

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order  
Oldham Road Overbridge (MVL3/28) – Heritage Statement  
October 2025

## **TRANSPORT AND WORKS ACT 1992**

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

### **THE NETWORK RAIL (STALYBRIDGE TO DIGGLE (SADDLEWORTH) ENHANCEMENTS) ORDER**

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#### **DOCUMENT: Oldham Road Overbridge (MVL3/28) – Heritage Statement**

#### **Rule 10(6)(d)**

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## **1. INTRODUCTION**

### **1.1 Transpennine Route Upgrade**

1.1.1 The Transpennine Route Upgrade (TRU) is a major, multi-billion pound program of improvements to increase capacity, improve journey time and reliability performance of rail services on the Transpennine Route.

1.1.2 The TRU will aim to deliver:

- An improved journey time for Leeds – Manchester Victoria of 42-44mins;
- An improved journey time for York to Manchester Victoria of 65-67mins;
- Capability to operate four ‘express’ and two ‘semi-express’ services an hour;
- Capability to operate up to two ‘local services’ an hour on the route;(subject to future operating timetables);
- Performance of the Transpennine Route to be 92.5% or higher each period;
- Larger freight containerisation capability (W12 gauge);
- Freight paths/rights to be retained as existing; and
- A contribution to Network Rail’s Decarbonisation Strategy and climate policy.

1.1.3 The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order Scheme extends from Stalybridge Tunnel, in the west, through to the western portal of Standedge Tunnel (the “Scheme”). This section of the Transpennine route follows the Tame Valley from Stalybridge to Diggle, and is referred to hereafter as Route Section W2B.

1.1.4 The TRU programme in Route Section W2B involves a variety of works including the electrification of the railway (installation of overhead line equipment (OLE) and associated infrastructure reconstruction and modification of existing bridges to facilitate electrification of the railway, construction of a new station at Mossley, closure of Stockport Road Level Crossing and Moorgate Halt Level Crossing, railway works at Greenfield Station to support the upgrade

and electrification of the railway track reconfiguration works and track lowering works through Stalybridge and Scout Tunnels.

- 1.1.5 Under the Planning (Listed Buildings and Conservation Areas) Act 1990, consent is required from the local planning authority for any proposed works that would affect the character of a listed building. The Transport and Works Act 1992 introduced section 12(3A) into the Planning (Listed Buildings and Conservation Areas) Act 1990, the effect of which is to "call-in" for determination by the Secretary of State applications to the local planning authority for listed building consent where such consent is required in consequence of proposals included in an application for a Transport and Works Act Order (TWAO). The procedures in the Transport and Works Applications (Listed Buildings, Conservation Areas and Ancient Monuments Procedure) Regulations 1992 then apply to the call in of such listed building consent applications.
- 1.1.6 This Heritage Statement has been compiled in support of an application for listed building consent by Network Rail in respect of the proposed works on the grade II listed Oldham Road Overbridge (MVL3/28) (NHLE 1451853). A location plan is provided in Appendix A.
- 1.1.7 The Historic England list description (included in full in Appendix B) names the listed building as "Railway Overbridge MVL3/28, Oldham Road". Throughout this Heritage Statement the structure is referred to as "Oldham Road Overbridge (MVL3/28)" in accordance with Network Rail's naming of the structure.
- 1.1.8 The preparation of this assessment has been informed by the Statement of History and Significance: West of Leeds<sup>1</sup> and the Route-wide Statement of Significance (Alan Baxter Associates, 2019).

## **1.2 Scope**

- 1.2.1 The requirement for assessment and its scope is guided by policy contained within the National Planning Policy Framework (NPPF 2025) specifically paragraph 207, which seeks an assessment proportionate to the asset's importance and sufficient to understand the potential impacts of development. The specific scope of this assessment is determined by Network Rail's requirement to provide an objective assessment of the heritage value of assets that may be affected by the Scheme, and to appraise the nature and extent of any impact upon setting and significance.
- 1.2.2 This Heritage Statement will:

- Identify and discuss the heritage significance of the listed structure, including the contribution of setting;
- Present the design requirements of the Scheme at the structure;
- Present the process of development and optioneering which has led to the design proposal for the Scheme in relation to the structure;
- Identify the impacts of the design proposal on the significance of the structure, in the context of current national and local planning policy and guidance;
- Discuss any mitigation recommended in relation to the structure; and
- Consider the public benefits to be gained from the Scheme weighed against the impact on the significance of the structure, in line with the NPPF and the Oldham Local Development Framework, 2011.

### **1.3 Current Conditions**

- 1.3.1 Oldham Road Overbridge (MVL3/28) (Insert 1-1) is a single span skew overbridge built to carry Oldham Road (A670) across the historic Huddersfield & Manchester Railway. The overbridge is situated on the western edge of the village of Greenfield (NGR SD9859804392), c. 7 km east of Oldham. It comprises a single segmental-arched bridge, which carries vehicular traffic over the railway via Oldham Road (the A670).
- 1.3.2 The structure was subject to a detailed examination as part of Network Rail's maintenance regime in June 2016, which identified it to be in fair condition, with the exception of the parapets and pilasters which were identified to be in poor condition due to repeated vehicle strikes (Insert 1-2). Defects identified included:
- Poor condition of parapets due to vehicle strikes;
  - Damage to existing palisade fencing from vehicle strike;
  - Fractures and spalling of stonework, some of which are identified to be long-standing (Insert 1-3);
  - Slight seepage from the bridge soffit;
  - Missing pointing from isolated joints; and
  - Leaning parapets.
- 1.3.3 A visual inspection undertaken in September 2021 again identified the long-standing issue of vehicle impacts to the inside of the bridge

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parapets, with further impacts and displacement of stonework and copings, and damage to stonework and movement of copings. Since the completion of the visual survey in 2021, a further five rapid response surveys have been undertaken due to vehicles crashing into the bridge parapets.



**Insert 1-1 Oldham Road Underbridge (MVL3/28), south-western elevation**



**Insert 1-2 Displaced capstone on bridge parapet.**



**Insert 1-3 Scrape marks and displacement of coping from vehicle strikes**



**Insert 1-4 Standing fractures to the bridge abutments.**

## **1.4 Summary of proposal**

- 1.4.1 In order to achieve the TRU Programme objectives, electrification of the Route is required as part of the construction of the Order Scheme. This requires alteration of a number of existing bridges, including Oldham Road Overbridge (MVL3/28) to accommodate OLE. Following optioneering, it has been determined to be necessary to reconstruct Oldham Road Overbridge (MVL3/28) to enable implementation of the Order Scheme.

## 2. LEGISLATION AND POLICY CONTEXT

### 2.1 Legislation

2.1.1 The Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) (the “Act”) governs the designation and works to listed buildings in England.

2.1.2 The Act states in s.1 (5):

*‘In this Act “listed building” means a building which is for the time being included in a list compiled or approved by the Secretary of State under this section; and for the purposes of this Act—*

*a) any object or structure fixed to the building;*

*b) any object or structure within the curtilage of the building which, although not fixed to the building, forms part of the land and has done so since before 1st July 1948, shall be treated as part of the building.’*

2.1.3 Under the Act, no one is permitted to undertake or cause to be undertaken any works that would affect the character of a listed building unless the works are authorised. Section 16 of the Act identifies that whether such works can be carried out is determined by the local planning authority or the Secretary of State:

*1) ‘Subject to the previous provisions of this Part, the local planning authority or, as the case may be, the Secretary of State may grant or refuse an application for listed building consent and, if they grant consent, may grant it subject to conditions.*

*2) In considering whether to grant listed building consent for any works the local planning authority or the Secretary of State shall have special regard to the desirability of preserving and enhancing the building or its setting or any features of special architectural or historic interest which it possesses.*

*3) Any listed building consent shall (except in so far as it otherwise provides) ensure for the benefit of the building and of all persons for the time being interested in it.’*

2.1.4 In relation to the granting of listed building consent, Section 17 of the Act stipulates that conditions attached to listed building consent may include those with respect to:

*a) ‘the preservation of particular features of the building, either as part of it or after severance from it;*

- b) the making good, after the works are completed, of any damage caused to the building by the works; [and]*
- c) the reconstruction of the building or any part of it following the execution of any works, with the use of original materials so far as practicable and with such alterations of the interior of the building as may be specified in the conditions’.*

2.1.5 It is also defined in s.17 (2) that a condition ‘*may also be imposed requiring specified details of the works (whether or not set out in the application) to be approved subsequently by the local planning authority or, in the case of consent granted by the Secretary of State, specifying whether such details are to be approved by the local planning authority or by him’.*

2.1.6 The Act also states in s.66 (1):

*‘In considering whether to grant planning permission or permission in principle for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving or enhancing the building or its setting or any features of special architectural or historic interest which it possesses’.*

## **2.2 National Policy**

2.2.1 The National Planning Policy Framework (NPPF, 2025) sets out the Government’s planning policies for England and how these should be applied to contribute to the achievement of sustainable development, supported by the Planning Practice Guidance (updated July 2019) (MHCLG, 2019).

2.2.2 Section 2 of the NPPF outlines the principles of achieving sustainable development including, in Paragraph 8, an environmental objective ‘to protect and enhance our natural, built and historic environment’. Paragraph 9 sets out that these objectives should be delivered through the preparation and implementation of plans and the application of the policies within the NPPF. Section 16 of the NPPF deals specifically with the historic environment. Where changes are proposed, the NPPF sets out a clear framework to ensure that heritage assets are conserved, and where appropriate enhanced, in a manner that is consistent with their significance.

2.2.3 This Heritage Statement aims to address relevant policy within the NPPF in relation to Section 16 ‘Conserving and enhancing the historic environment’ which includes guidance on plan making, managing Historic Environment Records; how to determine proposals affecting the historic environment; and how to consider potential impacts on significance.

2.2.4 The following paragraphs as set out in the NPPF include key provisions considered of particular importance to this application:

- Paragraph 207 – *‘In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets’ importance and no more than is sufficient to understand the potential impact of the proposal on their significance.’*
- Paragraph 212 – *‘When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss, or less than substantial harm to its significance.’*
- Paragraph 213 – *‘Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of:*
  - a) *grade II listed buildings, or grade II registered parks or gardens, should be exceptional;*
  - b) *assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II\* listed buildings, grade I and II\* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.’*
- Paragraph 214 – *‘Where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:*
  - a) *the nature of the heritage asset prevents all reasonable uses of the site; and*
  - b) *no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and*
  - c) *conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and*

d) *the harm or loss is outweighed by the benefit of bringing the site back into use.'*

- Paragraph 215 – *'Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including, where appropriate, securing its optimum viable use.'*
- Paragraph 216 – *'The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgment will be required having regard to the scale of any harm or loss and the significance of the heritage asset.'*
- Paragraph 219 - *'Local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites, and within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably.'*

### **Planning Practice Guidance**

- 2.2.5 The Planning Practice Guidance (PPG) (MHCLG, 2019) provides further advice and guidance that expands the policy outlined in the NPPF. It expands on terms such as 'significance' and its importance in decision making. The PPG clarifies that being able to properly assess the nature, extent and the importance of the significance of the heritage asset and the contribution of its setting, is very important to understanding the potential impact and acceptability of development proposals (paragraph 008 Reference ID: 18a-008-20190723).
- 2.2.6 The PPG states that in relation to setting, a thorough assessment of the impact on setting needs to take in to account, and be proportionate to, the significance of the heritage asset under consideration and the degree to which proposed changes enhance or detract from that significance and the ability to appreciate it (paragraph 009 Reference ID: 18a-009-20190723).
- 2.2.7 The extent and importance of setting is often expressed by reference to visual considerations. Although views of or from an asset will play an important part, the way in which an asset is experienced in its setting is also influenced by other environmental factors such as noise, dust and vibration from other land uses in the vicinity, and by our understanding of the historic relationship between places.

