The policy design context of works to the non-listed bridges is described in Section 2 of this Design and Access Statement. This section provides a summary of the proposed design solutions and an explanation of how the Order Scheme design is a suitable response to this context, taking account of the main design principles and concepts set out in Section 5.

7.2 Manchester Road Footbridge Reconstruction – MVL3/10A

- 7.2.1 Manchester Road Footbridge (MVL3/10A) is located approximately 220 metres north of the Manchester Road Underbridge, providing a pedestrian crossing between Manchester Road on the east and the Lower Beestow private footpath and residential properties on the west. The bridge can be easily viewed from Manchester Road.

Preferred design solution

- 7.2.2 The existing two-span Manchester Road Footbridge (MVL3/10A) does not allow for the required OLE clearances. Design optioneering has concluded a preferred design solution to demolish and reconstruct the bridge in order to provide the necessary clearances.

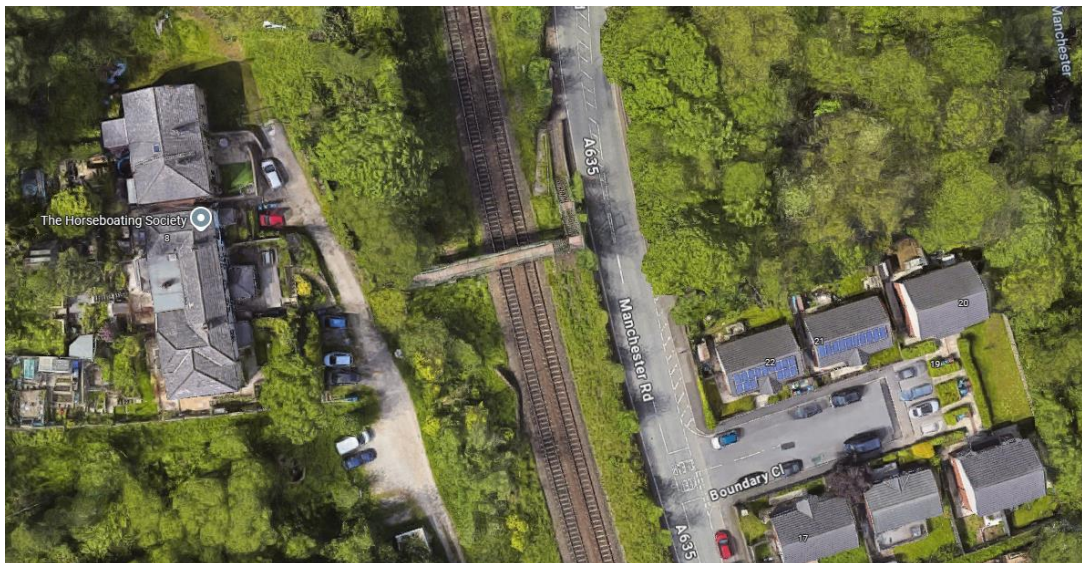


Figure 44: Manchester Road Footbridge (MVL3/10A) Aerial View (Google Maps 2025)

- 7.2.3 The structure will be replaced with a single span footbridge, involving the demolition of the existing central bridge pier. The proposed parapets will be solid weathering steel, and the staircase to Manchester Road will feature steel balustrades in order to meet safety requirements for users of the footbridge following the electrification of the railway line. Tameside MBC's request to retain the decorative steel balustrades on the staircase (see 3.5) was taken into account, however, the existing balustrades are cast iron and they would likely be damaged during the reconstruction, whilst they also do not meet modern safety requirements for an electrified railway due to the size and spacing of the vertical railings and the openings. This prevents their retention within the reconstructed bridge, and also prevents a suitable replica style from being implemented. This, the existing balustrade style has not been included in the proposed design.
- 7.2.4 The external faces of the footbridge will be weathering steel as opposed to being coloured green as TMBC has requested. This avoids the requirement for personnel to work at height over the OLE for re-painting, which creates a long-term reduction in the future maintenance, railway disruption, financial costs, and safety risks which would be associated with re-painting. The inside face of the footbridge will however be painted green to support the amenity of footpath users given that the inside faces will be more sheltered from erosion.
- 7.2.5 New concrete piled foundations are required to be installed into the embankment on the western side of the railway due to the existing foundations being unsuitable for future use.
- 7.2.6 In accordance with the Council's pre-application advice, the stone wall to be reconstructed adjacent to Manchester Road will be reinstated utilising the current wall's stone material as far as possible, and stone of a similar material, size, and type where it is not possible to reuse the existing stone, in order to retain the appearance of the existing wall as far as possible.

Use

- 7.2.7 The existing use of the bridge to provide access between the properties on the private road 'Lower Beestow' to the west of the railway and the A635 Manchester Road on the east of the railway will be retained by the reconstructed bridge, though it will be out of use during the works.

Amount and scale

- 7.2.8 The bridge parapets will be 1500mm to meet NR requirements, whilst the staircase will have 1250mm parapets and a 2000mm width.

Layout

- 7.2.9 The replacement bridge will reflect the existing bridge layout, although it will be taller than the existing bridge to facilitate the OLE installation under the bridge. It will therefore have a new 'step-down' on the west side of the bridge in order to utilize the existing abutment on the west, as shown on the proposed arrangement drawing.

Access

- 7.2.10 The footbridge is accessed on its west from the private 'Lower Beestow' road and on its east from the A635 Manchester Road. The existing route of access to the bridge will not be altered as a result of the proposed works, apart from a slightly increased elevation over the railway line. The staircase on the eastern side of the bridge will be situated in a slightly differing position but this change is considered to be negligible and will be appropriately linked with the footpath on Manchester Road.
- 7.2.11 The footbridge and staircase are to be constructed off-site and transported to the site in several segments via road. A crane will be used for the removal of the existing structure and installation of the new structure.

Appearance and landscaping

- 7.2.12 The external faceplate sections of the bridge will be weathering steel, with painted internal faces and closed hollow sections, which will differ from the existing wire mesh faces which provide visibility through the bridge. The removal of the pier will also be a visual change. The new staircase will be painted steel with 1250mm balustrade parapets, and not feature the decorative design of the existing balustrades.
- 7.2.13 Although this will represent a change to the existing appearance of the bridge, it is an unlisted structure and is in a relatively poor state of repair. The inclusion of replica decorative balustrades was considered but is not feasible in line with modern safety requirements. It is therefore considered that the proposed works are a proportionate solution to meet OLE clearance and safety requirements.



Figure 45: Manchester Road Footbridge (MVL3/10A) Existing High Mileage Elevation View

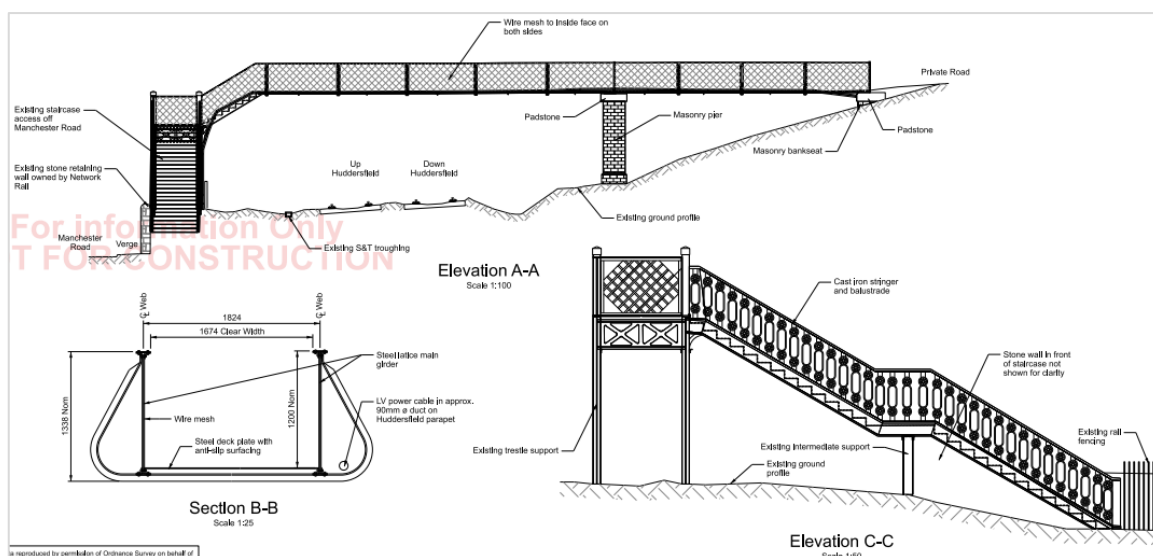


Figure 46: Manchester Road Footbridge (MVL3/10A) Existing Elevations and Sections

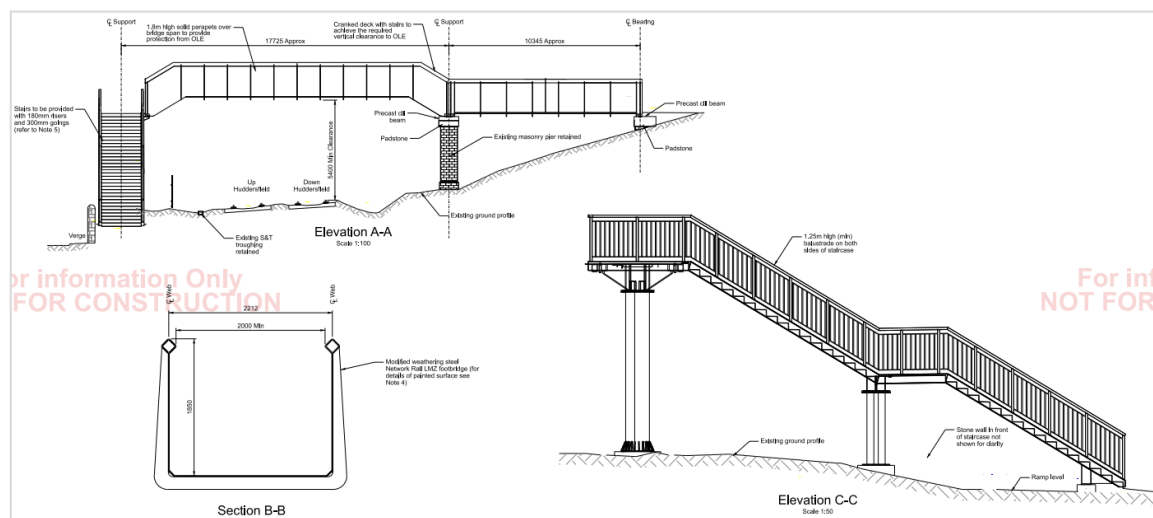


Figure 47: Manchester Road Footbridge (MVL3/10A) Proposed Elevations and Sections

7.3 Roughtown Road Footbridge Reconstruction

7.3.1 Roughtown Road Footbridge (MVL3/18) is situated approximately 70 metres north-east of Roughtown Road Overbridge, to provide pedestrian access between Roughtown Road and Foxwood Drive. The bridge utilises steps on both sides for access due to the sloped topography, and can be easily seen from Roughtown Road on the east and the buildings off Foxwood Drive on the west.

Preferred design solution

7.3.2 Roughtown Road Footbridge (MVL3/18) is to be reconstructed to provide adequate OLE clearance. The existing bridge will be removed and a new weathering steel footbridge deck will be installed, utilising the existing sandstone abutments.



Figure 48: Rough Town Road Footbridge (MVL3/18) Aerial View

- 7.3.3 The new bridge will contain 1.8 metre high parapets to meet NR safety standards. TMBC queried in their pre-application advice whether the parapets can be reduced in height to safeguard the amenity of the users of the footbridge. The proposed parapet height on 1.8 metres is the result of the site-specific risk assessment carried out during design development for the footbridge, however this risk assessment will be updated following the submission of the TWAo, at which point if an opportunity to lower the proposed parapet height is identified, the designs for the footbridge will be updated.
- 7.3.4 Similarly to MVL3/10A Manchester Road Footbridge, TMBC has requested that the external faces of the bridge be coloured green. In line with MVL3/10A, the same approach has been taken as the appearance of weathering steel will not degrade over time and will have substantially less maintenance implications, including with regard to safety, financial cost and railway disruption. The inside faces of the footbridge will be coloured green to benefit the amenity of the users of the footbridge.
- 7.3.5 The existing bridge slopes downwards on the eastern side. The new bridge deck will be level with a short staircase on the east side to tie into the existing level of the landing and the existing stairs to Rough Town Road. The abutments and stairs on the west will be retained.

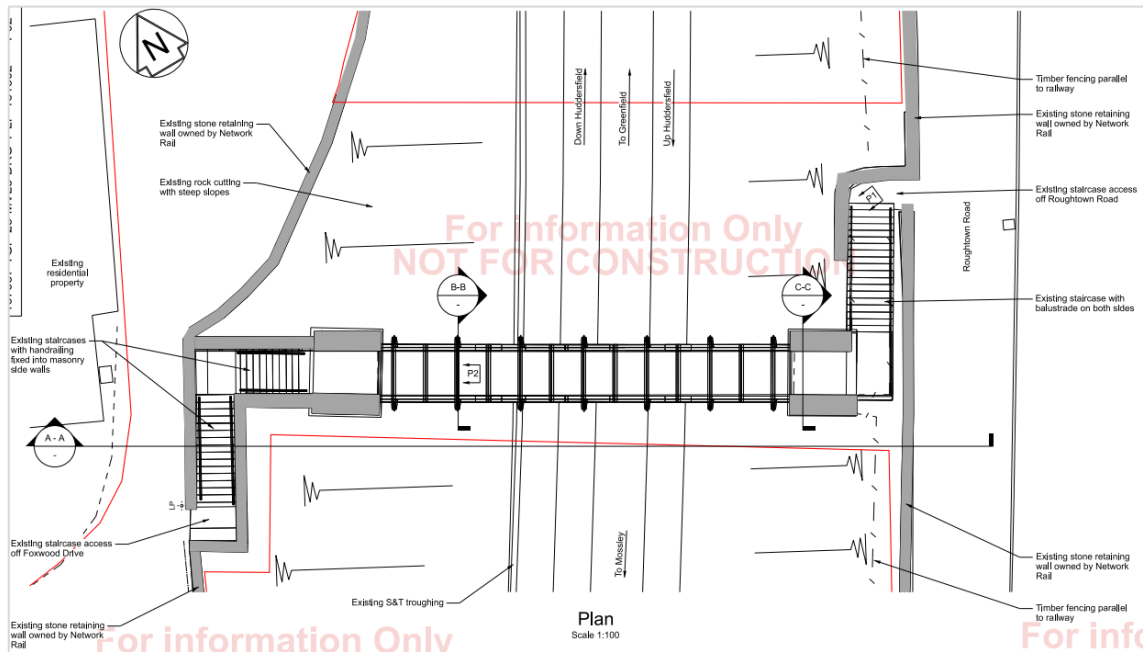


Figure 49: Roughtown Road Footbridge (MVL3/18) Existing Layout

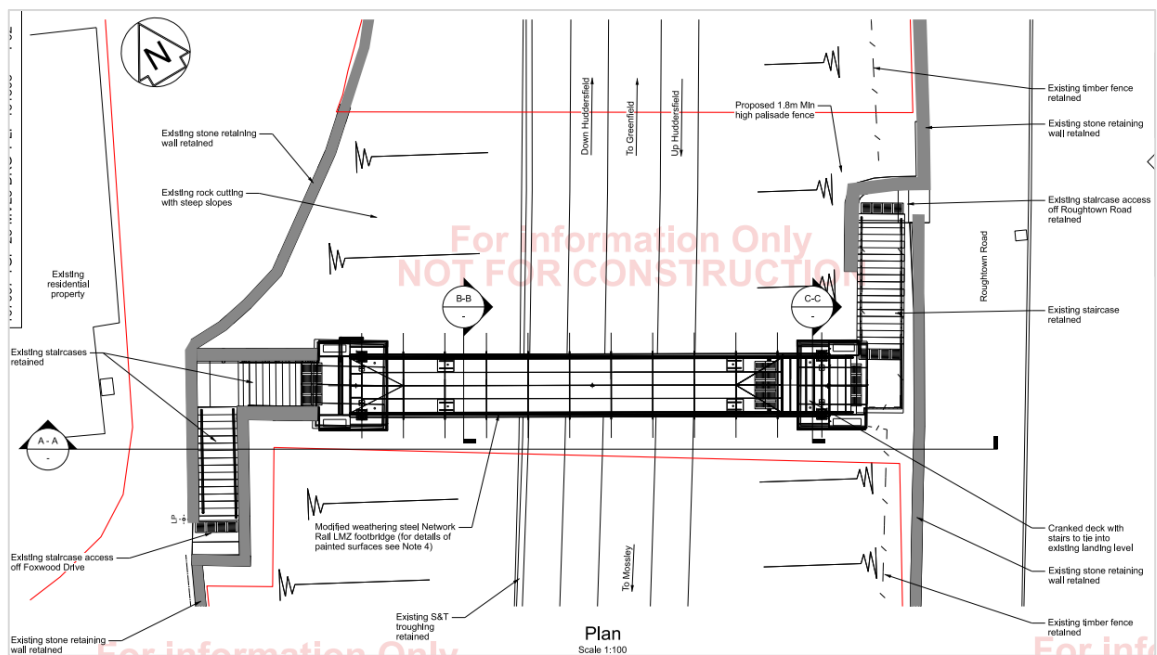


Figure 50: Roughtown Road Footbridge (MVL3/18) Proposed Layout

Use

- 7.3.6 The new bridge will facilitate the same use provided by the existing bridge in providing pedestrian access between Roughtown Road and Manchester Road to the east with Foxwood Drive to the west.

Amount and scale

- 7.3.7 The parapets are to be raised to 1.8 metres in height to provide OLE protection, in line with other structures along the route. This presents a rise of approximately 562mm.
- 7.3.8 Additionally, at present, the bridge slopes downwards on the eastern side. The new bridge deck will be level with a short staircase on the east side to tie into the existing level of the landing.

Layout

- 7.3.9 The existing layout will not be significantly altered by the proposed reconstruction works. The bridge deck will be at a level angle, compared to the existing sloping angle though this will be of limited impact for users. A new short staircase will be added to the east side, in order to make up the space, which is lost by the bridge levelling, and to retain the use of the existing eastern staircase. The western staircase is to be retained in its current form. The parapets will also be increased by approximately 562mm.

Access

- 7.3.10 Upon completion, access to the east and west sides of the bridge will be as with the existing bridge, with the existing staircases retained on both sides.

Appearance and landscaping

- 7.3.11 The most significant visual change to the structure will be the change from the existing wire mesh and diagonal bracing bridge parapets, currently coloured green, to a weathering steel style bridge with an 'enclosed' style comprising steel lattice girders.
- 7.3.12 Furthermore, the parapets are to be raised from approximately 1238mm to approximately 1800mm, whilst the bridge will be raised on its east side as it is 'levelled out', rather than the existing structure which slopes downwards at its east side. The existing Chevaux de Frise will also be removed from both ends, as they will be made redundant by the increased parapet height. This will cause some visual change at the bridge.



Figure 51: Rough Town Road Footbridge (MVL3/18) Existing High Mileage Elevation

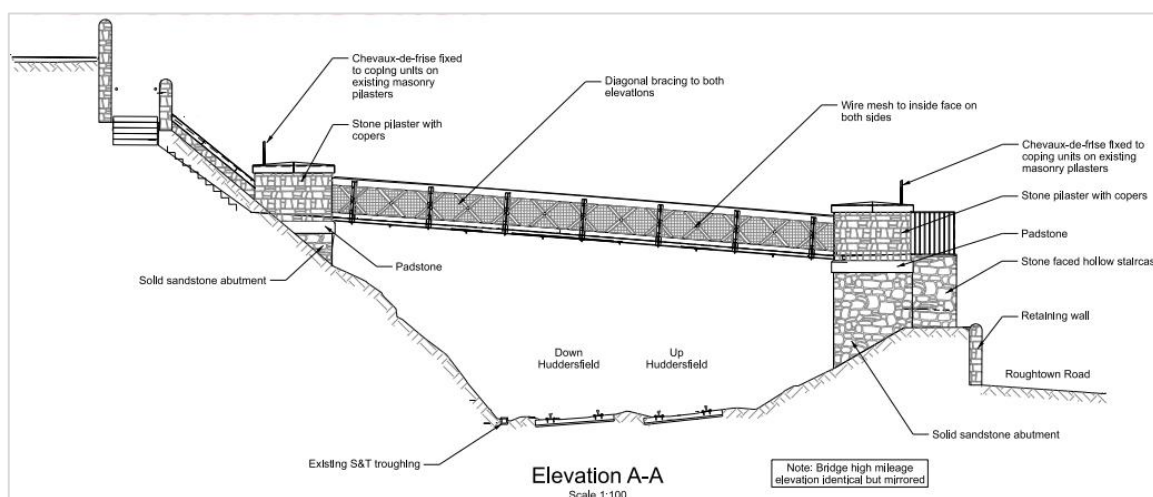


Figure 52: Rough Town Road Footbridge (MVL3/18) Existing Elevations

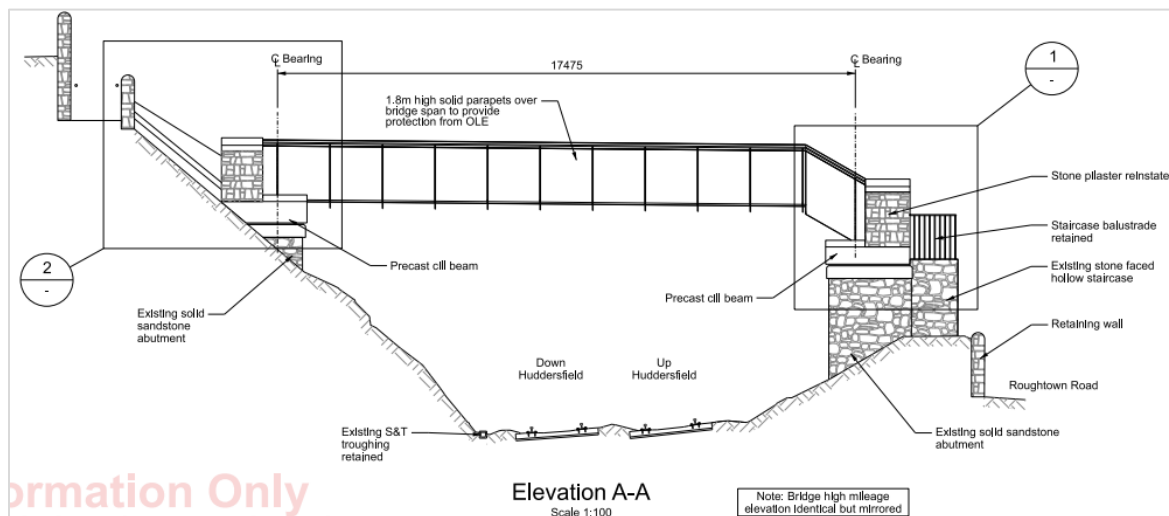


Figure 53: Roughtown Road Footbridge (MVL3/18) Proposed Elevations

7.4 Oldham Road Footbridge (MVL3/27B) and SME Staircase from Greenfield Station Platform 2 Works

- 7.4.1 The proposed Oldham Road Footbridge (MVL3/27B) will be located south of the existing Oldham Road Overbridge (MVL3/28), at the northern point of Greenfield Station, partially occupying the footprint of the station's current footbridge, to provide a new pedestrian crossing over the railway for users of Oldham Road. It will be highly visible from the station, and partially visible from Oldham Road and Shaw Hall Bank Road to the south.
- 7.4.2 There is a significant level difference in the topography either side of the railway corridor, with retaining walls at the rear of platform 2 supporting the slope and Oldham Road above. To the rear of platform 1 are multiple retaining structures that support the railway corridor over Shaw Hall Bank Road.
- 7.4.3 The proposed footbridge will connect to a new Secondary Means of Escape (SME) staircase from Greenfield Station platform 2. In response to OMBC's comments and to enhance road safety for the users of the footbridge, a new pedestrian crossing is also proposed across Shaw Hall Bank Road, adjacent to the proposed footbridge on the eastern side.
- 7.4.4 The remaining works at Greenfield Station (comprising platform extensions and construction of a new footbridge, staircases and lifts) are to be subject to a separate application for Prior Approval in accordance with Part 18, Class A of Schedule 2 to the Town and Country Planning (General Permitted Development) (England) Order 2015 and are not included in the Order Scheme. The new Platform 2 SME staircase and new Oldham Road

Footbridge have been included in the Order Scheme because of their visual and function connectivity.

Preferred design solution

- 7.4.5 The proposed new footbridge at Oldham Road is required as the existing pedestrian footway on Oldham Road Overbridge (MVL3/28) has insufficient clearance above the railway to enable the installation OLE and is in a poor state of repair. The new bridge will be in line with the design style and materials of the reconstructed Oldham Road Overbridge to maintain consistency with the appearance of the area. Additionally, it will occupy some space currently occupied by the Greenfield Station Footbridge (MVL3/27A), which is to be removed (subject to works outside of the scope of this TWAO).



Figure 54: Oldham Road Footbridge (MVL3/27B) and SME Staircase Aerial View

- 7.4.6 In line with NR safety requirements, an SME staircase is required to be provided at Greenfield Station platform 2 to avoid the need to cross the railway footbridge and escape through the station building. Through optioneering this has been selected to connect to the proposed MVL3/27B footbridge to provide a SME onto Oldham Road. Other upgrades to

Greenfield Station to be delivered as part of the Scheme are being authorised separately under permitted development rights conferred on Network Rail by the GPDO (subject to Prior Approval in accordance with Class A Part 18 GPDO) and so do not form part of the Order Scheme.