- 2.2.8 Paragraph 013 of the PPG recognises that the contribution that setting makes to the significance of the heritage asset does not depend on there being public right or the ability to experience that setting. When assessing any application for development which may affect the setting of a heritage asset, local planning authorities may also need to consider the implications of cumulative change (Paragraph: 013 Reference ID: 18a-013-20190723 Revision date: 23 07 2019).
- 2.2.9 In relation to substantial harm, the PPG states that *‘it is the degree of harm to the asset’s significance rather than the scale of the development that is to be assessed’* (paragraph 017). Harm to heritage assets can be avoided or minimised if proposals are based on a clear understanding of the heritage asset and its setting (paragraph 008 Reference ID: 18a-008-20190723). The NPPF indicates that the degree of harm should be considered alongside any public benefits that can be delivered by development.

## **2.3 Local planning policy**

- 2.3.1 Local planning policy for Oldham is provided by the Joint Core Strategy and Development Management Policies of the Oldham Local Development Framework, adopted in November 2011 (Oldham Council, 2011), and a small number of retained policies from the Unitary Development Plan (Oldham Council, 2009).
- 2.3.2 Policy 24 relates to the Historic Environment and is reproduced in full below:

### *Policy 24 Historic Environment*

*‘Oldham has a rich historic environment with many significant and valuable features, structures and characteristics. The council will protect, conserve and enhance these heritage assets and their settings which adds to the borough’s sense of place and identity.*

*Development proposals must have regard to:*

*National and local guidance and policies on the historic environment.*

*Oldham Rochdale Housing Market Renewal Pathfinder Heritage Assessments.*

*Greater Manchester and Oldham Urban Historic Landscape Characterisation Study.*

*Conservation Area Appraisals and Management Plans, where appropriate.*

*When allocating sites and determining applications for planning and advertisement consents, the council will seek to protect, conserve and enhance the architectural features, structures, settings, historic character and significance of the borough's heritage assets and designations including:*

*Listed buildings.*

*Conservation areas.*

*Registered parks and gardens (their historic character and setting).*

*Scheduled ancient monuments (their archaeological value and interest).*

*Significant archaeological remains.*

*Locally significant buildings, structures, areas or landscapes of architectural or historic interest (including non-designated locally significant assets identified in the local lists compiled by the council).*

*The council will support heritage-led regeneration, including the reuse of historic buildings such as mills, to achieve economic, community and regeneration objectives, where appropriate.*

#### *Listed Buildings*

*Development to, or within the curtilage or vicinity of, a listed building or structure must serve to preserve or enhance its special interest and its setting. There will be a strong presumption against proposals involving the demolition of listed buildings or structures. Proposals which would lead to the loss or cause harm to grade I and II\* listed buildings should be wholly exceptional. Development proposals for a building incorporating a historic shop front should make provision for its retention, restoration and repair.*

#### *Conservation Areas*

*Development within or affecting the setting of a conservation area, including views in or out, must serve to preserve or enhance the character or appearance of the area. Proposals for all new development, including alterations and extensions to buildings and their re-use, must have a sensitive and appropriate response to context and good attention to detail. Proposals must not adversely affect important architectural or historic features or distinctive local features or structures unless it can be demonstrated that the development brings substantial benefits to the community. Proposals for the demolition of a building in a conservation area must demonstrate that it is unrealistic for the building to continue in its*

*existing use and a suitable alternative use cannot be found, or the building is in poor structural condition and the cost of repairing and maintaining it would be disproportionate to its importance and value and the demolition would preserve or enhance the character or appearance of the conservation area. In exceptional circumstances, the fact that a demolition would bring substantial benefits to the local community may outweigh the balance in favour of the preservation of the building.*

#### *Registered Parks and Gardens*

*Development which would lead to the loss of, or cause harm to, the historic character or setting of any part of registered park and garden will not be permitted.*

#### *Scheduled Monuments*

*Development which would lead to the loss of, or cause harm to, scheduled ancient monuments should be wholly exceptional.*

#### *Local Designations*

*Development which would affect the following designations will only be permitted in cases where it can be demonstrated that the benefits of the development brings substantial benefits to the community which outweigh the preservation of the heritage asset:*

*Significant archaeological remains.*

*Locally significant buildings, structures, areas or landscapes of architectural or historic interest’.*

### **Places for Everyone (Greater Manchester Combined Authority 2024)**

- 2.3.3 Places for Everyone (Greater Manchester Combined Authority 2024) is a joint development plan covering nine Greater Manchester districts including Oldham, setting out a framework for sustainable development. Policy JP-P2 concerns Heritage and is of relevance to this assessment:

#### *Policy JP-P2: Heritage*

*We will proactively manage and work with partners to positively conserve, sustain and enhance our historic environment and heritage assets and their settings. Opportunities will be pursued to aid the promotion, enjoyment, understanding and interpretation of heritage assets, as a means of maximising wider public benefits and reinforcing Greater Manchester's distinct character, identity and sense of place.*

*Local Plans will set out the key elements which contribute to the district's identity, character and distinctiveness and which should be the priority for conserving and enhancing in the future and demonstrate a clear understanding of the historic environment and the heritage values of sites, buildings or areas and their relationship with their surroundings. This knowledge should be used to inform the positive management and integration of our heritage by:*

- 1. Setting out a clear vision that recognises and embeds the role of heritage in place-making;*
- 2. Ensuring that the heritage significance of a site or area is considered in accordance with national planning policy in the planning and design process and opportunities for interpretation and local engagement are optimised;*
- 3. Integrating the conservation and enhancement of heritage assets and their settings, with creative contextual architectural responses that contribute to their significance and sense of place;*
- 4. Delivering positive benefits that sustain and enhance the historic environment, as well as contributing to the economic viability, accessibility and environmental quality of a place, and to social wellbeing; and*
- 5. Exploring opportunities to reduce greenhouse gas emissions that restoration of historic buildings offer.*

*Particular consideration will be given to ensure that the significance of key elements of the historic environment which contribute to Greater Manchester's distinctive identity and sense of place are protected from harm. These include historic town centres, places of worship, historic transport routes including the canal network, industrial buildings and structures including textile mills, farmsteads and other sites, buildings, and areas of identified archaeological, architectural, artistic and/or historic value. Development proposals affecting designated and non-designated heritage assets and/or their settings will be considered having regard to national planning policy. Where heritage assets have been identified as being at risk, Local Plans should identify specific opportunities for them to contribute to regeneration and place-making, and they should set out strategies for their repair and re-use. Development proposals which will help safeguard the significance of and secure a sustainable future for Greater Manchester's heritage at risk will be supported in principle, provided they are not contrary to national policy or other policies in the development plan. Proposals should be informed, as necessary, by the findings and recommendations of the appropriate*

*heritage assessment(s) in the development plan evidence base and/or any updated heritage assessment submitted as part of the planning application process.*

### **Historic England Guidance**

- 2.3.4 Historic England has published a series of Good Practice Advice (GPA) notes and Advice Notes (AN) of which those of most relevance to this appraisal are GPA2 – Managing Significance in Decision-taking (Historic England, 2015), GPA3 – The Setting of Heritage Assets (Historic England, 2017), and AN12, Statements of Heritage Significance (Historic England, 2019).
- 2.3.5 GPA2 – Managing Significance in Decision-taking emphasises the importance of having a knowledge and understanding of the significance of heritage assets likely to be affected by the development and that the *‘first step for all applicants is to understand the significance of any affected heritage asset and, if relevant the contribution of its setting to its significance’* (paragraph 4). Early knowledge of this information is also useful to a local planning authority in pre-application engagement with an applicant and ultimately in decision making (paragraph 7).
- 2.3.6 GPA3 – The Setting of Heritage Assets provides advice on the setting of heritage assets. Setting is as defined in the NPPF and comprises the surroundings in which a heritage asset is experienced. Elements of a setting can make positive or negative contributions to the significance of an asset and affect the ways in which it is experienced. Historic England state that setting does not have a boundary and what comprises an asset’s setting may change as the asset and its surrounding evolve. Setting can be extensive and particularly in urban areas or extensive landscapes can overlap with other assets. The contribution of setting to the significance of an asset is often expressed by reference to views and the GPA in paragraph 11 identifies those views, such as those that were designed or those that were intended, that contribute to understanding the significance of assets.
- 2.3.7 AN12, Statements of Heritage Significance outlines a recommended approach to assessing the significance of heritage assets in line with the requirements of NPPF. It includes a suggested reporting structure for a ‘Statement of Heritage Significance’, as well as guidance on creating a statement that is proportionate to the asset’s significance and the potential degree of impact of a proposed development. The AN also offers an interpretation of the various forms of heritage interest that an asset can possess, based on the terms provided in the NPPF Glossary (Annex 2); namely archaeological, architectural, artistic, and historic.

### **3. ASSESSMENT METHODOLOGY**

#### **3.1 Research**

- 3.1.1 In accordance with Historic England guidance and as determined by policy requirements, this assessment identifies the baseline heritage interest of Oldham Road Overbridge (MVL3/28). The historical narrative informing the baseline has been derived from a review of various resources including maps and other cartographic and photographic sources. Statutory information in relation to designated assets has been obtained from the National Heritage List for England maintained by Historic England and the Historic Environment Record maintained by Greater Manchester Archaeology Advisory Service.
- 3.1.2 Additional information concerning the assets, their condition, use and setting has been obtained from a walkover survey undertaken by suitably qualified and experienced heritage specialists on 21 and 22 May 2024, including observation from surrounding vantage points and informed by appraisal and observation derived from close working with other disciplines within the project team.

#### **3.2 Significance and setting**

- 3.2.1 Assessment of the significance of heritage assets and their setting has been undertaken in consideration of guidance issued by Historic England. A methodology for the assessment of significance of heritage assets is outlined in Advice Note 12 (Historic England, 2019) whilst Historic England GPA3 (Historic England, 2017) provides the basis of a methodology for the assessment of setting.
- 3.2.2 Significance is often established by statutory designations such as listed buildings, scheduled monuments and conservation areas. More particular advice as to what makes up significance is set out in AN12, which establishes a method for thinking consistently about the heritage values that can be ascribed to a place. When making an assessment of significance, numerous aspects are considered including architectural interest, historic interest, group value, social value, former uses and local distinctiveness. These aspects are grouped into four values defined in the NPPF as historical interest, archaeological interest, artistic interest, and architectural interest.
- 3.2.3 In assessing whether the setting of an asset contributes to its significance, and in assessing the effect of development, Historic England GPA3 provides a checklist of attributes that may affect setting and significance under five broad categories comprising:
- The location and siting of the development;
  - The form and appearance of the development;

- Additional effects (change to skyline etc.);
- Permanence; and
- Consequential effects.