Use

- 7.4.7 The new footbridge will provide new pedestrian access over the railway between Shaw Hall Bank Road on the east of the railway with A670 Oldham Road on the west of the railway. Currently, pedestrians can use Oldham Road Overbridge (MVL3/28) to cross the railway; however, the footpaths are narrow and have been considered unsafe. The new footbridge will provide a safer alternative, thus enhancing road safety.
- 7.4.8 The proposed SME staircase will be a new addition with an intended use for emergencies only to provide a means of escape directly out of the station from Platform 2.

Amount and scale

- 7.4.9 The proposed footbridge will be circa 17.5 metres wide and will have parapets ranging from 1.5 to 1.8 metres in height. The footbridge will include a connection to the proposed Secondary Means of Escape from Greenfield Station Platform 2, as well as retaining structures to form a ramp to Shaw Hall Bank Road to provide level access across the bridge.

Layout

- 7.4.10 From the western side, the bridge will be accessed at street level, with part of the existing wall along Oldham Road being removed to provide a pedestrian 'upper landing' area.
- 7.4.11 From the eastern side, a footpath ramp from the edge of the bridge will provide access to the street level, which is situated lower than the bridge level on the east.

Access

- 7.4.12 Access on the west side will come from A670 Oldham Road, with the pavement being widened to provide access onto the bridge. On the east side, the bridge will open onto Shaw Hall Bank Road, where pedestrians can walk south towards the station. A zebra crossing is expected to be installed on the east so that pedestrians can safely cross to the other side of Shaw Hall Bank Road.

- 7.4.13 To integrate with safety requirements for Greenfield Station, the footbridge will connect with the proposed SME staircase from Platform 2, with access intended to only be used during the event of emergency.

Appearance and landscaping

- 7.4.14 The bridge material will reflect that which is to be used at the reconstructed Oldham Road Overbridge (MVL3/28). The parapet copers will be clad in stone internally and externally, and the substructure will also be clad in stone to hide the modern concrete materials and better integrate and reflect MVL3/28.
- 7.4.15 At the base of the ramp on the eastern side will be a small, landscaped area. The ramp will also have handrails. A zebra crossing is proposed at the bottom of the ramp to provide pedestrian access across Shaw Hall Bank Road.
- 7.4.16 The SME staircase will be clad in brick materials to respond to materials in the surrounding area.

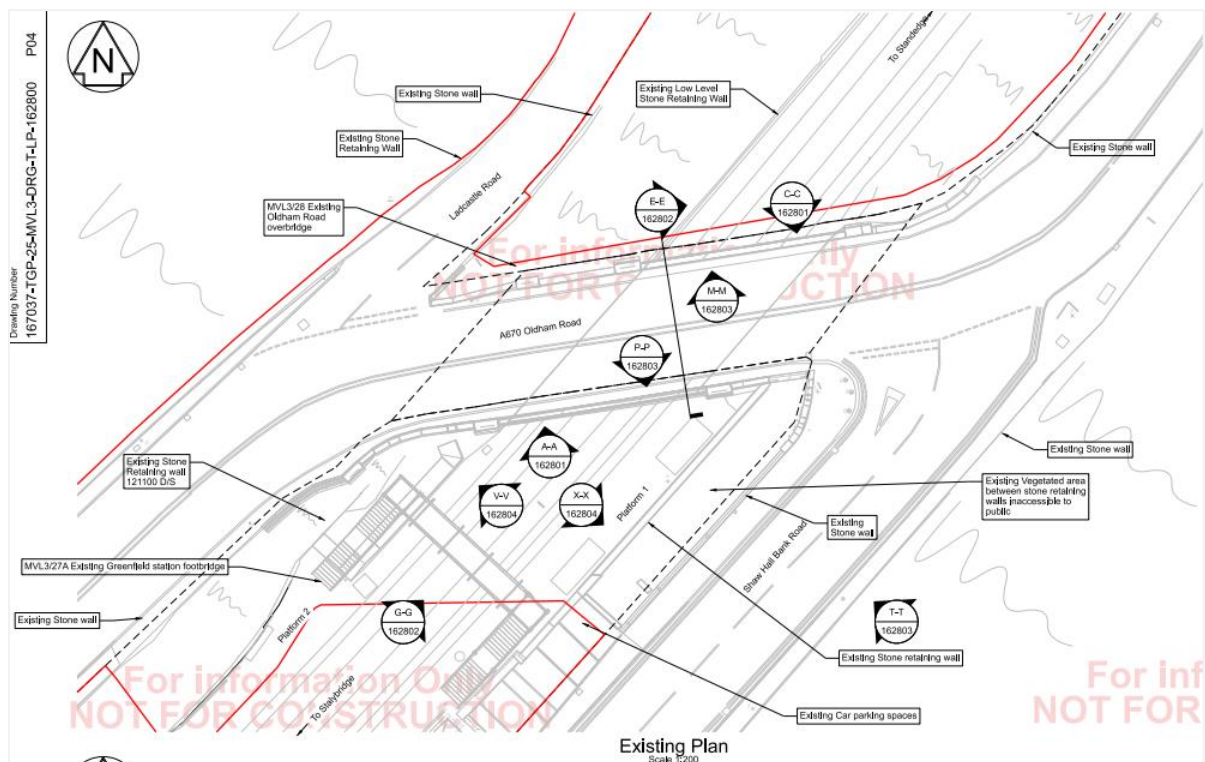


Figure 55: Oldham Road Footbridge (MVL3/27B) and SME Staircase Existing Layout

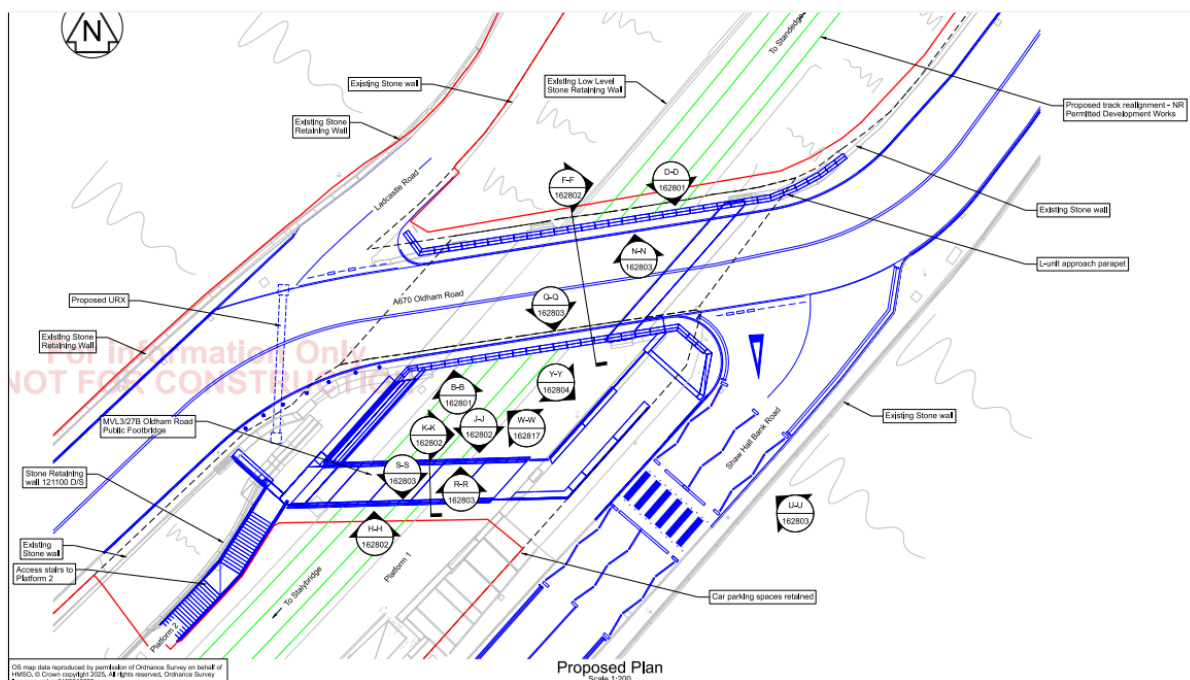


Figure 56: Oldham Road Footbridge (MVL3/27B) and SME Staircase Proposed Layout

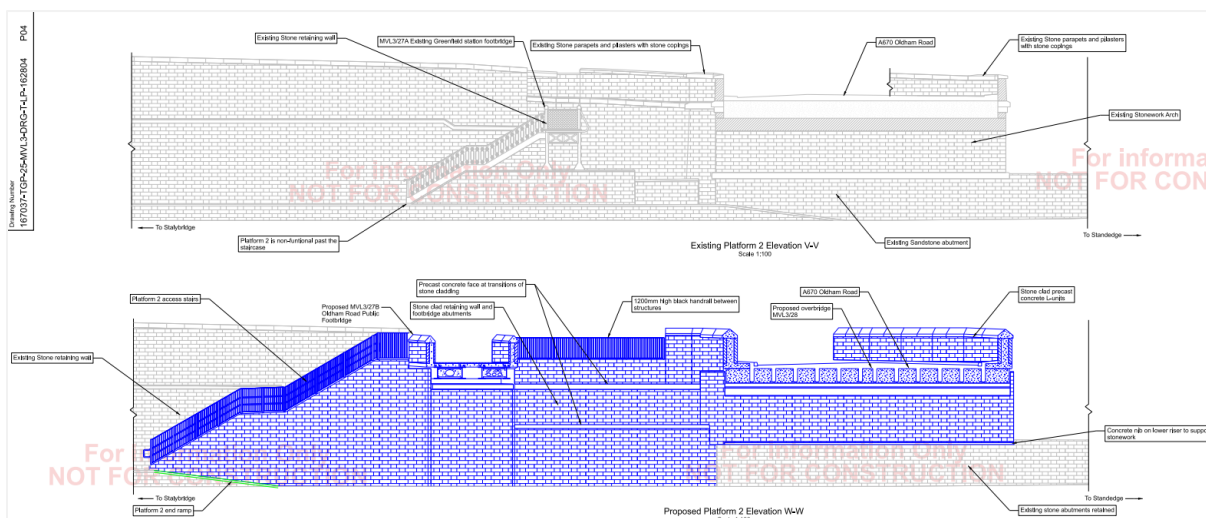


Figure 57: Oldham Road Footbridge (MVL3/27B) and SME Staircase Existing and Proposed Elevations

7.5 Ravenstone Drive Footbridge Works – MVL3/35

7.5.1 Ravenstone Drive Footbridge (MVL3/35) is located east of the Huddersfield Narrow Canal, on the east side of Diggle, providing pedestrian access from the canal footpath to a cluster of properties on Ravenstone Drive, the nearest of which is approximately 30 metres from the bridge. Due to the presence of vegetation on the west of the bridge, there is limited visibility of the bridge from the canal.

Preferred design solution

- 7.5.2 The existing Ravenstone Drive Footbridge (MVL3/35) does have the required OLE clearance and so the only works required are to raise the parapets, in line with NR safety requirements. The parapets will be raised from approximately 1373mm to 1715mm in order to meet the requirements for bridges crossing electrified railways. Infill panels with solid GRP screens will be installed to the parapets, and to the staircase to the west of the bridge.



Figure 58: Ravenstone Drive Footbridge (MVL3/35) Aerial View

Use

- 7.5.3 The existing use of the footbridge for pedestrian access between the Huddersfield Narrow Canal and Ravenstone Drive will not be altered as a result of the works.

Amount and scale

- 7.5.4 The footbridge parapets are to be raised by approximately 342mm to a height of 1715mm. The staircase parapets will also be raised by approximately 417mm.

Layout

- 7.5.5 The existing layout of the bridge will not be altered, beyond the parapet raising.

Access

- 7.5.6 The existing access to the bridge from the Huddersfield Narrow Canal on the west and Ravenstone Drive on the east will not be impacted, with the existing staircase retained in its current form.

Appearance and landscaping

- 7.5.7 The raising of the parapets, and the installation of GRP infill panels will have a minor impact on the appearance of the bridge but is not anticipated to cause significant impact.