#### **4. CONSULTATION**

- 4.1.1 Historic England and Oldham Metropolitan Borough Council (OMBC) have been involved in ongoing stakeholder consultation with Network Rail through the development of Route Section W2B of the TRU.
- 4.1.2 Regular meetings with both these historic environment stakeholders have been held to discuss design development of the proposals in relations to Oldham Road Overbridge (MVL3/28). Initial meetings were held periodically throughout 2021 and resumed in 2024 to discuss the overall route and design development for all listed structures within Route Section W2B.
- 4.1.3 The design development for Oldham Road Overbridge (MVL3/28) was discussed during meetings with the statutory stakeholders on the dates outlined in Table 4-1.

**Table 4-1 Consultations for Oldham Road Overbridge (MVL3/28)**

| <b>Date</b>      | <b>Stakeholder in attendance</b>                                                     | <b>Key agreements/items discussed</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|------------------|--------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 16 February 2021 | <ul style="list-style-type: none"> <li>• OMBC</li> <li>• Historic England</li> </ul> | <ul style="list-style-type: none"> <li>• An overview of Oldham Road Overbridge's (MVL3/28) significance was presented.</li> <li>• The challenge of electrification at this location was presented, with the problem of clashing electrification and gauge clearances outlined.</li> <li>• A summary of the two key high-level options being considered was presented, namely track lowering and bridge reconstruction (with the potential scope to widen the bridge to improve highway layout).</li> <li>• OMBC queried whether bridge reconstruction could also include pedestrian provision across the bridge which is currently poor.</li> <li>• Detailed discussion took place regarding the options for improving the layout of the highway, including widening of the bridge and signalling Shaw Hall Bank Road junction to remove conflicts. Potential diversionary routes during construction works were also discussed, with feedback gathered from OMBC regarding road closures and the management of highway disruption.</li> </ul> |

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| Date            | Stakeholder in attendance                                                                                  | Key agreements/items discussed                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|-----------------|------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                 |                                                                                                            | <ul style="list-style-type: none"> <li>At this time OMBC were without a Conservation Officer, with Historic England recognising this gap in resource and agreeing to continue to engage and provide pre-application feedback.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 26 May 2021     | <ul style="list-style-type: none"> <li>Historic England</li> <li>OMBC</li> <li>Kirklees Council</li> </ul> | <ul style="list-style-type: none"> <li>Overview of the structures along Route Section W2B which are of historic interest, including the grade II overbridges and underbridges which are noted for their inherent significance, particularly as essential railway structures. Acknowledgement of their group value with each other was also presented as a key contributor to significance.</li> <li>Presentation of the purpose of Heritage Statements and their assessment of impact with the emerging GRIP 3 designs.<sup>1</sup></li> <li>Early-stage recommendations to minimise harm to significance against the requirements for justification of proposals and opportunities to pursue sensitive design and compensation. The high likelihood of MVL3/28 being reconstructed was presented, due to the potential level of impact this structure was flagged as red on a RAG scale.</li> <li>Reassurance was provided to the council that they will be involved in the GRIP 3 design process which will be used within the detailed design development of GRIP 4. Clarification was also provided on the sustainable heritage initiatives.</li> <li>Historic England stated that they expect to get an understanding of significance at this stage and that they anticipate options to be shared for comment. Also stressed the importance of minimising harm.</li> </ul> |
| 6 February 2024 | <ul style="list-style-type: none"> <li>Historic England</li> </ul>                                         | <ul style="list-style-type: none"> <li>Details of the challenges of the electrification of the route in relation to listed overbridges were presented. Design measures under consideration for addressing these challenges noted to include:<br/> Reduced voltage clearances: <ul style="list-style-type: none"> <li>Development of scheme-specific pantograph, reducing electrical clearances to a minimum.</li> <li>Site specific risk assessments of bridges due to reduced overhead wire heights.</li> </ul> </li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |

<sup>1</sup> At the time of consultation in 2021, the delivery of railway investment programmes was managed by Network Rail as a staged process through use of the GRIP (Governance for Railway Investment Projects) process. GRIP 3 comprised option selection and GRIP 4 single option development. This has since been replaced by PACE (Project Acceleration in a Controlled Environment).

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| Date             | Stakeholder in attendance                                | Key agreements/items discussed                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|------------------|----------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                  |                                                          | <p>Electrical protection works:</p> <ul style="list-style-type: none"> <li>○ Risk-based approach to raising parapets. Where safe to do so, 1.5 m height parapets may be employed, rather than standard 1.8 m height.</li> <li>○ This approach has been embedded in designs for Route Section W2B.</li> </ul> <ul style="list-style-type: none"> <li>• The design approach for electrification across / under existing railway bridges was noted to have agreed in principle by Network Rail and following consultation with the Local Authorities &amp; Historic England at the preceding design stage.</li> <li>• The approach to bridge reconstruction was outlined, with key design aspects discussed including: <ul style="list-style-type: none"> <li>○ Visibility of new concrete elements to be minimised through the use of masonry cladding;</li> <li>○ Reclaimed stone used to clad interior of parapet, natural stone used to clad exterior;</li> <li>○ Coursing of cladding to tie in with existing stonework as far as reasonably practicable; and</li> <li>○ Where reclaimed stone cannot be reused, natural stone of matching size and colour will be used.</li> </ul> </li> <li>• Confirmation that the design optioneering will be undertaken in consultation with Historic England.</li> </ul> |
| 22 February 2024 | <ul style="list-style-type: none"> <li>• OMBC</li> </ul> | <ul style="list-style-type: none"> <li>• The challenge of electrification at this location was presented, with the problem of clashing electrification and gauge clearances outlined.</li> <li>• A summary of the two key high-level options being considered was presented, namely track lowering and bridge reconstruction (with the potential scope to widen the bridge to improve highway layout). The opportunity for OMBC to introduce traffic lights into both of the presented options was also highlighted.</li> <li>• Network Rail confirmed that both options would be developed in parallel to enable the robust exploration of their advantages and disadvantages.</li> <li>• OMBC recognised the overall impact of the proposed works on the safety of highway users would be positive once completed. However, the key importance of minimising disruption during the construction phase was underlined.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                               |

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| Date          | Stakeholder in attendance                                          | Key agreements/items discussed                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|---------------|--------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 5 March 2024  | <ul style="list-style-type: none"> <li>Historic England</li> </ul> | <ul style="list-style-type: none"> <li>The significance, site constraints and optioneering process for Oldham Road Overbridge (MVL3/28) were presented to Historic England.</li> <li>Two key options for bridge reconstruction that achieve higher standards for highway safety were presented. The options comprised: the widening of the deck on the south side, and the construction of a separate footbridge. Further consultation with the Local Highway Authority was needed to agree the optimal arrangement.</li> <li>Agreement that the detailing of any reconstruction would align with the general approach taken for other proposed reconstructions on Route Section W2B.</li> <li>Network Rail's preferred option for a bridge reconstruction was recognised by Historic England along with the constraints relating to the other presented options.</li> </ul> |
| 22 March 2024 | <ul style="list-style-type: none"> <li>OMBC</li> </ul>             | <ul style="list-style-type: none"> <li>Presentation of site constraints and optioneering for Oldham Road Overbridge (MVL3/28) to the council.</li> <li>Presentation of the two options being considered for Oldham Road Overbridge (MVL3/28): <ul style="list-style-type: none"> <li>Option 2a: propose widening the bridge and increase width deck. This option is not recommended by the TRU team given that the gradient would be worse than it currently is.</li> <li>Option 2b: removing footway off the bridge. This option would improve the gradient of the ramp Both options would be considered to be a local improvement.</li> </ul> </li> <li>During this meeting, the Council identified Option 2B as their preferred approach.</li> </ul>                                                                                                                      |
| 9 April 2024  | <ul style="list-style-type: none"> <li>Historic England</li> </ul> | <ul style="list-style-type: none"> <li>Presentation of proposal for Oldham Road Overbridge (MVL3/28) for an enhanced reconstruction.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 7 May 2024    | <ul style="list-style-type: none"> <li>Historic England</li> </ul> | <ul style="list-style-type: none"> <li>Agreement in principle with Historic England on the principle of reconstruction at Oldham Road Overbridge (MVL3/28)</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 22 May 2024   | <ul style="list-style-type: none"> <li>OMBC</li> </ul>             | <ul style="list-style-type: none"> <li>Presentation of progression of optioneering for Oldham Road Overbridge (MVL3/28), in particular Option 2B which was previously deemed to be the preferred approach. Presentation of advantages and disadvantages of progressing with Option 2b, and</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |

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| Date         | Stakeholder in attendance                                            | Key agreements/items discussed                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|--------------|----------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|              |                                                                      | confirmation that it is now the preferred Option for TRU.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 26 June 2024 | <ul style="list-style-type: none"> <li>• OMBC</li> </ul>             | <ul style="list-style-type: none"> <li>• Presentation of update on Oldham Road Overbridge (MVL3/28) with 3D visualisations. Confirmation that the proposals are viable and that the overbridge would be built within the same footbridge as the existing footbridge.</li> <li>• The materiality used for the proposals would include: <ul style="list-style-type: none"> <li>○ A prestressed concrete box beam;</li> <li>○ Stone clad parapets (on both sides);</li> <li>○ Coloured concrete copers; and</li> <li>○ Stone clad approach parapets (on both sides).</li> </ul> </li> <li>• Confirmation that the designs will seek to minimise the visible coloured concrete at the base of the parapets, high stone walls</li> </ul>                                                                                                                         |
| 25 June 2024 | <ul style="list-style-type: none"> <li>• Historic England</li> </ul> | <ul style="list-style-type: none"> <li>• Pre-application advice letter from Historic England identifies that the reconstruction of MVL3/28 would result in substantial harm to the significance of the bridge (Appendix C.1).</li> <li>• Historic England summarised that substantial harm would arise from the loss of the form of the arched bridges and through the loss of historic fabric, with additional harm identified to the group value of the bridges.</li> <li>• It was agreed that reclaimed stone should be focussed on the inside faces of the parapet to minimise the degree to which the alteration of the bridge is experienced from the deck.</li> <li>• Historic England concluded that it will be for the decision taker to weigh the balance of the identified substantial harm against the public benefit of the scheme.</li> </ul> |
| 2 July 2024  | <ul style="list-style-type: none"> <li>• Historic England</li> </ul> | <ul style="list-style-type: none"> <li>• An update on the developing design for Oldham Road Overbridge (MVL3/28) was presented to Historic England. The selection of the separate footbridge as the single preferred option was confirmed.</li> <li>• Details regarding the proposed materials and progress with modelling the proposed designs were shared. Materials presented included:<br/>Overbridge <ul style="list-style-type: none"> <li>○ Prestressed concrete beams for the overbridge deck;</li> </ul> </li> </ul>                                                                                                                                                                                                                                                                                                                               |