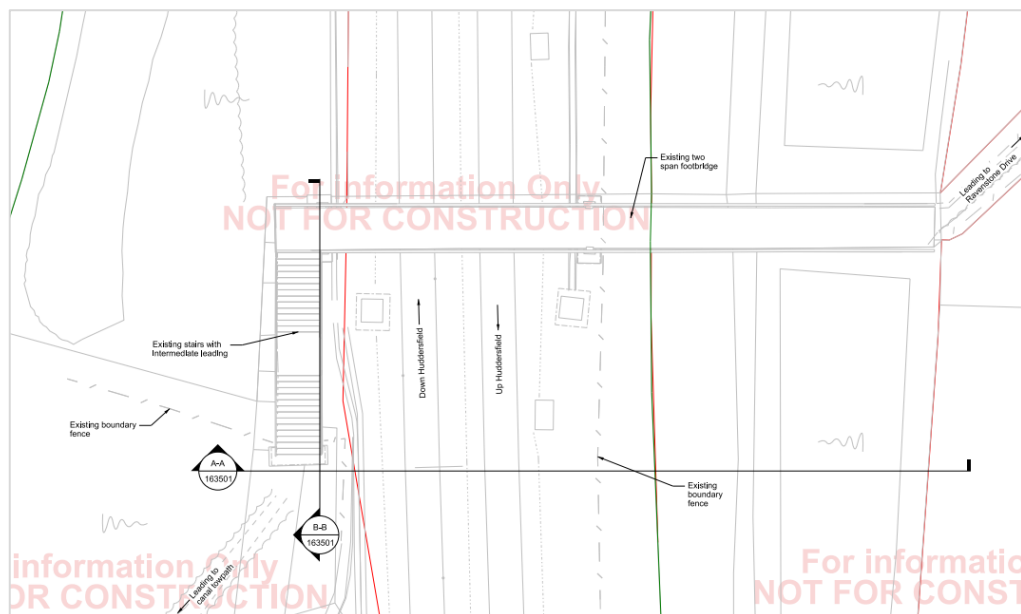


Figure 59: Ravenstone Drive Footbridge (MVL3/35) Existing Layout

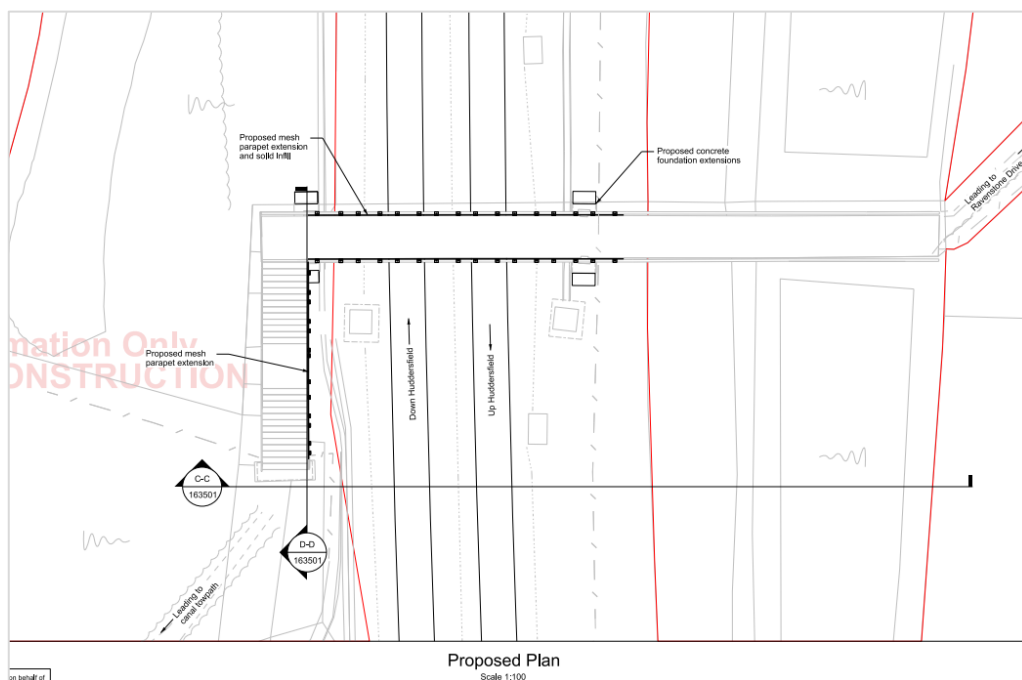


Figure 60: Ravenstone Drive Footbridge (MVL3/35) Proposed Layout

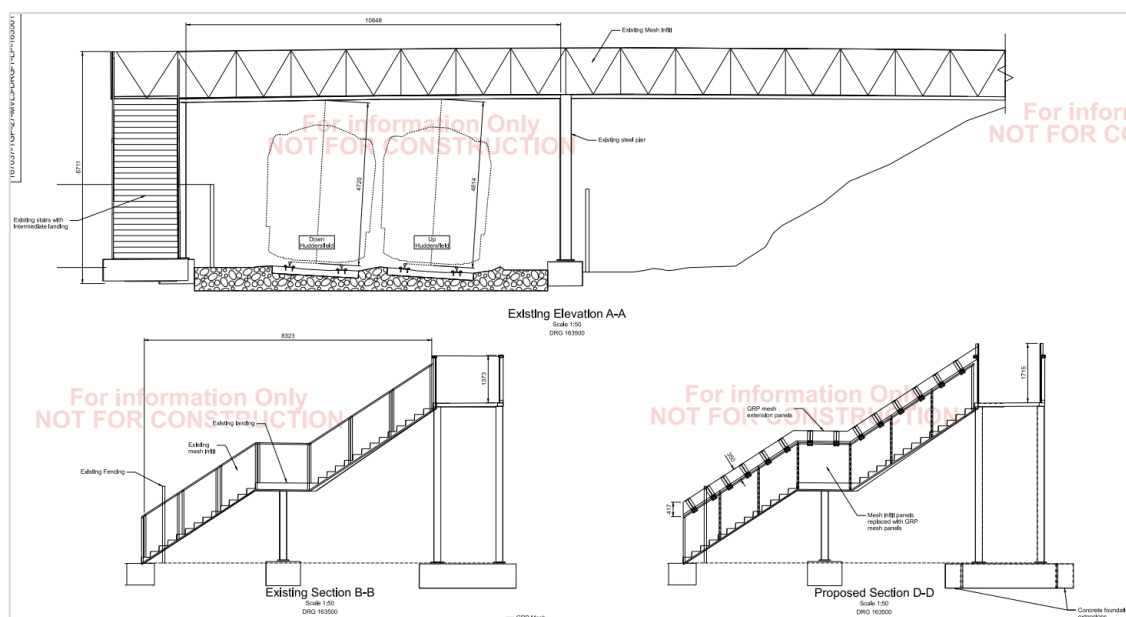


Figure 61: Ravenstone Drive Footbridge (MVL3/35) Existing Elevations and Sections

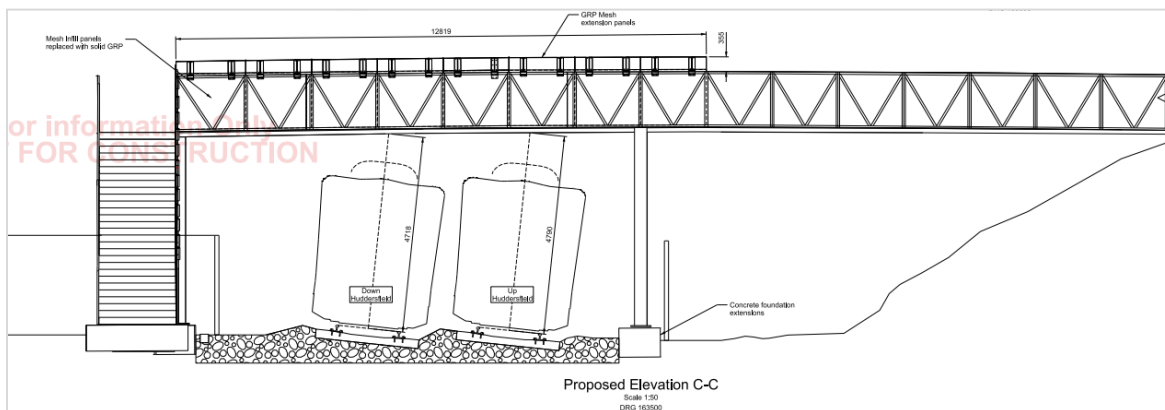


Figure 62: Ravenstone Drive Footbridge (MVL3/35) Proposed Elevations

7.6 Ward Lane Overbridge Works – MVL3/36

- 7.6.1 Ward Lane Overbridge (MVL3/36) is located approximately 120 metres north of Ravenstone Drive Footbridge on the east side of Diggle, carrying the road over the railway line. The road continues west over the Huddersfield Narrow Canal which is located approximately 50 metres from the bridge. There are residential properties located to the south-east of the bridge situated along Ravenstone Drive, whilst an ice cream shop and its car park are located to the north-west.

Preferred design solution

- 7.6.2 The existing bridge does not have the required clearance for OLE infrastructure, and is also currently in poor condition, and therefore must be reconstructed and raised.



Figure 63: Ward Lane Overbridge (MVL3/26) Aerial View

- 7.6.3 The existing bridge is a steel metallic girder and brick jack arch bridge, tying into stone masonry abutments and approach walls. The reconstructed bridge will be of a different style, comprising a standard concrete filler beam overbridge, with raised 1.8 metre parapets to meet safety requirements. It will be clad in natural stone on its external faces, with reclaimed stonework masonry on the internal faces. The parapets will be topped with concrete copers. Additionally, the existing approach walls are to be cut back and replaced with stone masonry approaches which match the bridge style, and the existing abutments are to be cut down with the stonework being reclaimed as far as possible for use on the internal bridge faces, as above.
- 7.6.4 The works will achieve a minimum 4665mm vertical clearance as required for OLE. As a result, the highway is to be lifted, including by 800mm at its maximum point. Therefore, the highway approach and footpath on the west is to undergo minor alignment modifications.

Use

- 7.6.5 The existing use of the bridge for vehicles and pedestrians will not be altered as a result of the reconstruction and raising.

Amount and scale

- 7.6.6 The bridge is to be raised to provide the minimum 4665mm vertical clearance from the tracks as required for OLE, with the highway alignment also raised, including by 800mm at the highest point. The parapets will also be reconstructed to an elevated height of 1.8 metres.

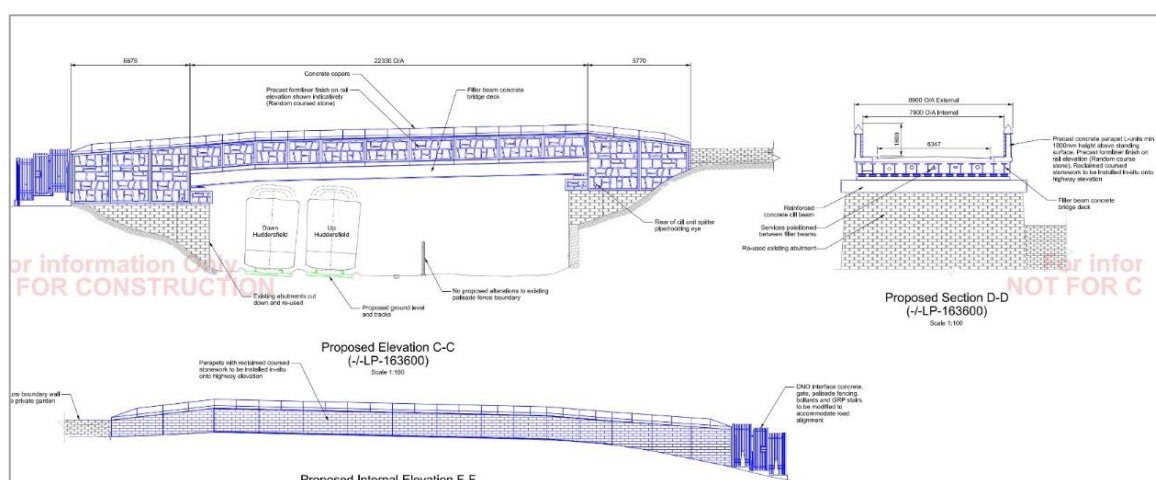


Figure 64: Ward Lane Overbridge (MVL3/36) Proposed Elevations

Layout

7.6.7 The highway and footpath alignment will be slightly altered as a result of the raising works but will retain the existing lateral highway layout across the structure.

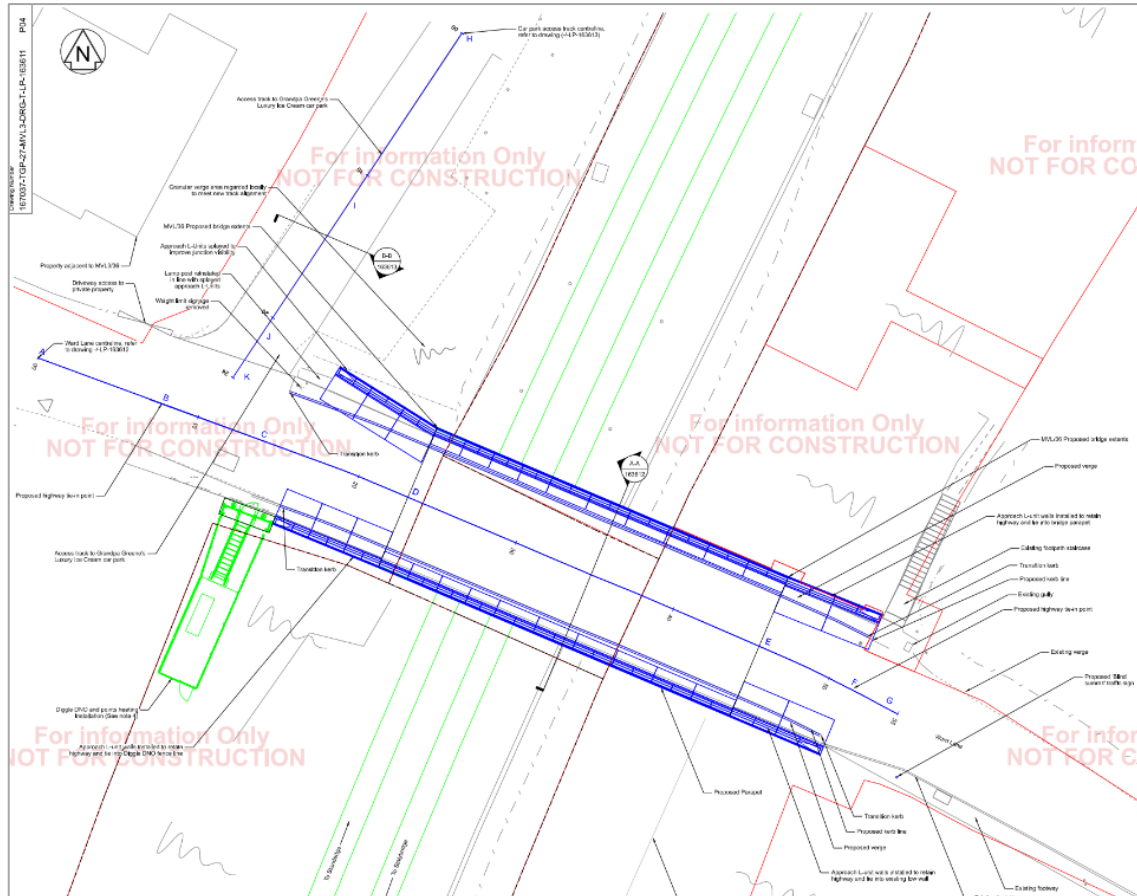


Figure 65: Ward Lane Overbridge (MVL3/36) Proposed Plan

Access

7.6.8 Vehicular and pedestrian access across the bridge will not be impacted. Although the alignment will be slightly altered vertically, this will not be significantly noticeable to bridge users.