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| Date             | Stakeholder in attendance                                            | Key agreements/items discussed                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|------------------|----------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                  |                                                                      | <ul style="list-style-type: none"> <li>○ Stone clad parapet units; and</li> <li>○ Coloured concrete copers.</li> </ul> <p>Footbridge</p> <ul style="list-style-type: none"> <li>○ Steel composite bridge deck; and</li> <li>○ Stone clad parapet units.</li> </ul> <p>Ramps</p> <ul style="list-style-type: none"> <li>○ Utilising existing stone walls where possible;</li> <li>○ No steel or concrete superstructures; and</li> <li>○ Handrails on approach.</li> </ul> <ul style="list-style-type: none"> <li>• Details were also shared regarding the proposed improvements to highway visibility and gradients of the proposed ramps and footbridge.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 06 November 2024 | <ul style="list-style-type: none"> <li>• Historic England</li> </ul> | <ul style="list-style-type: none"> <li>• This meeting was used to present the draft listed building consent drawings to Historic England and to discuss the proposals presented in the drawings.</li> <li>• It was noted that the drawings show the maximum extent of demolition expected at this structure, with the extent of demolition sought to be minimised wherever possible should the proposed work be implemented.</li> <li>• Historic England stated that the proposals would result in the loss of the majority of the bridge's significance, while also recognising the benefits afforded by the proposed works. It was also underlined that permanent public interpretation would contribute as a mitigating measure balancing against the high level of harm.</li> <li>• Due to the degree of harm arising from the proposals, discussion took place regarding the potential for de-listing the structure should the proposed works be implemented, this would be considered further in future.</li> <li>• Brief discussion regarding the scope of the forthcoming application for listed building consent took place, with the question of whether the proposed Oldham Road Footbridge (MVL3/27B) should form part of the application raised. It was concluded that the query would best be resolved by OMBC.</li> </ul> |
| 29 November 2024 | <ul style="list-style-type: none"> <li>• Historic England</li> </ul> | <ul style="list-style-type: none"> <li>• In their pre-application advice letter Historic England confirmed demolition and reconstruction of Oldham Road Overbridge (MVL3/28) would result in substantial harm to the significance of the bridge arising from the severity of changes to its physical</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |

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| Date             | Stakeholder in attendance                                          | Key agreements/items discussed                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|------------------|--------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                  |                                                                    | <p>appearance and the loss of historic fabric ((Appendix C.2).</p> <ul style="list-style-type: none"> <li>Historic England highlighted that the detailing of stone cladding would need to be carefully managed to maintain the look of the structure, with care taken to replicate the effect of stone coursing running through the parapets into the wing walls. Mismatched coursing in separate panels could result in a disjointed new structure which should be avoided.</li> <li>It was requested that the possibility of articulating the existing pilasters in the design of the new bridge be fully investigated.</li> <li>The suitability of the location to display permanent interpretation materials to mitigate some of the harm arising from the works was also highlighted.</li> </ul>                                                                                                                                                                                                                                     |
| 04 December 2024 | <ul style="list-style-type: none"> <li>Historic England</li> </ul> | <ul style="list-style-type: none"> <li>Following receipt of Historic England's pre-application advice letter on 29th November 2024, a meeting was arranged to discuss the detailing of the stone clad riser units and the degree to which the pilasters could be articulated in the proposed design.</li> <li>Network Rail confirmed that the stone-clad riser would be detailed to reference the existing pilasters below deck level, with pilaster features projecting from the wingwall creating a comparable visual effect as the existing pilasters. The geometry of each of the pilaster features would differ due to the alignment of the structure. The articulation cannot be continued up to parapet height due to the requirement to maintain a gap between the riser unit and abutment, as well as potential difficulties in achieving the stringent requirements for vehicle containment if the parapet were to differ in thickness along its length (which would result from the pilaster feature stepping out).</li> </ul> |
| 2 April 2025     | <ul style="list-style-type: none"> <li>OMBC</li> </ul>             | <ul style="list-style-type: none"> <li>Presentation of overview of the aims and objectives of TRU to OMBC heritage officers, with emphasis on the historic context of Route Section W2B and the 12 listed building consents applications which are being prepared for the various works to the grade II listed bridges and viaduct along the route section.</li> <li>Network Rail requested for the draft Heritage Statement to be reviewed by the Council for comment and feedback.</li> <li>Presentation of overview of electrification challenges caused by the existing arch profile of a number of</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                        |

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|--------------|--------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|              |                                                                    | <p>existing bridges and have developed bespoke solutions for these to achieve the required clearance.</p> <ul style="list-style-type: none"> <li>Overview of the current status of each structure within OMBC's jurisdiction, including the reconstruction of Oldham Road Overbridge (MVL3/28). Network Rail noted that the existing structure is very low and a significant track lowering would be needed however its proximity to the station makes this unfeasible. Reconstruction was progressed as the preferred option which would also take into account the highway safety concerns and traffic issues previously raised by OMBC. The proposed new footbridge would also result in significant improvement to the public.</li> </ul> |
| 4 April 2025 | <ul style="list-style-type: none"> <li>Historic England</li> </ul> | <ul style="list-style-type: none"> <li>Overview of draft comments from Historic England. Request to draw out the heritage interpretation in the reports as part of the heritage benefits.</li> <li>Historic England were content with the assessment of significance for all structures, and noted that the optioneering tables were helpful. Historic England request for further details on the heritage interpretation as part of the heritage benefits.</li> </ul>                                                                                                                                                                                                                                                                        |
| 12 May 2025  | <ul style="list-style-type: none"> <li>OMBC</li> </ul>             | <ul style="list-style-type: none"> <li>Presentation of proposals for Oldham Road Overbridge (MVL3/28) to OMBC heritage officers.</li> <li>Significance and status of the existing station footbridge queried by OMBC. The structure was noted to have been partially reconstructed, altered and relocated to its current position from another railway line. The footbridge was noted to have been excluded from the NHLE listing for Oldham Road Bridge (MVL3/28).</li> <li>Draft listed building consent conditions discussed including specification of finish for railings.</li> </ul>                                                                                                                                                    |
| 24 June 2025 | <ul style="list-style-type: none"> <li>OMBC</li> </ul>             | <ul style="list-style-type: none"> <li>Pre-application advice letter received from OMBC outlining local planning authority advice following review of the draft listed building consent application material.</li> <li>OMBC found that the reconstruction of Oldham Road Overbridge (MVL3/28) would result in substantial harm through the loss of its historic form and much of the original fabric.</li> <li>OMBC highlight that clear and convincing justification will be required for any harm arising to designated heritage assets, with substantial benefits required to outweigh substantial harm.</li> </ul>                                                                                                                        |

| Date         | Stakeholder in attendance                                          | Key agreements/items discussed                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|--------------|--------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|              |                                                                    | <ul style="list-style-type: none"> <li>A high level of harm was also found to the group value of the bridges designed by A.S Jee on the TransPennine Route, due to the proposed demolition of Wright's Overbridge (MVL3/23) and reconstruction of four other bridges (including Oldham Road Overbridge (MVL3/28) and a limited level of harm to group value arising from the alteration of three other structures.</li> </ul>                                                                                                                                                                                                                                                                                                                                                           |
| 18 July 2025 | <ul style="list-style-type: none"> <li>Historic England</li> </ul> | <ul style="list-style-type: none"> <li>Pre-application advice letter received from Historic England providing overarching feedback on proposals affecting listed bridges between Stalybridge and Standedge Tunnel (see Appendix C).</li> <li>Acknowledgment given to the collaborative approach taken at pre-application stage, to fully explore alternative options to reconstruction and for the opportunity for Historic England to feed into design plans.</li> <li>The heritage statements adjudged to be well considered with clear justification having been provided for the substantial harm identified to those structures proposed for removal or reconstruction.</li> <li>The inclusion of interpretation at Greenfield Station is welcomed by Historic England.</li> </ul> |

## **5. HERITAGE ASSETS AND THEIR SIGNIFICANCE**

### **5.1 History of the W2B Transpennine Route**

- 5.1.1 The railway connecting Stalybridge to Huddersfield, which runs under Oldham Road Overbridge (MVL3/28) was constructed by the Huddersfield & Manchester Railway Company between 1846 and 1849. The mid-1840s was a period of commercial confidence and massive expansion in the railway network across England, known as 'Railway Mania' which has been described by Historic England as the Heroic Age of railway building (Historic England, 2017). Between 1845 and 1852 the railway network expanded from 2,345 miles to 7,272 miles (3774 km to 11,703 km) (Alan Baxter Associates, 2019). Constructed at the height of this boom, the Stalybridge to Leeds line was a product of this trend. Traversing a challenging landscape through the Pennines, the line was planned to follow the route of the Huddersfield Narrow Canal for much of its length, with the canal acquired by the Railway Company the year after the railway line's authorisation (Alan Baxter Associates, 2019). These difficult

landscape conditions resulted in the need to build several major viaducts and tunnels. These included the Standedge Tunnel through the Pennines, which was constructed alongside the 1811 canal tunnel and is '*indisputably significant as a major engineering achievement*' (Alan Baxter Associates, 2024).

- 5.1.2 The development and expansion of the railways during the 19th century transformed the landscape and settlements through which they passed, fuelling industrial growth and settlement expansion. The impact of improved communications, first with the arrival of the canal in 1811, and then the railway in 1849, provided valuable links with Huddersfield, Manchester and Leeds, enabling import of raw materials and export of manufactured goods. This fuelled the gradual industrialisation and settlement expansion along the Tame Valley. This can be seen on historic Ordnance Survey maps dating from the 19th and early 20th century where industrial development including mills, dyeworks, printworks and quarries, is shown to have been present along the route of the railway and extending into the more upland areas around Saddleworth and Harrop Dale, whilst settlements such as Mossley and Dobcross gradually expanded.
- 5.1.3 Oldham Road Overbridge (MVL3/28) was constructed for the Huddersfield & Manchester Railway Company in the mid to late 1840s. The principal engineer for the Huddersfield & Manchester Railway was Alfred Stanistreet (A. S.) Jee (1816–1858), who was assisted by the more renowned engineer Joseph Locke (1805–1860). Jee's work on the Huddersfield & Manchester Railway represents, arguably, his greatest achievement. This can be seen particularly in the construction of the Standedge Tunnel, which at over three miles long was one of the longest and most difficult in England, but also through the various large-scale viaducts along the route. In the 1850s, he worked internationally on the Spanish line from Alar-del-Rey to Reynosa where his skill in design, his accuracy and his completeness of the details earned him high praise (Institution of Civil Engineers: Obituaries, 1859). He died in a fatal accident upon the opening of the second portion of that line.
- 5.1.4 In 1847, prior to the opening of the line, the Huddersfield & Manchester Railway Company was taken over by the London and North Western Railway (LNWR). As part of the LNWR network, the Huddersfield & Manchester Railway formed part of a direct route from Manchester to the West Riding, enabling the LNWR to access the textile and coal industries of West Yorkshire. By 1851, the LNWR was the most prominent railway company of the period, with over 800 miles of track and was the largest joint-stock concern of its time, capitalised at £29 million. The line was acquired by the London Midland and Scottish Railway in 1923, before being nationalised in 1948.

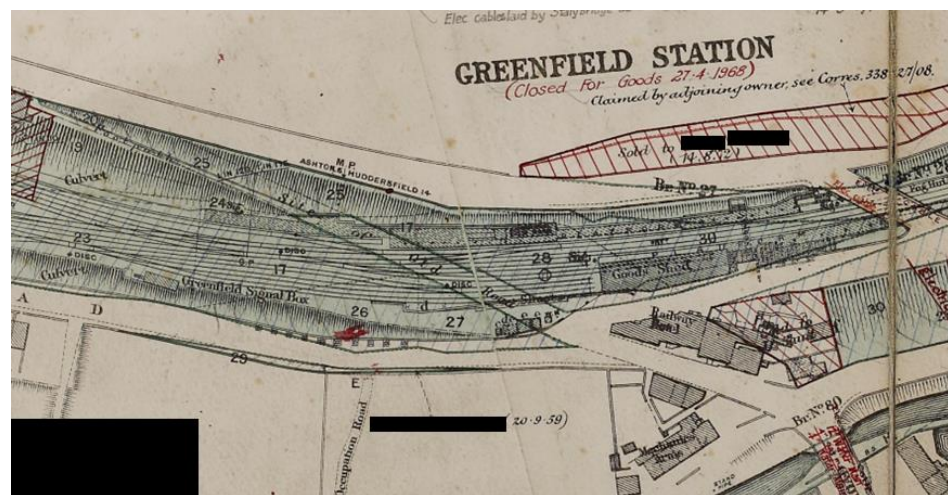
- 5.1.5 Whilst other parts of the Transpennine route were subject to significant alterations, the Huddersfield & Manchester Railway between Standedge Tunnel and Stalybridge was subject to relatively limited alteration. The Micklehurst Loop was constructed from 1881-85 to provide additional capacity, and diverged from the existing railway to the east of the Tame Vally, avoiding physical interaction with the majority of its alignment. A new junction to the south of Greenfield Station is shown on historic maps from the early 20<sup>th</sup> century as additional tracks toward Oldham were established from this station. However similarly to the Micklehurst loop, the additional lines diverged from the main Huddersfield line, running westwards at its intersection with Shaw Hall Bank Road Footway (MVL3/26). The railway was also widened to the east of Diggle to accommodate additional tracks serving new bores for the Standedge Tunnel which were added in 1868-71 and 1894, necessitating widening of bridges to the east of the route.
- 5.1.6 Piecemeal change has occurred on the Huddersfield & Manchester Railway, most notably with the closure of a small number of stations along the route, such as Diggle and Saddleworth Stations. The route today forms part of the wider Transpennine route between York, Selby and Manchester, which comprises sections of rail line developed by different railway companies.
- 5.1.7 The history and significance of the Transpennine route is discussed at more length in the Route-Wide Statement of Significance (Alan Baxter Associates, 2019). This was produced to characterise the overall heritage significance of the Transpennine route as a whole.

## **5.2 Oldham Road Overbridge (MVL3/28)**

### **History**

- 5.2.1 Oldham Road Overbridge (MVL3/28) was constructed between 1845 and 1849 during the Heroic Age of railway building. The single-span bridge was designed by A.S. Jee for the Huddersfield & Manchester Railway and is situated adjacent to Greenfield Station to the west of the village of Greenfield.
- 5.2.2 Oldham Road Overbridge (MVL3/28) was constructed between 1845 and 1849 to the design of A. S. Jee for the Huddersfield and Manchester Railway. The overbridge was constructed to carry the existing Standedge and Oldham Turnpike Road (now the A670) across the cutting for the Huddersfield & Manchester Railway. Constructed in the late 18th century, the turnpike road provided a valuable communication route into the Pennine hills, linking the more remote upland areas with growing industrialised centres such as Oldham, fuelling growth, and settlement and industrial expansion.

The historic line plans held by Network Rail depict the original course of Oldham Road prior to the construction of the railway, with its course being re-routed to the north via the newly constructed overbridge (see Insert 5-1). The construction of Oldham Road Overbridge (MVL3/28) to maintain this route reflects the importance of this route to communications through the Tame Valley. This was reinforced in 1851 with the opening of the Oldham Branch Line by LNWR, which provided connections with Delph and Oldham to the west.



**Insert 5-1 Historic line plan held by Network Rail which depicts the course of Oldham Road prior to the construction of the railway**

- 5.2.3 Oldham Road Overbridge (MVL3/28) is constructed on a skew across the railway track. Skew bridges represent a particular challenge in engineering terms and had been increasingly employed from the late 18th century by canal engineers to overcome the difficulties of canal crossings which were not perpendicular. Early uses on the railway included bridges by George Stephenson on the Liverpool and Manchester Railway (1828–1830) and James Walker on the Leeds and Selby Railway (1830–1834). Jee’s use of skew arches on the Huddersfield & Manchester Railway represented a continuation of this practice and provided an elegant solution to the challenges of the constrained route through the Pennines.
- 5.2.4 The 1st edition six-inch Ordnance Survey Map of 1854 (Insert 5-2) depicts the bridge five years after the opening of the Huddersfield & Manchester Railway. Oldham Road Overbridge (MVL3/28) is shown directly to the north of the buildings of Greenfield Station, and labelled as Frenches Top Bridge reflecting its location close to the hamlet of Frenches and Frenches Mill. The railway is shown as running in cutting at the base of a steep hill, adjacent to the Huddersfield Narrow Canal and River Tame, with enclosed fields present on the flatter land to the east of the River Tame, and plantation on the steep slopes of Wharmton to the north-west. The

1st edition map reveals development around the bridge to have been dispersed and predominantly residential or agricultural. A single mill is depicted between the canal and river comprising Frenches Mill which is annotated as a bone, dye and wood mill.



**Insert 5-2 1st edition Ordnance Survey County Series Map 1854**

- 5.2.5 By the time of the second edition six-inch Ordnance Survey map of 1891 (Insert 5-3), the setting of Oldham Road Overbridge (MVL3/28) is shown to have undergone further development. The large-scale complex of Wellington Mills is depicted to the east of the River Tame, whilst Frenches Mill has expanded to become Frenches Dye Works. Workers' housing is also depicted along Chew Valley Road and Shaw Hall Bank Road to serve the growing mill and dye works. This growth of development around Oldham Road Overbridge (MVL3/28) was enabled by the good communication links which Greenfield enjoyed, being served by road, canal and railway. Further expansion of settlement and industry in the area around Oldham Road Overbridge (MVL3/28) is shown on subsequent map editions through the 20th century.



**Insert 5-3 County Series Map 1891**

### **Description**

- 5.2.6 Oldham Road Overbridge (MVL3/28) comprises single segmental arched skew overbridge located directly to the north of Greenfield Station (Insert 5-4 and Insert 5-5). Constructed to carry Oldham Road (the A670) over the railway, which is aligned north-east to south-west and set within a cutting at this location. Three-way junctions are present to either end of the bridge with sharp bends in all directions. A 40 mile per hour speed limit is present along this stretch of road.
- 5.2.7 The overbridge is constructed in regular-coursed, rock-faced ashlar sandstone and is formed by a segmental arch flanked by battered piers and wing walls. The arch springs from an ashlar impost band and is detailed with stepped voussoirs and taller keystones, in picked ashlar with tooled margins. The bridge soffit is constructed of skew-coursed, rock-faced stone blocks. A stringcourse runs across the bridge formed by two square-moulded bands, extending across the arch and over the flanking piers. A plain parapet runs above with ashlar coping over. The wing walls continue around into the flanking roads, with a blocked opening present in the parapet to the south-west which formerly gave access to a staircase to platform level (now removed). Repeated vehicle strikes on Oldham Road have resulted in damage to the parapet and its repeated rebuilding (Insert 5-6). Palisade fencing and a steel barrier are present at the end of the bridge adjacent to Shaw Hall Bank Road, and very narrow footways run to either side of the structure.



**Insert 5-4 Oldham Road Overbridge (MVL3/28) north-east elevation**



**Insert 5-5 Oldham Road Overbridge (MVL3/28) south-west elevation from Greenfield Station.**

- 5.2.8 Oldham Road Overbridge (MVL3/28) is a prominent feature in its setting which is somewhat localised given the nature of its surrounding environment. Due to the steep topographical nature of the area and intervening vegetation and embankment walls, the elevations of the road bridge can only be appreciated from the station platforms to its southwest (Insert 5-5). Its relationship with and proximity to Greenfield Station is a key element of its setting which evidences its relationship with the operational Transpennine Railway. Views from the bridge deck looking north and south also enable for an appreciation of its relationship with the Transpennine Railway (for example see Insert 5-7). A cast iron footbridge (MVL3/27A) dating to c. 1900 and station platforms located directly to the west provide key vantage points to appreciate the road bridge. Given that the current Greenfield Station is of modern construction, it is not of historic interest and forms a neutral element in its setting.



**Insert 5-6 Oldham Road Bridge (MVL3/28), bridge deck and evidence of vehicle strike.**



**Insert 5-7 Oldham Road Bridge (MVL3/28), looking south-west overlooking the railway alignment. Greenfield Station Footbridge (MVL3/27A) is visible**

### **Significance**

- 5.2.9 Oldham Road Overbridge (MVL3/28) was designated as a grade II listed building in March 2018. The Historic England List Entry description identifies the bridge to be of special interest due to the following principle reasons:
- Historic interest:
    - Constructed during the heroic age of railway building and a little altered example of an 1840s overbridge on what is now one of the main railway lines in northern England.
    - Designed by the notable railway engineer Alfred Stanistreet Jee.
  - Architectural interest:
    - As a well-designed and crafted stone bridge with attention to architectural detail in the use of a skew-coursed soffit, stepped, picked and tooled ashlar voussoirs with v-joints, ashlar impost band and coping and contrasting rock-faced spandrels, parapets, piers and wing walls, all lifting it above the purely functional.
  - Group value:
    - Architecturally inter-related with the other listed structures designed by A S Jee on the Huddersfield & Manchester line.
- 5.2.10 The construction of Oldham Road Overbridge (MVL3/28) between 1845 and 1849 places it within the Heroic Age (1841–50) of railway development and links it to the period of ‘railway mania’ which marked a time of commercial confidence and expansion in the railways. The bridge’s direct historic relationship with historic railway companies of the period, comprising the Huddersfield & Manchester Railway and LNWR, and the notable railway engineer A. S. Jee, who also designed similar structures along the route (see 5.2.13 below), give the structure historical value from which it derives significance. The bridge remains in use as a part of the operational railway network and, together with surviving contemporary structures, evidences the historic infrastructure of the Huddersfield & Manchester Railway.
- 5.2.11 The bridge derives significance from the quality of its architecture and construction, a characteristic feature of Jee’s work for the Huddersfield & Manchester Railway. The bridge’s considered architectural features include its overall skewed form, stepped, rusticated, ashlar voussoirs with a slightly projecting keystone,

tooled margins, and ashlar impost bands. These features, as well as the quality of their execution, raise the architectural value of the bridge beyond the purely functional. The skew arch is well detailed and constructed, evidencing Jee's mastery of the setting out and construction of skew arches, and providing an elegant solution to the challenges presented by the combination of road and railway alignment at this site. The bridge survives in largely unaltered form and with the exception of repairs to the parapet, no evidence of significant intervention or alteration. The historic integrity of the structure enables Jee's original design intent and the historic function of the structure to be understood, contributing to its significance. As a surviving and component feature along the wider railway network, its design contributes to the legibility of the Huddersfield & Manchester Railway in the contemporary landscape.