Appearance and landscaping

7.6.9 The appearance of the bridge will be altered, with the metal girder style bridge being replaced with a stone finish, and the existing approach walls being demolished and the abutments being cut back. The internal bridge parapets will also utilize reclaimed stone from the approach walls to retain an aspect of the existing bridge appearance. Furthermore, the bridge

raising and the parapet raising will increase the height and visual scale of the bridge.

- 7.6.10 Although this is a change to the current appearance of the bridge, the proposed design and materials have been selected to tie into the local surrounding area and reflect those of the existing bridge. The proposed reconstructed bridge can be seen in Figures 66 and 67.



Figure 66: Ward Lane Overbridge (MVL3/36) Aerial visualisation as Proposed



Figure 67: Ward Lane Overbridge (MVL3/36) Street Level Visualisation as Proposed

7.7 Station Road Overbridge Reconstruction – MVL3/39

- 7.7.1 Station Road Overbridge (MVL3/39) is located in Diggle, 85 metres south of Standedge Tunnel. It carries Station Road over the railway, and consists of 3no. current spans. A residential property located off Lee Side is in very close proximity to the bridge on the east side of the railway. Within the local area, the bridge can be seen from Station Road on the approach, Harrop Court Road and several of the properties and buildings on the east of the bridge.

Preferred design solution

- 7.7.2 Span 1 of the existing bridge is to be reconstructed, as it does not have sufficient headroom to accommodate OLE installation. The railway line does not pass underneath the remaining spans and therefore no works are required on the rest of the bridge.



Figure 68: Station Road Overbridge (MVL3/39) Aerial View

- 7.7.3 The existing bridge is three spans, with a steel metallic girder and brick jack arch bridge over spans 1 and 2, with a brick parapet wall on a metallic girder over span 3. Two piers, comprising solid sandstone with stone masonry support, the bridge, with stone masonry abutments and masonry approach walls on both sides.
- 7.7.4 The replacement bridge deck will be an NR standardised filler beam overbridge, with the substructure to be retained. A new reinforced concrete 'king' pillar will be built adjacent to but structurally separate from the existing pier between spans 1 and 2 and supported by a new piled

foundation. New parapets will have precast form line finish of course stone on the external faces, with stonework on the internal face, and will be topped with concrete copers. The existing stone approach wall will also be scaled back and replaced with an approach wall matching the design and material of the bridge deck.

- 7.7.5 As a result of the bridge raising, the highway that passes over the structure will also be raised, with the alignment on the western approach to be slightly altered. This will result in the bridge being higher on the western side and sloping downwards to the east towards span 2. Works are required on Station Road and Harrop Court Road on the western side of the Station Road Overbridge, to replace existing walls and create a safe level transition from the raised section of the Station Road Overbridge to the highway levels at Harrop Court Road and Station Road.

Use

- 7.7.6 The existing use of the bridge as a vehicular and pedestrian bridge will not be altered as a result of the reconstruction.

Amount and scale

- 7.7.7 Works are only proposed to span 1 of the bridge, which will include raising the height of the bridge and increasing the height of the parapets to 1.8 metres above the raised road level. Spans 2 and 3 will retain their existing scale and heights.

Layout

- 7.7.8 Whilst the existing highway alignment will be slightly altered to accommodate the change in height, the overall layout of the existing structure will be largely retained. The layout will change to a sloped level bridge, compared to the existing bridge, and the height of the parapets will increase, though the overall impact will be minor.

Access

- 7.7.9 Existing access to the bridge from Station Road and Harrop Court Road on the west and Lee Side and Boat Lane on the east will not be impacted by the proposed works.

Appearance and landscaping

7.7.10 Bridge span 1 will be raised, with parapets of a greater height; however, a random course stone cladding will be included on the external faces of span 1 to reflect the stone walls on surrounding streets and buildings, as well as the bridge supporting structures. Some of the existing stone walls on Harrop Court Road and Station Road will need to be replaced in order to provide structures support to accommodate the raised road levels leading to Station Road Overbridge Span 1, however the replacement walls will be clad in reconstituted stone to respond to the stone materials used on structures within the area.

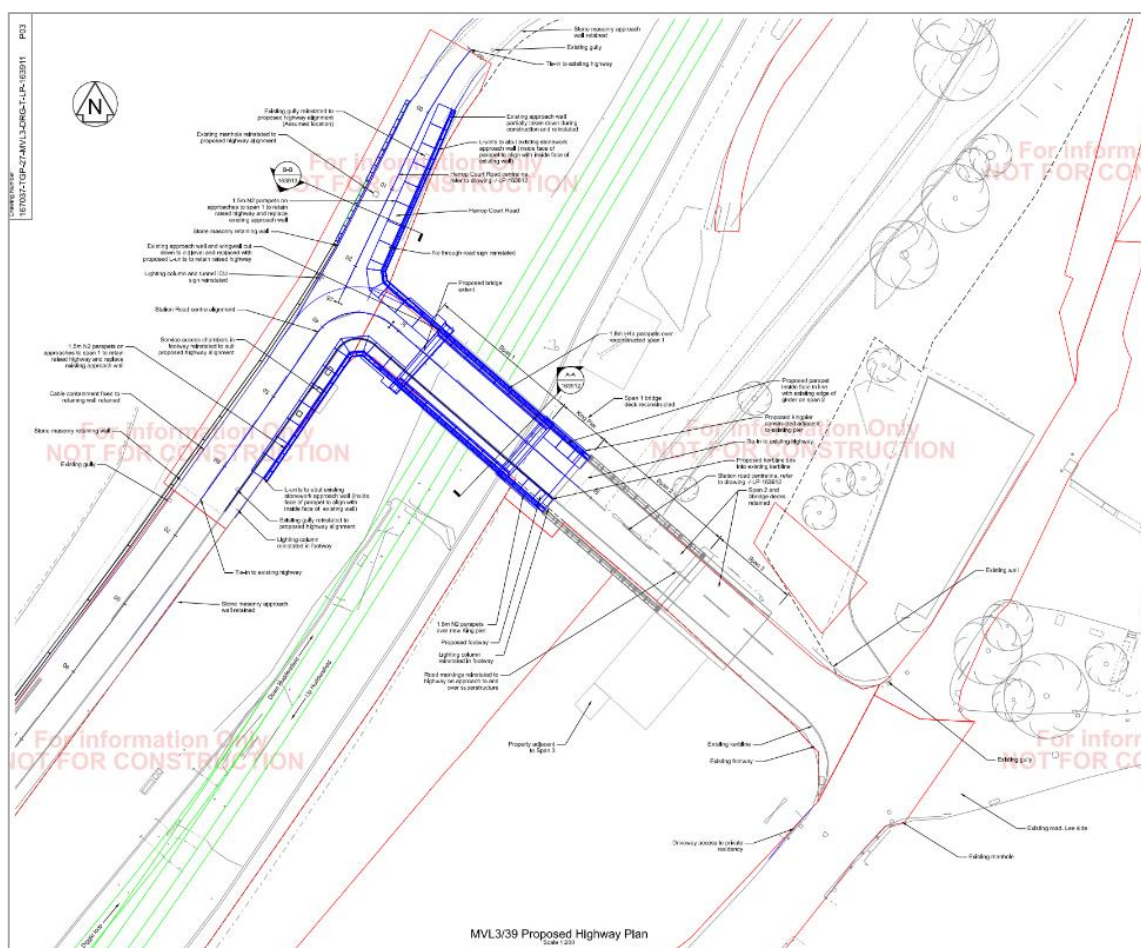


Figure 69: Station Road Overbridge (MVL3/39) Proposed Plan

7.7.11 There are two Conservation Areas within 200 metres of the Station Road Overbridge Works (Diggle Conservation Area to the east and Harrop Green Conservation Area to the west). Given the relatively small scale of the proposed works, their location within a valley which is partly obscured from view from the conservation areas, and the use of stone cladding, it is not

considered that the proposed works at this location will cause harm to the setting of these conservation areas. It is therefore considered that the Station Road Overbridge Works constitute a proportionate intervention to enable the installation of OLE and meet associated safety requirements at this location.

7.8 Standedge Tunnel Bywash Underbridge Replacement – MVL3/39B

- 7.8.1 The Bywash Underbridge (MVL3/39B) is located immediately south of the Standedge Tunnel, with the railway traversing over it. Due to its constrained location beneath the railway and in proximity to the railway tunnel and retaining walls, it currently has no impact on the landscape or form of the area.

Preferred design solution

- 7.8.2 The existing steel underbridge which carries the canal bywash directly south of Standedge Tunnel is to be reconstructed to accommodate the new track alignment. The new underbridge will retain the existing watercourse flow, and the adjacent walls on the approach to the structure are to be retained as far as possible, with the section of walls immediately adjacent to the existing deck being taken down and rebuilt to tie into the new culvert. New precast concrete culvert sections will be installed with the ballasted track.



Figure 70: Bywash Underbridge (MVL3/39B) Aerial View

Use

- 7.8.3 The existing watercourse flow will be retained by the works.

Amount and scale

- 7.8.4 The bridge structure will be slightly widened from approximately 7390mm to 9922mm, with the space being taken from the existing stone masonry approach walls on either side within the bed level. The bridge itself and the track level will be at approximately the same height. From the distance of the nearest visual receptors at Station Road Overbridge and Harrop Court Road, the scale will reflect the existing structure.

Layout

- 7.8.5 The bridge structure will be slightly widened from approximately 7390mm to 9922mm, with the space being taken from the existing stone masonry

approach walls on either side within the bed level. The bridge itself and the track level will be at approximately the same height.

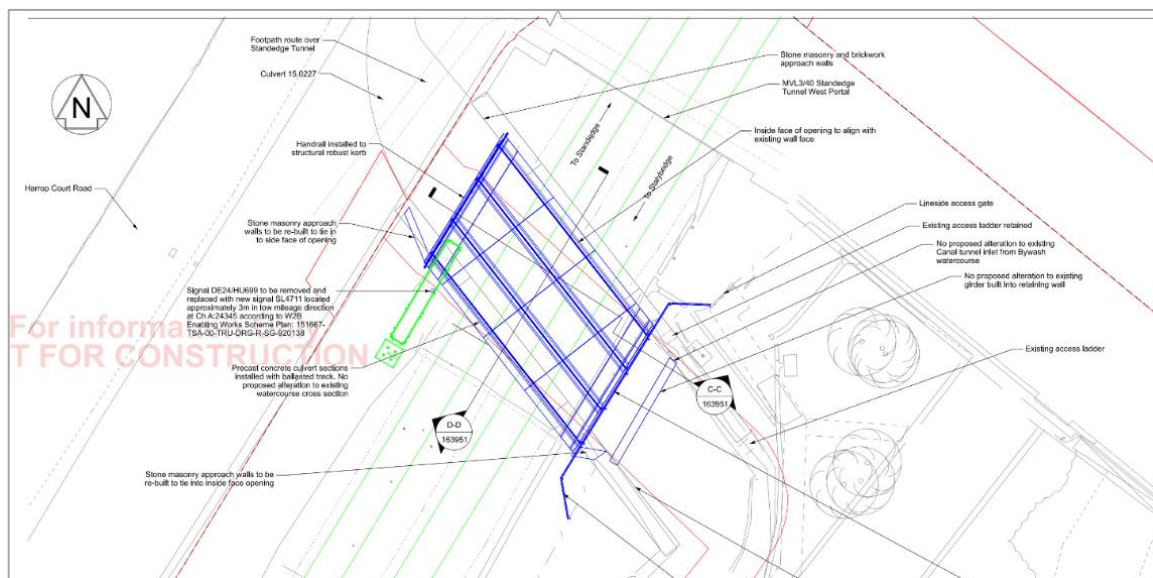


Figure 71: Bywash Underbridge (MVL3/39B) Proposed Plan

Access

- 7.8.6 The bridge is not currently accessible to the public. NR access to the bridge on the east side will be retained, as will an access ladder that leads to the watercourse below.