- 5.2.12 The setting of Oldham Road Overbridge (MVL3/28) makes a minor contribution to its overall significance. Its relationship with the railway is a key component of its setting given that the bridge continues to span the railway cutting and evidences its close physical, functional and historic relationship with the railway. Its proximity to Greenfield Station, albeit a station of modern construction, enhances this relationship and provides key views from the station platform and station footbridge. This relationship is also visible from the bridge deck looking north and south. The presence of the existing footbridge (MVL3/27A) and its relationship to Oldham Road Overbridge (MVL3/28), whilst providing visual interest, results from the relocation of the footbridge from another station in the late 20th century and does not reflect the historic setting of the overbridge. Though its wider setting has undergone some change and development, this does not impact on the ability to appreciate its overall significance, nor does it impact on its relationship with the railway.

### **Group value**

- 5.2.13 As identified in the list description, Oldham Road Overbridge (MVL3/28) is recognised to be of group value with other designated structures designed by A.S. Jee on the Huddersfield & Manchester Railway<sup>2</sup>. These comprise:
- Heyrod Hall Overbridge (MVL3/7) (grade II listed, NHLE 1449242);

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<sup>2</sup> Wheatley's Overbridge (MVL3/103) (grade II listed NHLE 1450537) was designed by A.S. Jee for the Huddersfield & Manchester Railway. The Overbridge was granted consent for extensive change as part of the Huddersfield to Westtown (Dewsbury) Order section of the Transpennine Route Upgrade, and will be demolished and replaced with a new structure (ref 2021/91337). This is likely to result in de-listing. As such its contribution to group value has therefore been excluded from this assessment..

- Springbank Lane Footbridge (MVL3/8) (grade II listed, NHLE 1452382);
- Springbank Lane Overbridge (MVL3/9) (grade II listed, NHLE 1449241);
- Manchester Road Underbridge (MVL3/10) (grade II listed, NHLE 1452392);
- Roughtown Road Overbridge (MVL3/17) (grade II listed, NHLE 1452405);
- Wright's Mill Overbridge (MVL3/20) (grade II listed, NHLE 1452406);
- Wright's Overbridge (MVL3/23) (grade II listed, NHLE 1452409);
- Royal George Underbridge (MVL3/25) (grade II listed, NHLE 1451848);
- Shaw Hall Bank Road Footway (MVL3/26) (grade II listed, NHLE 1451852);
- Wickens Underbridge (MVL3/29) (grade II listed, NHLE 1451854);
- Uppermill Viaduct (MVL3/31) (grade II listed, NHLE 1068120);
- Slaithwaite Viaduct (MVL3/61) (grade II listed, NHLE 1224049);
- Golcar Viaduct (MVL3/70) (grade II listed, NHLE 1276344);
- Milne Viaduct (MVL3/76) (Longwood Viaduct) (grade II listed, NHLE 1220121);
- Church Street (MVL3/82) (grade II listed, NHLE 1452083);
- Huddersfield Viaduct (MVL3/92) (grade II listed, NHLE 1223531);
- Hillhouse Lane Underbridge (MVL3/94) (Willow Lane East) (grade II listed, NHLE 1432641); and
- B6118 Colne Bridge Road Overbridge (MVL3/107) (grade II, NHLE 1450265)<sup>3</sup>.

5.2.14 Of this group, Manchester Road Underbridge (MVL3/10), Shaw Hall Bank Road Footway (MVL3/26), Church Street Overbridge (MVL3/82) and Hillhouse Lane Underbridge (MVL3/94) bear a particular relationship to Oldham Road Overbridge (MVL3/28),

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<sup>3</sup> B6118 Colne Bridge Road Overbridge (MVL3/107) (grade II, NHLE 1450265) will be partially demolished and rebuilt with a supplementary structure replacing its spans over the railway. Listed building consent has been granted for this considerable intervention (ref: 2021/91330), and as a result may limit the contribution that this bridge makes towards the group value with the Jee bridges.

comprising skew arched bridges of similar detail and construction. As a group, these bridges are substantially unaltered, and evidence Jee's characteristic finely detailed construction, with elegantly skewed stone soffits.

- 5.2.15 The group value which Oldham Road Overbridge (MVL3/28) derives from these relationships provides an understanding of the wider trends and engineering achievement which characterise both the Huddersfield & Manchester Railway and the Heroic Age (1841-1850) of railway building more generally. This group value is enhanced by the structures continuing to form part of the operational railway; as a collective group of assets, they are experienced by those following the rail line (traveling on it, or near it).
- 5.2.16 Masonry railway bridges across the historic Huddersfield & Manchester Railway route have been characterised as being of local or regional interest, depending on their architectural quality, contribution to wider historical interest of the route, and their group value. It has been noted however that, as a group, they are not of substantial national interest due to their dating from a period of railway development when thousands of similar structures were erected (Alan Baxter Associates, 2019, 37).

### **5.3 Surrounding heritage assets**

- 5.3.1 The location of the designated and non-designated heritage assets discussed below are shown in Appendix A.

#### **Designated Heritage Assets**

- 5.3.2 A total of three listed buildings are present within a 250m buffer of Oldham Road Overbridge (MVL3/28). These comprise:
- Wharmton Tower (grade II listed, 1068153), a mid-19th century gothic revival villa located on the hillside c. 200 m west of Oldham Road Overbridge (MVL3/28);
  - Wharf Cottages (grade II, 1067470), a terrace of 18th and 19th century houses overlooking the canal c.110 m to the south-west; and
  - 17 Chew Valley Road (grade II, 1067469), a former toll cottage dating from c.1820, located c. 130 m south-east of the overbridge.
- 5.3.3 These structures do not enjoy any visual relationship with Oldham Road Overbridge (MVL3/28) due to the local topography, and the presence of intervening buildings and planting. The structures do not enjoy any historic relationship and do not contribute to each other's significance.

### **Non-Designated Heritage Assets**

- 5.3.4 The local Historic Environment Record (HER) records six non-designated heritage asset within the 250 m study area, three of which duplicate the listed buildings identified above. The remaining records comprise:
- Greenfield Station (174.1.0), located immediately to the west;
  - Wellington Mills (6105.1.0) c.210 m east; and
  - Station Brow (stone heads) (9003.1.1) 100 m to the south.
- 5.3.5 As discussed above, Greenfield Station (174.1.0) has a direct physical and historic relationship with Oldham Road Overbridge (MVL3/28); however the station has been reconstructed, and the signal box recorded to the west of the station under this entry is now demolished, substantially reducing the significance of this asset and negating any contribution of Oldham Road Overbridge (MVL3/28) to this.
- 5.3.6 The former Wellington Mills site (6105.1.0) has been largely demolished and redeveloped as a supermarket, with only a single three-storey block retained to the north of Wellington Street. The Mill does not enjoy any visual relationship with the overbridge, and these assets do not derive significance from each other.
- 5.3.7 The remaining record comprises a findspot of medieval carved stone heads (9003.1.1), which have been recovered from the site and are no longer in-situ.

## **6. PROPOSALS**

### **6.1 Background to proposals**

- 6.1.1 In order to achieve the TRU Programme objectives of improving the reliability and resilience of the railway and to contribute to the sustainability agenda of a carbon neutral Britain by 2050, electrification of the line is required. This necessitates the installation of overhead lines along Route Section W2B.
- 6.1.2 Inadequate clearances to safely install OLE have been recognised as a challenge across much of TRU, preventing the installation of overhead lines below some existing overbridges. To reduce the requirement for intervention into structures along the route as far as possible, a scheme-specific pantograph has been developed which enables the use of reduced overhead line wire height under structures, subject to a site-specific risk assessment. A number of structures along the route also do not provide adequate gauge clearance for the required freight trains on the route, the requirement

for which has been considered as part of the design development process.

- 6.1.3 Even with use of the scheme-specific pantograph, Oldham Road Overbridge (MVL3/28) would be significantly foul, resulting in a significant clash between OLE and the structure. Similarly, the bridge does not have the required freight gauge clearance. A process of design optioneering to identify the optimal solution has therefore been undertaken.

## **6.2 Design development and justification**

- 6.2.1 Design development for Oldham Road Overbridge (MVL3/28) has taken into consideration a number of factors including the significance of the listed structure, operational requirements and constructability. The design development process has also involved engagement with Historic England and OMBC (as detailed above in Table 4-1). This iterative and robust process ensures the rigorous exploration of available options, incorporating multi-disciplinary review and ongoing engagement with the heritage consultees.

- 6.2.2 Based on Network Rail's extensive experience delivering comparable schemes, five options were identified for further consideration at the ES3 design stage in 2021<sup>4</sup>. As introduced in Section 6.1 the option of retaining the structure without undertaking any works would prevent the delivery of the TRU scheme. This option was therefore discounted at an early stage. The remaining four options considered at ES3 comprised:

1. Track Lower - Lowering the height of the track to achieve the required headroom while retaining existing bridge.
2. Bridge Jacking - Increasing the height of the bridge through structurally lifting the arch barrel up from the abutments. This would require diagonal cuts to be made to separate the arch barrel from the abutments, lifting of the arch, infilling of the resulting gaps and refacing.
3. Bridge Reconstruction – Removal of the bridge arch and replacement with a deck providing sufficient clearance.
4. Bridge Removal – demolition of the existing bridge, making good the embankments and re-routing of the existing footpath.

- 6.2.3 A summary of the ES3 optioneering process is provided in Table 6-1.

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<sup>4</sup> The delivery of railway investment programmes is managed by Network Rail through the use of PACE (Project Acceleration in a Controlled Environment). This provides a flexible control framework for the delivery of rail projects. Under PACE, ES3 comprises optioneering and identification of a single design option, whilst ES4 is approval of design in principle.