Appearance and landscaping

- 7.8.7 There will be a limited visual impact to the structure, with the replacement bridge being slightly wider than the existing structure but remaining at the approximate same height, with the track level remaining the same. The appearance of the structure will be largely unimpacted by the nearest visual receptors at Station Road Overbridge and Harrop Court Road, and the scale will reflect the existing structure. Given that the structure sits within a railway cutting, this will also limit any visual impact on nearby receptors.
- 7.8.8 The underbridge lies adjacent to the grade II listed Standedge Tunnel Western Portal. Given the minor nature of the proposed works and that they will be consistent with the existing railway environment in which they sit, it is not considered that these works will impact negatively upon the setting of the listed tunnel portal.

**8. DESIGN AND ACCESS APPRAISAL: LEVEL CROSSING CLOSURE
MITIGATION SCHEMES**

- 8.1.1 Moorgate Halt Level Crossing is located to the west of Uppermill, connecting Dark Lane and Ladcastle Road on the west side of the railway with Moorgate Street and Den Lane on the east side via Public Rights of Way. Stockport Road Level Crossing is located to the north of Mossley and provides a route from Heron Lane across the railway line to the west.
- 8.1.2 To enhance the safety of people crossing the railway line following its electrification, both level crossings are to be closed permanently. The minor works to close the level crossings benefit from permitted development rights but are covered here for reference, given that level crossing closures are a notable part of the Scheme.
- 8.1.3 For Stockport Road Level Crossing, an alternative signed PRow will be created alongside the western side of the railway via new kissing gates, leading to Midge Hall Underbridge (MVL3/19), located approximately 160 metres to the north of the existing level crossing. This will enable walkers to access the eastern side of the railway corridor by crossing underneath Midge Hall Underbridge following the closure, as shown in Figure 72 below.

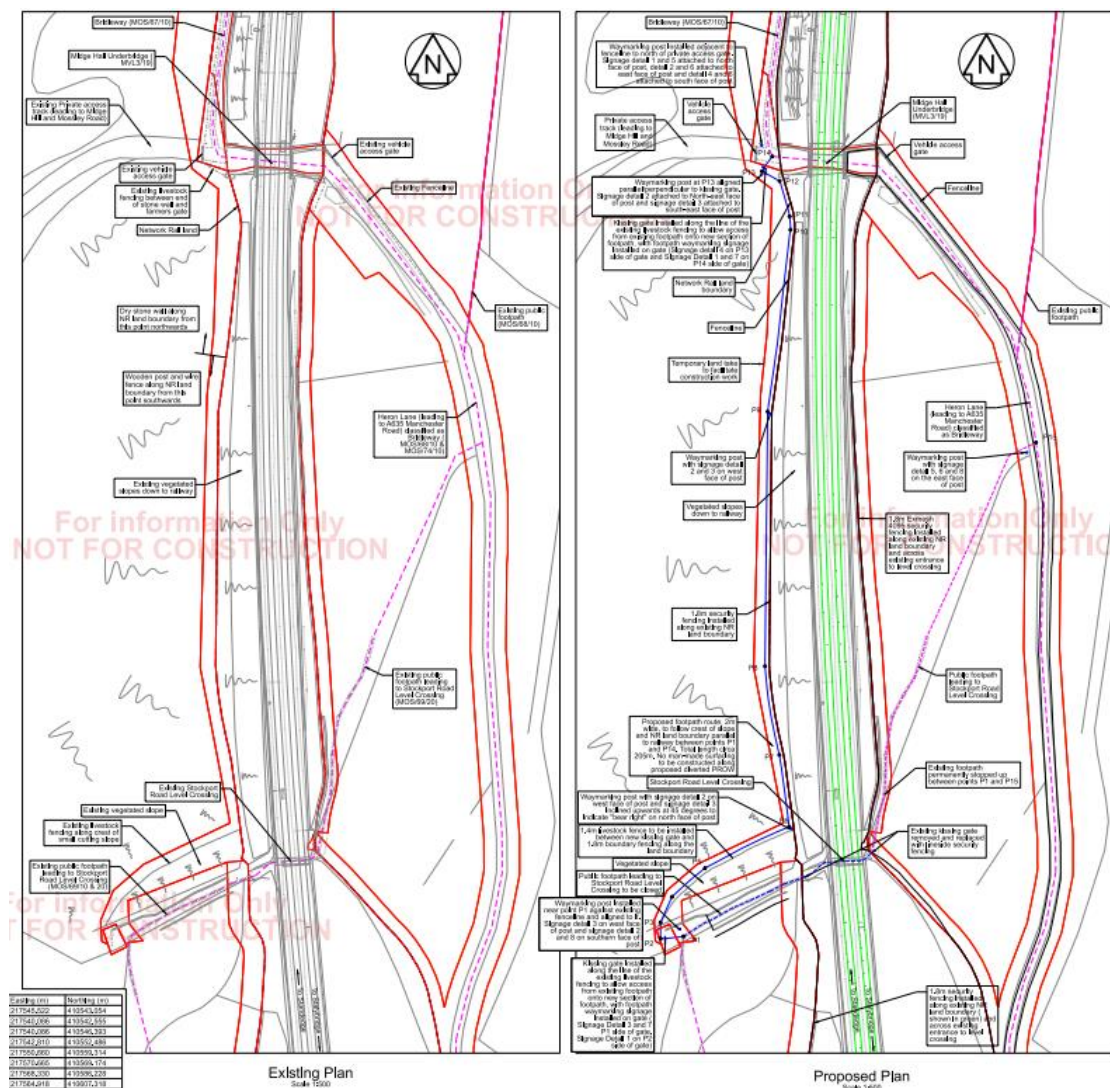


Figure 72: Stockport Road Level Crossing Proposed PRow Diversion Route

8.1.4 For Moorgate Halt Level Crossing, an alternative route is proposed for pedestrians to cross the railway line. The proposed alternative route for pedestrians follows existing Footpath 244 SADD which connects to Ladcastle Road and then crosses beneath the railway via the Wickens Underbridge (MVL3/29). Footpath 244 SADD then connects to the existing footway on the eastern side of Oldham Road (A670). The alternative route for pedestrians then passes along Oldham Road for approximately 60 metres northwards, before connecting to the Huddersfield Narrow Canal towpath (existing Footpath 76 SADD) which then connects to Moorgate Street approximately 45 meters east of the point where existing Footpath 209 SADD (being the footpath that crosses the Moorgate Halt Level Crossing) connects to Moorgate Street.

- 8.1.5 Currently the section of the alternative route for pedestrians which runs along the existing footway on Oldham Road (A670) is partially within a 20mph speed limit zone and partially within a 30mph zone. It is proposed to extend the existing 20mph speed restriction further to the south, so that the entirety of this section of the alternative route for pedestrians along Oldham Road will be within a 20mph speed limit zone. A highways safety report has been produced to support the proposed alternative route for pedestrians, which has concluded that the section of the alternative route for pedestrians that utilises the existing footway on Oldham Road (A670) is a safe alternative route taking into account the proposed changes to the speed limit on this section of Oldham Road.
- 8.1.6 In order to create a suitable alternative route for pedestrians, Footpath 244/SADD is proposed to be upgraded and improved, including resurfacing and sections of new steps with a handrail where necessary for safety purposes on the western side of Wickens Underbridge. The upgrades will include repairs to the existing stone markers along the footpath and the use of stone slabs for steps in order to enhance the visual appearance of the footpath. These works are included in the request for deemed planning permission.

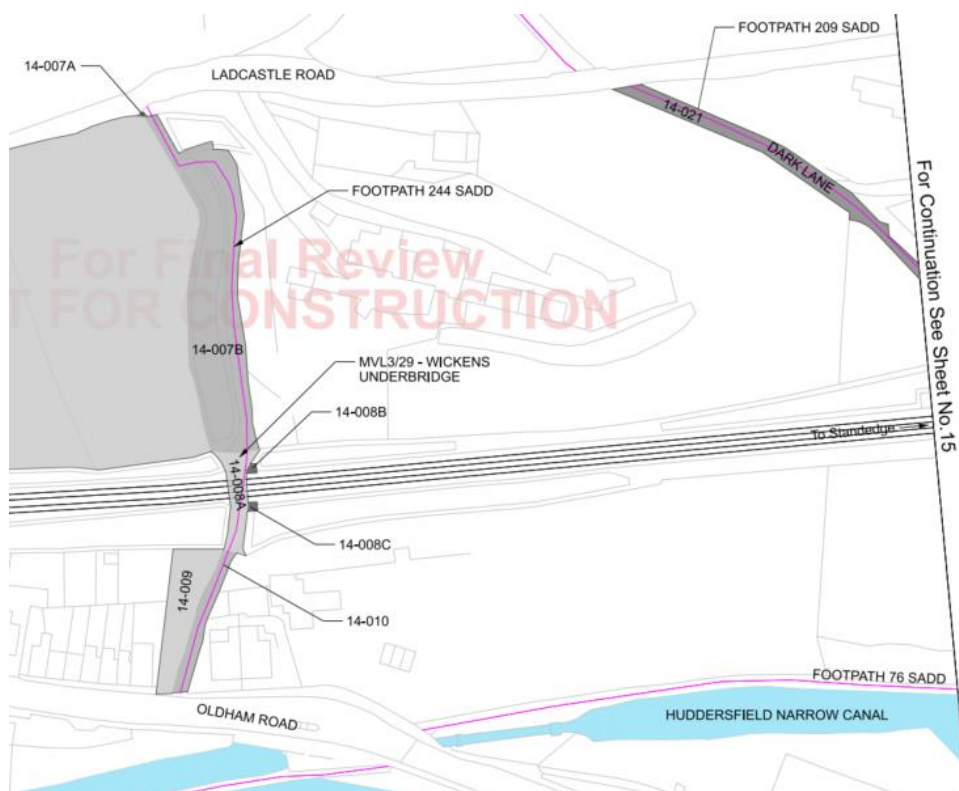


Figure 73: Wickens Underbridge (MVL3/29) and Moorgate Halt Level Crossing Location (part a)

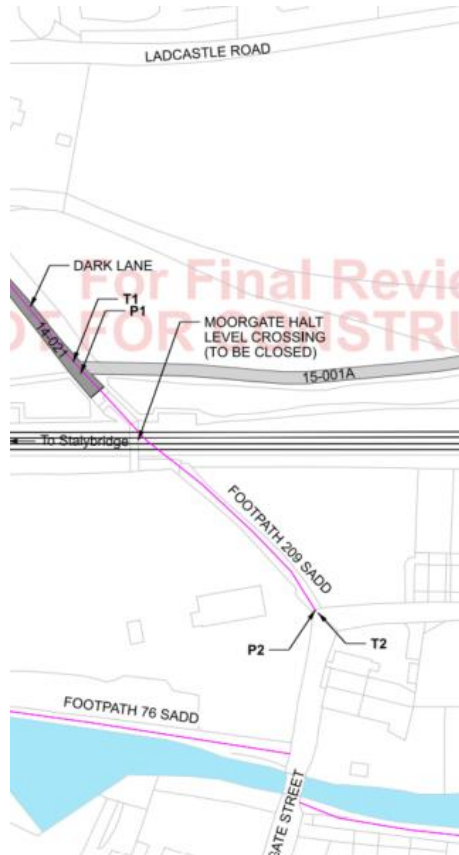


Figure 74: Wickens Underbridge (MVL3/29) and Moorgate Halt Level Crossing Location (part b)

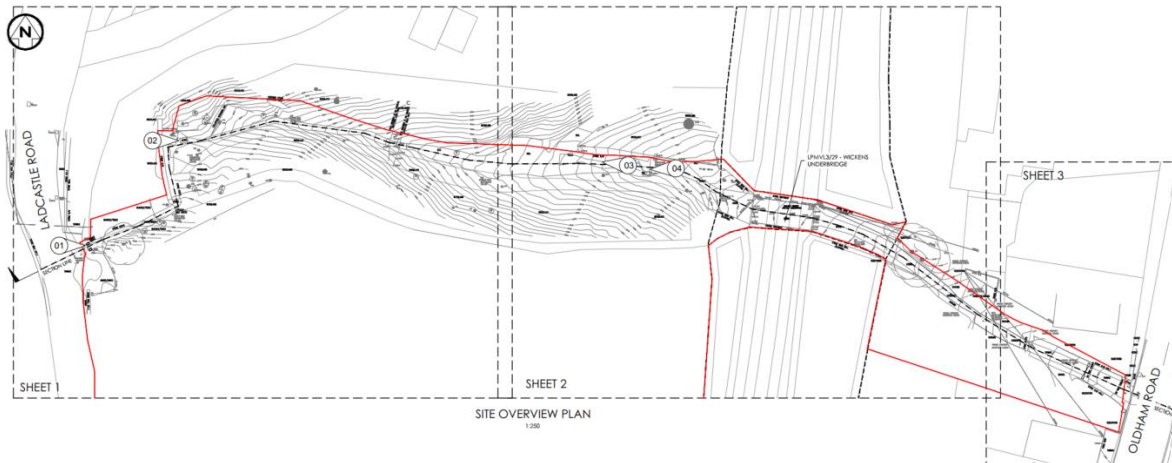


Figure 75: Wickens Underbridge (MVL3/29) PRoW Diversion Route

- 8.1.7 Optioneering has been carried out during previous design stages to explore the use of bridges at the crossing locations, and both have been found to be unviable due to there being insufficient land available, as well as cost and foundation requirements. The alternative routes will provide access

routes across the railway within the vicinity of the crossings whilst enhancing the safety of users of the associated PRowS.