Table 6-1 Optioneering for Oldham Road Overbridge (MVL3/28)

| Option                   | Key Considerations                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Advantages                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Disadvantages                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Preferred |
|--------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|
| 1) Track Lower           | <ul style="list-style-type: none"> <li>Sufficient clearance needs to be achieved to enable electrification of the line and allow freight gauge clearance.</li> <li>Duration of road closures to be minimised as far as possible to reduce the level of disruption to members of the public.</li> </ul>                                                                                                                                                                                                                                                                                                   | <ul style="list-style-type: none"> <li>Lowering of the track would enable retention of the listed bridge with raising of the parapets undertaken prevent access to OLE.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | <p>To achieve the required clearance, the track would have to be lowered by 500mm. Due to the shallow depth of rock at this location, this is a substantial engineering operation.</p> <ul style="list-style-type: none"> <li>The feasibility of a track lower is restricted by the proximity of Greenfield Station. Substantial alteration of platforms would be required to accommodate the lowered track position.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | N         |
| 2) Bridge Jacking        | <ul style="list-style-type: none"> <li>Time required working within the railway corridor is required to be minimised as far as possible to reduce risk to construction staff and the length of line possession (closure of the railway) and resulting disruption to railway service.</li> <li>The bridge spans a railway cutting and carries a busy highway with multiple junctions. These factors restrict the accessibility of construction vehicles and the delivery of materials while the highway remains open.</li> </ul>                                                                          | <ul style="list-style-type: none"> <li>This option would enable the retention of the listed bridge. The abutments, deck and parapet would be retained, although in altered form.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | <ul style="list-style-type: none"> <li>Bridge jacking for masonry arch bridges is a relatively untested methodology, having been delivered on very few historic structures to date. The feasibility of jacking masonry arch structures relies on optimal site conditions, where a high level of control can be achieved and long timescales allowed for implementation. The long-term viability of this option is currently unknown..</li> <li>Bridge jacking would incur extensive disruption to railway users, requiring all works be delivered on site and little scope for off-site construction.</li> <li>The location of the bridge over a cutting with limited access has significant limitations for execution of a bridge jacking operation.</li> <li>Jacking of the bridge would raise the level of the highway across the bridge and require greater intervention to the surrounding highway network.</li> <li>Raising of the bridge arch would impact the form and appearance of the structure, interrupting architectural features such as the stringcourse and the stone coursing across the parapets, detracting from its architectural value and integrity.</li> </ul> | N         |
| 3) Bridge Reconstruction | <ul style="list-style-type: none"> <li>Ground Investigation has revealed rock to be present at shallow depth within the railway cutting.</li> <li>The bridge carries high and low voltage cables, a gas pipe, a water pipe and a number of telecoms ducts. The utilities would have need to be considered as part of any, jacking, reconstruction or removal.</li> <li>The designation of the bridge as a grade II listed structure places a requirement on Network Rail to have special regard for its preservation under the Planning (Listed Buildings &amp; Conservation Areas) Act 1990.</li> </ul> | <ul style="list-style-type: none"> <li>Reconstruction of the bridge would enable the preservation of some elements of the historic structure, through the retention and reuse of the bridge abutments in conjunction with the new bridge deck.</li> <li>Reconstruction of the bridge affords an opportunity to improve the layout of the highway at a site with a history of vehicle collisions and regular bridge strikes.</li> <li>Reconstruction of the bridge also allows for the improvement of the footway, making the railway crossing safer for pedestrians.</li> <li>Reconstruction of the bridge can be delivered substantially from track level. This would minimise the need for construction access by road at this constrained site.</li> <li>The installation of a preconstructed deck would minimise railway possession time and disruption to the railway network.</li> </ul> | <ul style="list-style-type: none"> <li>Reconstruction of the bridge would result in the loss of the bridge arch and a portion of the parapets and abutments. This would result in the removal of a significant proportion of the historic bridge, substantially altering its form and appearance, and negatively impacting the integrity of the structure.</li> <li>Due to site topography and potential for disruption to the local highway network, the methodology for reconstruction would be constrained.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Y         |
| 4) Bridge Removal        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | <ul style="list-style-type: none"> <li>Removal of the bridge would minimise disruption to the railway network and provide a cost effective solution.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | <ul style="list-style-type: none"> <li>This option would result in the complete removal of the bridge and the loss of a grade II listed structure.</li> <li>Demolishing the bridge would require the re-routing of the A670, which would not constitute a deliverable option.</li> <li>Demolishing the bridge would require the re-routing of existing utilities.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | N         |

- 6.2.4 Option 1 Track Lower and Option 2 Bridge Jacking would both have enabled retention of the maximum amount of historic fabric. However, these options were discounted due to the difficulty of delivering these at this constrained site, and the significant cost and disruption required. Additionally, option 2 was also discounted given the uncertainties around the long term viability and largely untested nature of bridge jacking. Option 4, Bridge Removal, was discounted due both to its negative impact on the listed structure and the key importance of maintaining a highway crossing in this location. Option 3, Bridge Reconstruction, was therefore identified as the preferred option to achieve the required clearance for Oldham Road Overbridge (MVL3/28). Whilst this option would result in significant alteration of the listed bridge, it was found to represent the most deliverable solution and would realise multiple opportunities to improve the public interface and safety adjacent to the station. This took into account the constrained nature of the site; the aims of the TRU Scheme; minimising disruption to the railway network and enabling retention of historic fabric as far as possible.

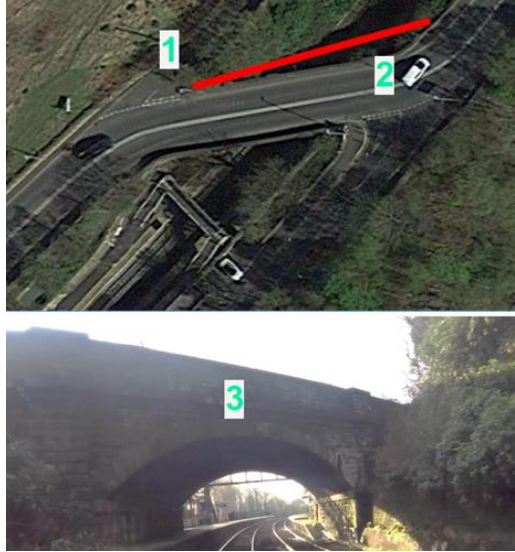
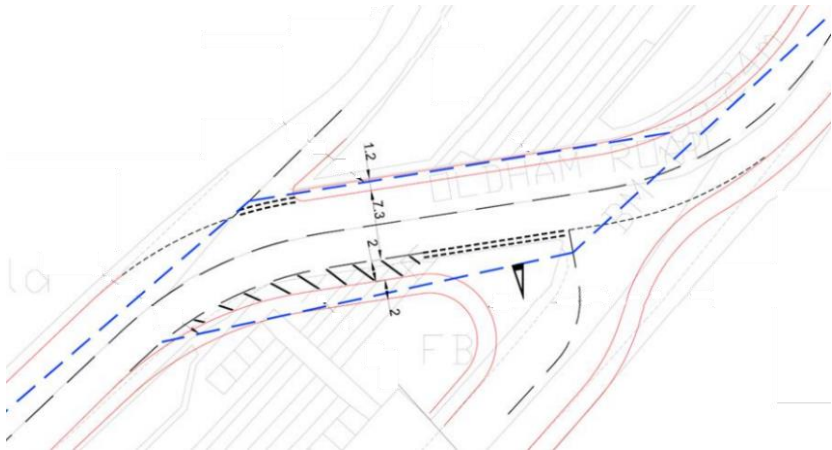
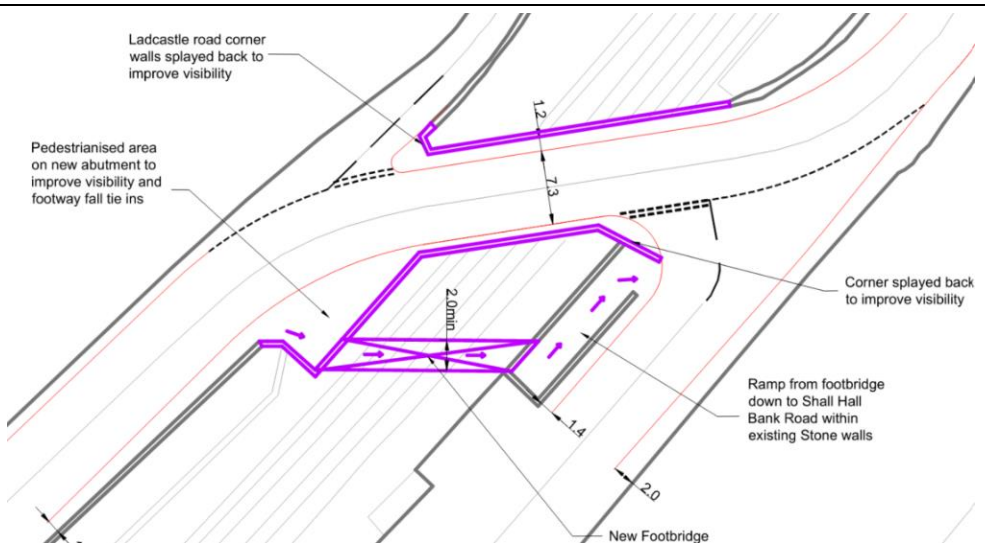
### **6.3 Preferred option design development**

- 6.3.1 Design development was subsequently undertaken to mitigate as much as possible the potential impact of reconstruction on the heritage significance of Oldham Road Overbridge (MVL3/28).
- 6.3.2 The sympathetic approach taken to bridge reconstruction during the restoration of the Huddersfield Narrow Canal prior to its reopening in 2001 was considered as a 'Reference Design'. The reconstructed masonry canal bridges are in proximity to Route Section W2B of the Transpennine route and successfully integrated reconstructed bridges within the historic character of the canal corridor. It was recognised by heritage stakeholders that the reconstruction of these canal bridges had successfully achieved designs which responded to the significance of the historic bridges.
- 6.3.3 **Form of Replacement Deck**
- 6.3.4 A number of constraints which had the potential to influence the feasible options for the replacement deck design were identified. These have shaped the choice of the form of the proposed replacement deck. These constraints can be summarised as follows:
- Infrastructure constraints
    - Significant diversion of an important highways route required when full road closure is in place;

- Significant highway network geometrical constraints, with adjacent junctions, significant gradients, and limited flexibility to modify highway alignment; and
  - Large number of utilities cross the bridge which impact duration of road closure during construction.
- Geometric constraints
  - Gauge clearance – the minimum distance of clearance required between the soffit of the deck and the proposed OLE;
  - The bridge sits over a cutting with dramatic elevation changes each side of the railway;
  - Alignment of the highway – the requirement to consider how bridge alignment impacts the safety of multiple junctions; and
  - Proximity of Greenfield Station defines both the horizontal and vertical alignment of the tracks beneath the structure.
- Construction Constraints
  - Lift limit <30 t – due to the layout of the site, there is limited access for a large capacity crane at road level, therefore all bridge components have to be delivered from the track and installed with use of a railway crane, with a maximum lift weight capacity of 30 t;
  - Minimisation of disruption to local residents and businesses given the disruption caused by extended road closure.; and
  - Minimisation of disruption to railway users caused by railway line closures. Shift hours are limited by the window within which work can be safely completed while minimising impact on railway users.

6.3.5 Careful consideration was given to the detailing of the reconstruction to realise to improve highway safety at a location which has a documented history of road accidents and regular bridge strikes. The existing footway across the bridge is also narrow, which combined with the high level of traffic crossing the bridge makes the existing pedestrian experience sub-optimal. Three options for reconfiguring the overbridge were considered which sought to remedy both of these existing problems. These options are presented in Table 6-2.