9. DESIGN APPRAISAL: MOSSLEY COTTAGES AND MOSSLEY STATION

9.1 Introduction

- 9.1.1 This section explains how the Order Scheme designs at Mossley Cottages and Mossley Station are a suitable response to the design context and principles set out in Section 5.

9.2 Mossley Cottages Works

- 9.2.1 Mossley Cottages are located to the south of Mossley Station (Existing), stretching for approximately 250 metres south along the east of the railway line on Manchester Road, and include residential properties and businesses. These buildings and their gardens back onto the railway line, with some being within 2 metres of the operational railway boundary.

Preferred design solution

- 9.2.2 At Mossley Cottages, a comprehensive optioneering process has been undertaken in conjunction with the optioneering for Mossley Station, which has resulted in minimal works to Mossley Cottages being required in order to enable the electrification of the railway line, whilst preserving the safety of the occupiers of Mossley Cottages.

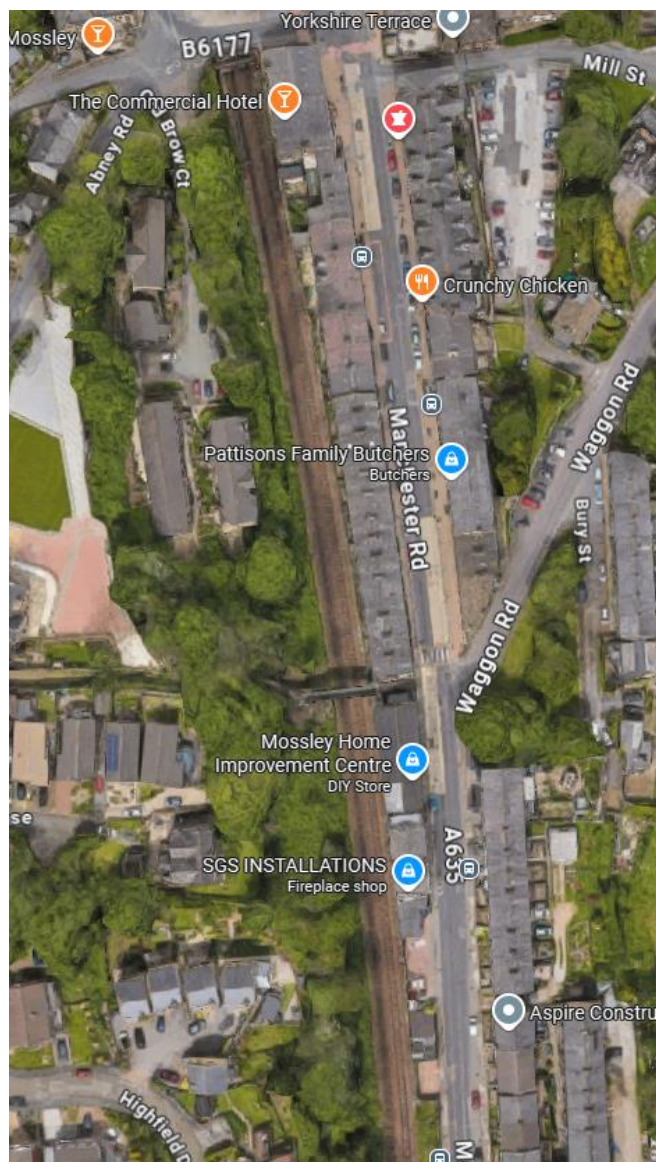


Figure 76: Mossley Cottages Aerial View (Google Maps 2025)

- 9.2.3 The anti-trespass features to be installed at Mossley Cottages which form part of the Order Scheme consist of metallic fencing on the southern side of Abney Footbridge, an extension to a section of the stone wall bordering the railway line adjacent to Stamford Road Overbridge, and replacement gates which front onto Manchester Road at access points to the rear of the properties.
- 9.2.4 Due to the small scale nature of the proposed interventions, it is not considered that they will give rise to negative design or access issue and furthermore will reduce the risk of railway trespassing and enhance safety in the process.

9.3 Mossley Station Relocation

- 9.3.1 The Relocated Mossley Station is to be situated approximately 300 metres north of the Existing Mossley Station site, on the west of Manchester Road. The relocation site is currently separated from Manchester Road by a stone wall. Residential properties line the east side of Manchester Road. On the west of the proposed location the land slopes upwards towards Stamford Road, with the hill partially covered in trees.

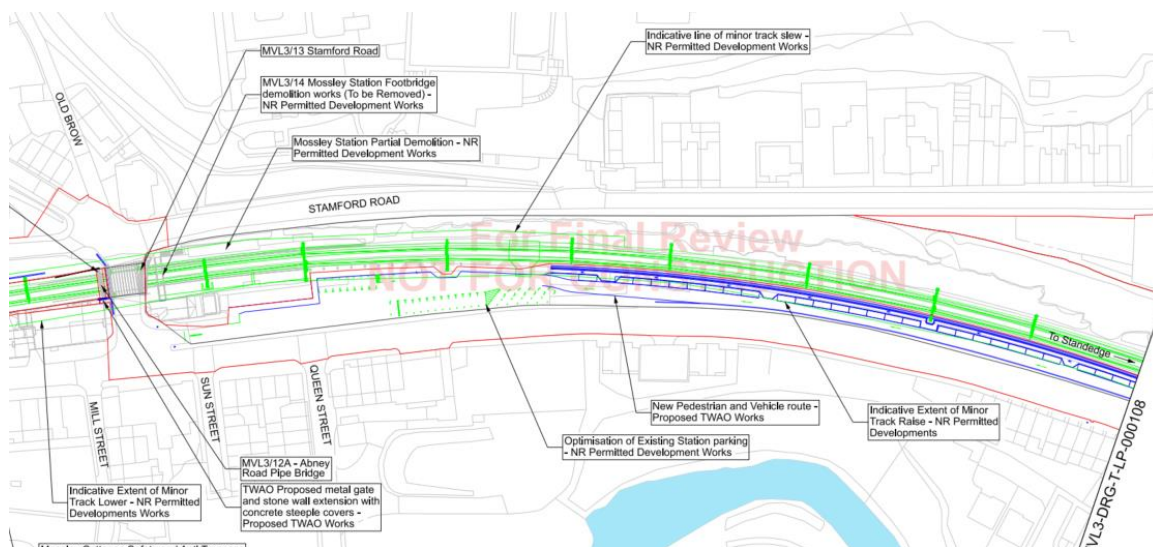


Figure 77: Mossley Station (Existing) Location Plan

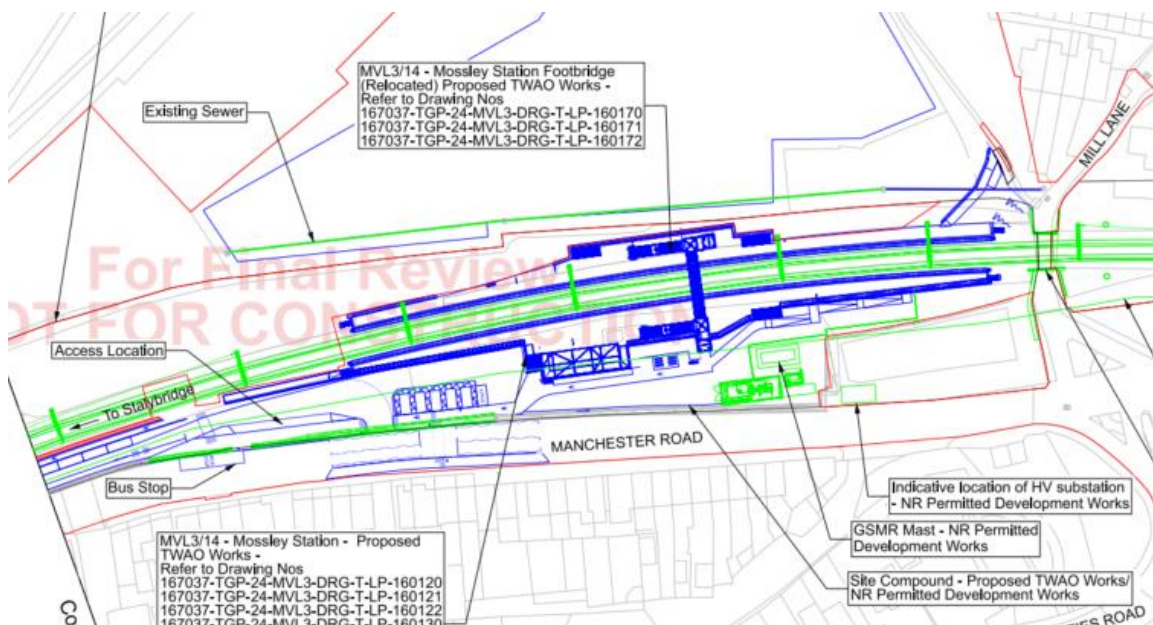


Figure 78: Relocated Mossley Station Location Plan

Preferred design solution

- 9.3.2 TRU project requirements including electrification, increased platform lengths and step free access cannot be met at Mossley Station (Existing) due to the significant space constraints imposed by the existing Stamford Road bridge, which crosses the station platforms at their southern end, and the rock cliff between Stamford Road and Platform 2. The Station is therefore to be relocated 300 metres to the north of the existing station within Network Rail land.



Figure 79: Mossley Station (Existing) Aerial View (facing north)

- 9.3.3 The preferred option for the design of the Relocated Mossley Station includes a single span footbridge with lift shafts to connect the two platforms with step-free access, 150 metre long platforms with secondary escape routes, and a new station building. Additionally, the works will include a new access from Manchester Road, with new car parking areas, a new bus stop on Manchester Road, and a new pedestrian access route from the Mossley Station (Existing) car-park. The station will occupy currently vacant space on both sides of the railway.

Use

- 9.3.4 The proposed Relocated Mossley Station will reflect the use of the existing station, albeit with longer platforms to enable longer higher-capacity rolling stock to stop at the station, and new step-free access to both platforms, in

addition to supporting the installation of OLE which is key to the TRU programme.

- 9.3.5 The station will have a new car parking area which will be linked for pedestrians to the existing station car park.

Amount and scale

- 9.3.6 The relocated station will be a new addition to the local area, occupying currently vacant undeveloped space. The scale of the interventions has been designed to be respectful of the scale of surrounding buildings and materials, whilst meeting the Order Scheme requirements within an existing railway context.
- 9.3.7 The proposed station building will be approximately 4 metres in height, incorporating a pitched roof which hips away from the row of residential dwellinghouses on the opposite side of Manchester Road in order to soften its visual impact to those dwellinghouses.
- 9.3.8 The proposed lift shafts will be approximately 2.5 metres wide and 12 metres in height in order to meet the requirements of modern lift shaft specifications, and provide level access to the footbridge which is required to be at a height that provides sufficient clearance above the OLE. Given that the proposed lift shafts will be set away from the dwellinghouses on Manchester Road by approximately 20 metres and will be sited at the northern end of the station platforms, it is not considered that they will have an unacceptable impact upon the amenity of nearby residents.
- 9.3.9 The Relocated Mossley Station will also be partially screened from nearby receptors by the existing 3-6 metre high stone wall which borders Manchester Road at the edge of the station site. This will reduce the visual and amenity impacts from the scale of the Relocated Mossley Station to nearby receptors.

Layout

- 9.3.10 The layout of the Relocated Mossley Station is largely driven by TRU programme objectives, operational railway requirements, and access for all considerations. The proposed layout of the relocated station will achieve these objectives whilst making effective use of land by enabling the stone wall adjacent to the Manchester Road to be retained, in order to retain the screening benefits which this wall provides to the residential properties on the opposite side of Manchester Road.

Access

- 9.3.11 The access proposals for the station are designed to be as inclusive as possible at this location.
- 9.3.12 In order to provide safe access to the relocated station by a range of modes of transport, a bus stop is to be added on Manchester Road and a new controlled pedestrian crossing provided, allowing pedestrians and persons with reduced mobility to access the Station from the eastern side of Manchester Road.
- 9.3.13 The location of the pedestrian crossing and bus stop between the two proposed access points onto Manchester Road will enable safe access to and from the station, whilst preserving the stone wall which abuts Manchester Road as far as possible in order to retain screening between the station and the residential properties opposite. Cycle storage will also be incorporated within the relocated station site to enable cycling to and from the station.
- 9.3.14 The Mossley Station Relocation Works will therefore enhance the accessibility of the station by a range of modes of transport and enable inclusive access to the railway, whilst preserving road safety and minimising impacts upon residential amenity.

Appearance and landscaping

- 9.3.15 External materials will be incorporated within each of the proposed structures at the relocated station which reflect the predominant building materials in the surrounding area (local stone or alternative materials such as reconstituted with a similar appearance), as discussed with Tameside Council during design development. The form of the station building will also be consistent with nearby dwelling houses, featuring a dual pitched roof and being relatively modest in scale. The form of the lift shafts follows the designs used across the TRU programme and are largely dictated by modern lift shaft mechanism requirements.
- 9.3.16 British Rail logos are to be incorporated on the tops of the lift shafts and will be illuminated. The logos will be back lit using LED strip lighting mounted on the shaft walls behind the logos, following their profiles. The back lighting will be directed to the back of the signage and reflected back to create a silhouette lighting effect and limit the amount of light that projects from the logos.

- 9.3.17 A planning condition is proposed, requiring the approval of samples and materials specifications of the station works prior to their installation.



Figure 80: Relocated Mossley Station Visualisation from Platform Level



Figure 81: Relocated Mossley Station Aerial Visualisation

10. DESIGN APPRAISAL: MAINTENANCE AND ACCESS

- 10.1.1 Two site compounds forming part of the Order Scheme will be retained permanently for maintenance and railway access purposes. The site compounds in question are the Wakefield Road and Oaklands Road compounds.

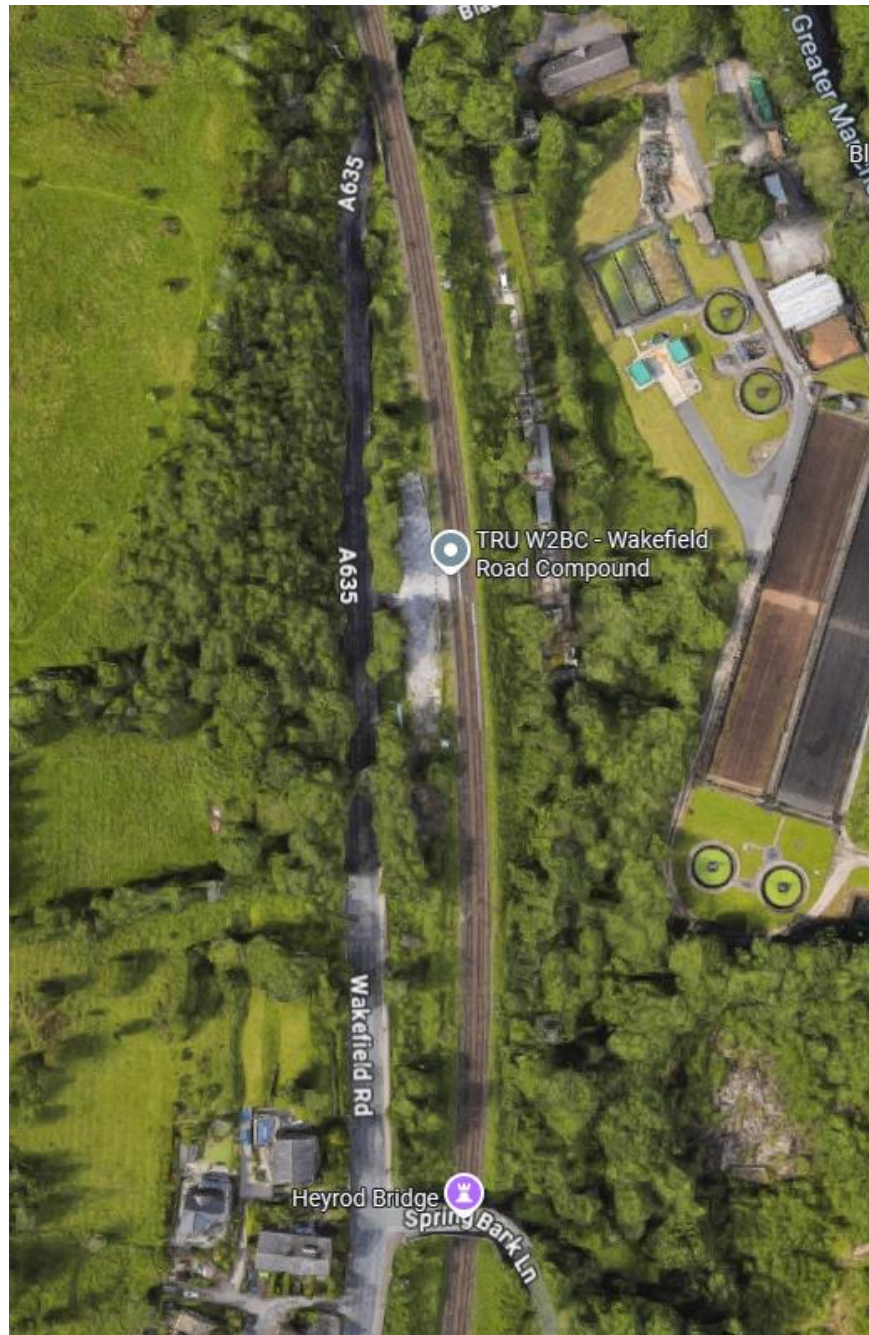


Figure 82: Wakefield Road Site Compound Aerial View (Google Maps 2025)

- 10.1.2 For the Wakefield Road Compound, an existing maintenance compound area within Network Rail operational land to the north of Stalybridge, on the western side of the railway will be upgraded. Works will be carried out to upgrade the existing vehicular access and create a larger compound. The compound will be sited within the existing railway corridor expanding an existing compound use and thus is considered to be consistent with the character of the area.

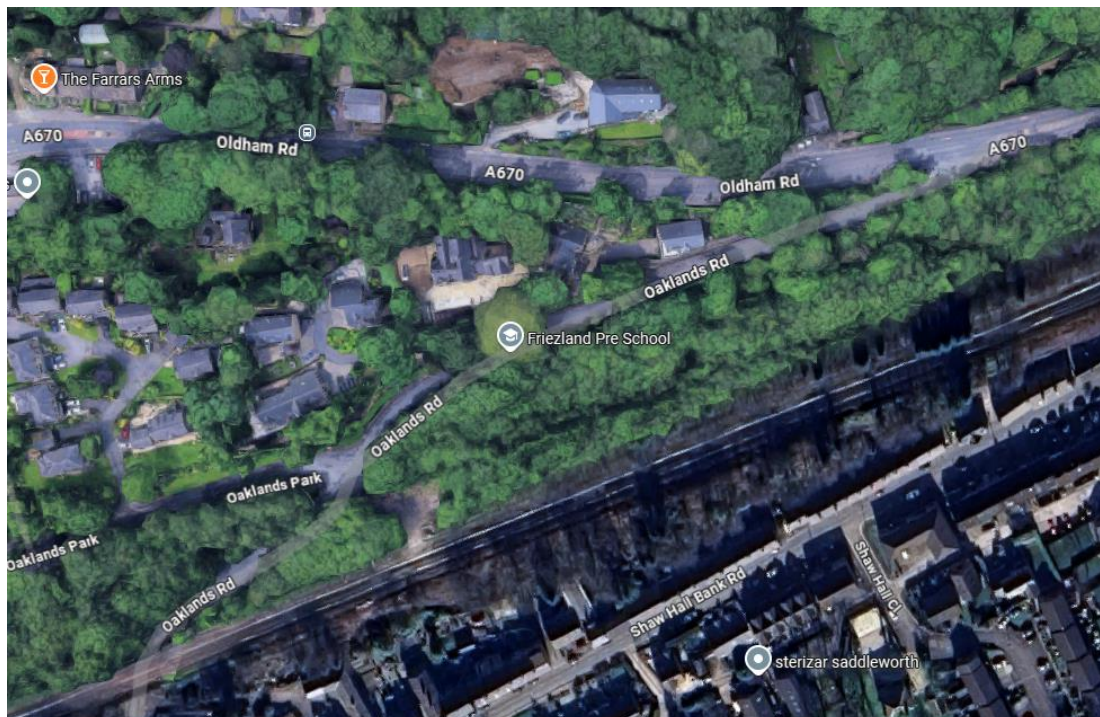


Figure 83: Oaklands Road Permanent Maintenance Facility Aerial View (Google Maps 2025)

- 10.1.3 For the Oaklands Road Compound, there is an existing railway use accessed from Oaklands Road. The remainder of the site is covered by trees and vegetation and lies on a slope. The existing access is to be widened and a new additional access created.
- 10.1.4 Earthworks will be required to create safe vehicular routes through the site to enable effective maintenance of the railway, but the footprint of the site and extent of vegetation removal will be minimised as far as possible. Vegetation removal will be required to create a safe access route, however trees are to be retained bordering Oaklands Road to minimise the visual impact on the surrounding area and provide a degree of screening from Oaklands Road. Given that this represents an expansion of an existing railway maintenance facility, it is considered that the emerging design proposals address the requirements of JCS Policy 22 on Other Protected

Open Land. Planning conditions are proposed which would require the approval of further design and access details for the site compound when the designs have been developed further.

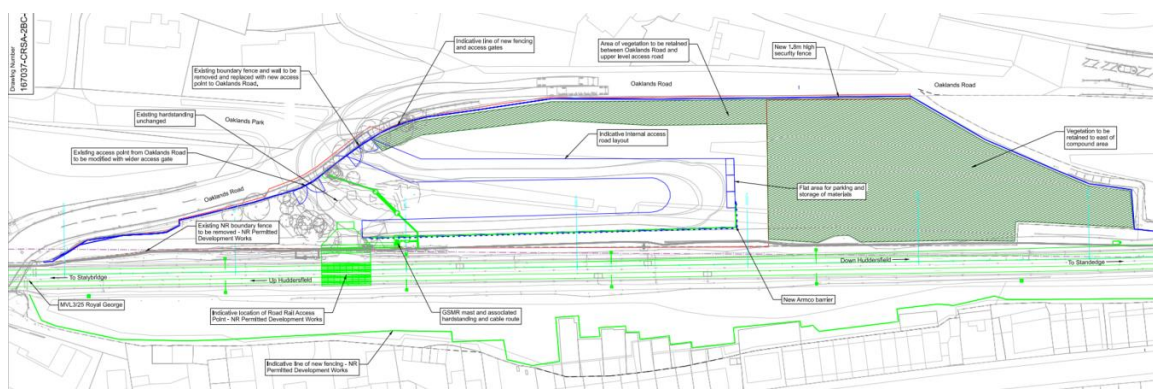


Figure 84: Oaklands Road Permanent Maintenance Facility Proposed Layout

11. CONCLUSION

- 11.1.1 The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order Scheme forms part of the western section of the wider Transpennine Route Upgrade (TRU) between Manchester and York. TRU will deliver faster and more frequent rail services, increased passenger capacity and improved connectivity and will support economic growth in the North and deliver real benefits for passengers, communities and freight services.
- 11.1.2 This Design and Access Statement has demonstrated that the Order Scheme complies with the design principles and concepts found in relevant National and Local planning policies, as summarised in Section 2 Planning Policy Context. The design of the Order Scheme has also been thoroughly informed by feedback from local and technical consultation, summarised in Section 3 Consultation and Design Influence.
- 11.1.3 The Order Scheme responds to the operational and functional requirements of the railway by providing safe, well-functioning railway infrastructure, taking account of the important issues of access for maintenance and inspection, and materials durability over the lifetime of the Order Scheme.
- 11.1.4 The Order Scheme is an integral part of TRU, so although works such as replacing highway overbridges may be carbon-intensive, these are offset by the overall reduction in emissions from electrifying the railway. Once operational, the entire TRU will reduce annual emissions by approximately 1,500 tonnes of carbon dioxide equivalents. This aligns with the UK Government's policy to promote railway electrification as a means of reducing carbon emissions.
- 11.1.5 Sustainability has also been a main consideration shaping the Order Scheme design, including the specification of more sustainable materials and designs to minimise maintenance requirements.
- 11.1.6 Although the location and design of the Order Scheme is largely dictated by functional railway infrastructure requirements and safeguarding for future infrastructure, the design responds to site constraints and the surrounding local context, including landscape and townscape character as well as local needs where appropriate. This includes designs that make efficient use of land, minimising built development on land outside the operational railway boundary, and in turn minimising impacts on landowners, businesses, and local communities.

- 11.1.7 Opportunities have been taken to enhance accessibility as part of the Order Scheme wherever possible. For example the Relocated Mossley Station will have level/lift access between the platforms. Where Order Scheme elements carry a public highway or public right of way over the railway, accessibility will be maintained, either via an appropriate direct replacement (in the case of highways built to adoptable standards) or a suitable and convenient alternative route.
- 11.1.8 Overall, this Design and Access Statement demonstrates that the Order Scheme design is appropriate in terms of land use, scale, layout, access and appearance in the context of its required railway infrastructure functionality and the local environment and community, in line with local, regional, and national planning policy requirements.

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