Table 6-2 Highway configuration optioneering

| Option                                                | Assessment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Preferred | Indicative Plan                                                                       |
|-------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|---------------------------------------------------------------------------------------|
| 1 – Widen on north side                               | <p>Three key constraining factors were identified to be associated with this option:</p> <ol style="list-style-type: none"> <li>1) The layout of Ladcastle Road restricts widening of the north-west corner without substantial works to this highway.</li> <li>2) Splayed widening of the north-east corner only (in line with the indicative red line shown on the plan) would not solve the existing visibility or alignment issues and would also not facilitate the construction of a footway of sufficient width.</li> <li>3) Widening into the rock cutting on the north side of the structure would be significantly more disruptive relative to the south side, given the limited access and restrictions related to the required utility diversions.</li> </ol> <p>Widening on the north side would therefore not sufficiently improve the highway safety concerns and would incur significant cost and disruption..</p> | N         |    |
| 2- Retain alignment and widen on south side           | <p>Widening on the south side of the structure would allow visibility to be improved on all four corners of the bridge, with views opened up along the length of the bridge facilitated by the reconfigured widened deck.</p> <p>Widening the structure would ease the angle of the left turn onto Oldham Road from Shaw Hall Bank Road. This widening would also allow the construction of footway on the south side of the structure.</p> <ul style="list-style-type: none"> <li>○ The gradient of the footway would remain non-compliant in this option.</li> <li>○ Considerable disruption would result from:</li> <li>○ Multiple phases of utility diversion;</li> <li>○ Road closures for temporary utilities diversions;</li> <li>○ Demolition and reconstruction of the overbridge ;and</li> <li>○ Permanent re-routing of utilities across the new span.</li> </ul>                                                       | N         |   |
| 3- Retain alignment and construct separate footbridge | <p>Construction of a separate footbridge would improve highway visibility and provide a segregated compliant footway</p> <p>Disruption during the reconstruction of Oldham Road Overbridge (MVL3/28) minimised.</p> <p>Improved highway safety due to improved visibility from the reprofiling of parapets and approach walls, and widening of the highway enabled by the re-routing of the footway away from the structure, resulting in widened splays.</p> <p>Inclusion of sloped access to the east and new pedestrianised area with a fall tying in with the gradient of the footbridge would allow a compliant and inclusive design to be realised in the separate footbridge.</p> <p>Construction of the new footbridge in advance of reconstruction of the road bridge would enable utilities to be diverted in a single stage minimising disruption to utilities provision.</p>                                           | Y         |  |

- 6.3.6 Option 3 as presented in Table 6-2 was progressed as the preferred option which would deliver the required highway safety improvements while also realising an opportunity to reduce the level of disruption arising from the reconstruction of Oldham Road Overbridge (MVL3/28) by allowing the existing utilities crossing the overbridge to be diverted in a single stage. Retaining the original alignment of the road bridge would also facilitate a neater junction between the retained historic abutments and proposed stone clad concrete risers by avoiding a change to the width or placement of the abutments.
- 6.3.7 Following the identification of a preferred option for the highway configuration, three forms of bridge deck were considered as potential options for the reconstruction of Oldham Road Overbridge (MVL3/28) (Table 6-3):
- Network Rail standard Conarch
  - Portal deck
  - Prestressed deck

Table 6-3 Summary of bridge deck design options

| Option               | Assessment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Preferred | Indicative Photo                                                                      |
|----------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|---------------------------------------------------------------------------------------|
| 1 – Standard Conarch | <p>A standard Conarch is a portal bridge consisting of standardised precast concrete frames which conform with Network Rail's specification. Where the necessary specification requirements are met, these precast units can be transported to site and installed quickly and efficiently to form a portal overbridge, with deck cast in-situ to form a continuous structure.</p> <p>The use of a standardised Network Rail Conarch bridge (precast concrete arch) is not considered feasible at this site and was discounted at an early stage, primarily due to its geometric constraints. The span, skew and shallow profile required to achieve gauge clearance would not work with Network Rail technical standard. The lifting capacity limitations due to the use of a railway crane also discounted the use of standard Conarch edge beams due to their weight.</p>                                                                                                                     | N         |    |
| 2 - Portal           | <p>A portal bridge consists of a series of precast concrete frames which are then transported to site and installed, with deck cast in-situ to form a continuous structure. Unlike a standard Conarch, portal bridges can be designed to bespoke dimensions, allowing site specific geometry to be accommodated.</p> <p>Lift weight limitations alone ruled out the benefits of this option, with lifting limitation greatly exceeded without separating the portal legs entirely, at which point the deck would effectively become a flat span and a filler beam or prestressed deck would be preferred.</p>                                                                                                                                                                                                                                                                                                                                                                                   | N         |   |
| 3 – Prestressed Deck | <p>A flat span solution is preferred at this site due to tight gauge clearance requirements and lifting limitations. A filler beam solution was considered to align with other proposals along the route, however due to the high skew and high vehicular containment requirements, this structural form is not suitable and does not meet the Eurocode requirements for filler beam design.</p> <p>A prestressed beam deck is therefore proposed. This is a concrete box beam deck with prestressed tendons and an <i>in-situ</i> top slab and stitched between beams to provide strength transversely. Lift limitations at the site along with the large span requires the parapet units to be separated from the edge beams and L-units. The prestressed box beam is very stable and allows these L-units to be anchored in and connected to central beams for temporary and permanent stability. This solution will allow for maximum off-site manufacturing and minuses road closures.</p> | Y         |  |

- 6.3.8 The prestressed beam deck was selected as the preferred design option and further consideration was given to ensuring the proposed works would be sympathetic to the existing aesthetic of the structure.
- 6.3.9 In order to visually integrate the proposed precast concrete riser units with the retained masonry abutments, it is proposed to clad their external face with natural stone. The riser units would also reference the form of the existing pilasters below deck level.
- 6.3.10 The form of the proposed Oldham Road Footbridge (MVL3/27B) has been designed to mirror the proposed form of the reconstructed Oldham Road Overbridge (MVL3/28). Stone cladding and copers are proposed, with new substructure stone clad with similar details. The footbridge would, however employ weathering steel I-beams to form the deck rather than pre-stressed concrete beams. This arises from the requirement of the footbridge to accommodate the multiple services currently situated in MVL3/28. This allows for a single stage diversion of utilities, significantly reducing the disruption to the local highway network from construction.
- 6.3.11 The proposed Oldham Road Footbridge (MVL3/27B) would be accessed from Shaw Hall Bank Road via a pedestrian ramp on its eastern side, and via a newly pedestrianised area formed via the installation of a new retaining wall on the bridge's eastern side. A staircase is proposed leading from platform 2, up to this pedestrian area. This staircase would act as a secondary means of escape from the platform, allowing egress in the event of fire or other serious incident, in line with Network Rail's standards.

### **Parapet design**

- 6.3.12 The parapet design for the reconstructed road bridge and the proposed footbridge have been carefully considered to reflect the character of the historic Oldham Road Overbridge (MVL3/28). The new road bridge parapet design is required to achieve a high level of vehicle containment and protection of bridge users from the electrified line, whilst responding to the significance of the existing bridge. The footbridge parapet design is required to comply with Network Rail's technical guidance and safety requirements governing the form and height of parapets over electrified railways. Numerous options for the proposed new parapet design were considered, these options are summarised below in Table 6-4, with optioneering for coping stone material presented in Table 6-5.

Table 6-4 Parapet Design Optioneering

| Option | Core            | Road Facing Elevation       | Track Facing Elevation      | Assessment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Preferred | Indicative photo                                                                      |
|--------|-----------------|-----------------------------|-----------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|---------------------------------------------------------------------------------------|
| 1      | Concrete        | Concrete with liner finish  | Concrete with liner finish  | Pre-cast concrete parapet with exposed concrete liner on both sides of parapet. This option would not be considered to result in a sensitive addition, with extensive amounts of concrete visible in views of and across the bridge.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | N         |    |
| 2      | Concrete        | Natural Stone cladding      | Concrete with liner finish  | Pre-cast concrete parapet with exposed concrete liner on track facing elevation and stone cladding installed to highway facing elevation. This option would not be considered to result in a sensitive addition, with extensive amounts of concrete visible in views of the bridge.                                                                                                                                                                                                                                                                                                                                                                                                                                          | N         |    |
| 3      | Concrete        | Natural stone cladding      | Natural stone cladding      | Concrete parapet units with natural stone cladding pre-cast onto the exterior and interior of the concrete units prior to installation. Off-site cladding would avoid the need for extended closure of this busy road to enable cladding in situ. The form of the concrete L-units can also be designed to include a feature line to reference the stringcourse present on the existing structure.<br><br>This option is considered to represent the optimum balance between constructability, safety and a design sensitive to the significance of the structure. This option is considered suitable for use on both the reconstructed Oldham Road Overbridge (MVL3/28) and the proposed Oldham Road Footbridge (MVL3/27B). | Y         |   |
| 4      | Steel framework | Natural stone               | Natural stone               | This option comprises natural stone blocks built up in courses with joints reinforced by a stainless steel framework which is cast into the concrete edge beam. Due to the time limitations and safety implications of working in an active railway corridor coupled with the minor difference in appearance between Option 3 and Option 4, this option has not been progressed.                                                                                                                                                                                                                                                                                                                                             | N         |  |
| 5      | Masonry         | Rebuilt from original stone | Rebuilt from original stone | The new parapets are required to comply with the relevant standard for vehicle containment. Unreinforced masonry parapets using reclaimed stone would not achieve these standards and result in a safety risk that would be avoided with design option 3. Due to the time limitations and safety implications of working above an active railway corridor with limited edge protection during the rebuilding of parapets, coupled with the minor difference in appearance between Option 3 and Option 5 when viewed from the carriageway, this option has not been progressed. The quantity and quality of the stone able to be reclaimed from the site is also considered a limiting factor.                                | N         |  |

Table 6-5 Coping stone optioneering

| Option                                    | Advantages                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Disadvantages                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Indicative image                                                                      | Preferred |
|-------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|-----------|
| Option 1 – Natural Stone                  | <ul style="list-style-type: none"> <li>Natural stone would be sympathetic to the historic character of Oldham Road Overbridge (MVL3/28), in keeping with its architectural interest.</li> <li>Natural stone copers would represent an honest intervention, with the form of the stones readable as a response to the electrification challenge, while sympathetically integrating with the existing and historic character of the bridge.</li> <li>Over time, this material would weather to further integrate with the existing and proposed masonry elements of Oldham Road Overbridge (MVL3/28).</li> </ul> | <ul style="list-style-type: none"> <li>Natural stone is the heaviest of the three options with a density of 25kN/m3, requiring consideration in the design of the structural elements of the parapet units and connection with deck.</li> <li>The weight of natural stone also requires special consideration be given to manual handling safety protocols.</li> <li>This option is determined to be the most expensive of the three options due to costs for quarrying and fees for masonry contractors.</li> </ul>                       |    | Y         |
| Option 2 – Coloured Concrete              | <ul style="list-style-type: none"> <li>Lighter material than natural stone with a density of 18 kN/m3.</li> <li>Concrete can be coloured to achieve a close visual match to the existing coping stones</li> <li>This material would weather over time, increasing the similarity in appearance between coloured concrete and the existing stonework</li> <li>Coloured concrete copers would be relatively cost effective, reducing the cost of this publicly funded project</li> </ul>                                                                                                                         | <ul style="list-style-type: none"> <li>Introduction of modern material, would represent a departure from the materials historically used for coping stones.</li> <li>While relatively sympathetic this material would risk negatively impacting on the architectural interest of the Oldham Road Overbridge (MVL3/28).</li> </ul>                                                                                                                                                                                                          |   | N         |
| Option 3 – Glass Reinforced Plastic (GRP) | <ul style="list-style-type: none"> <li>Lighter material than natural stone.</li> <li>Cost effective material, reducing the cost of this publicly funded project.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                    | <ul style="list-style-type: none"> <li>There would be a stark visual disparity between the GRP copers and historic fabric, detracting from the architectural interest of Oldham Road Overbridge (MVL3/28).</li> <li>GRP copers would not weather or soften in the way natural stone or concrete would, with the difference in material continuing to detract from the character of the historic bridge.</li> <li>Of the options considered, GRP copers would result in the highest level of harm to the character of the bridge</li> </ul> |  | N         |

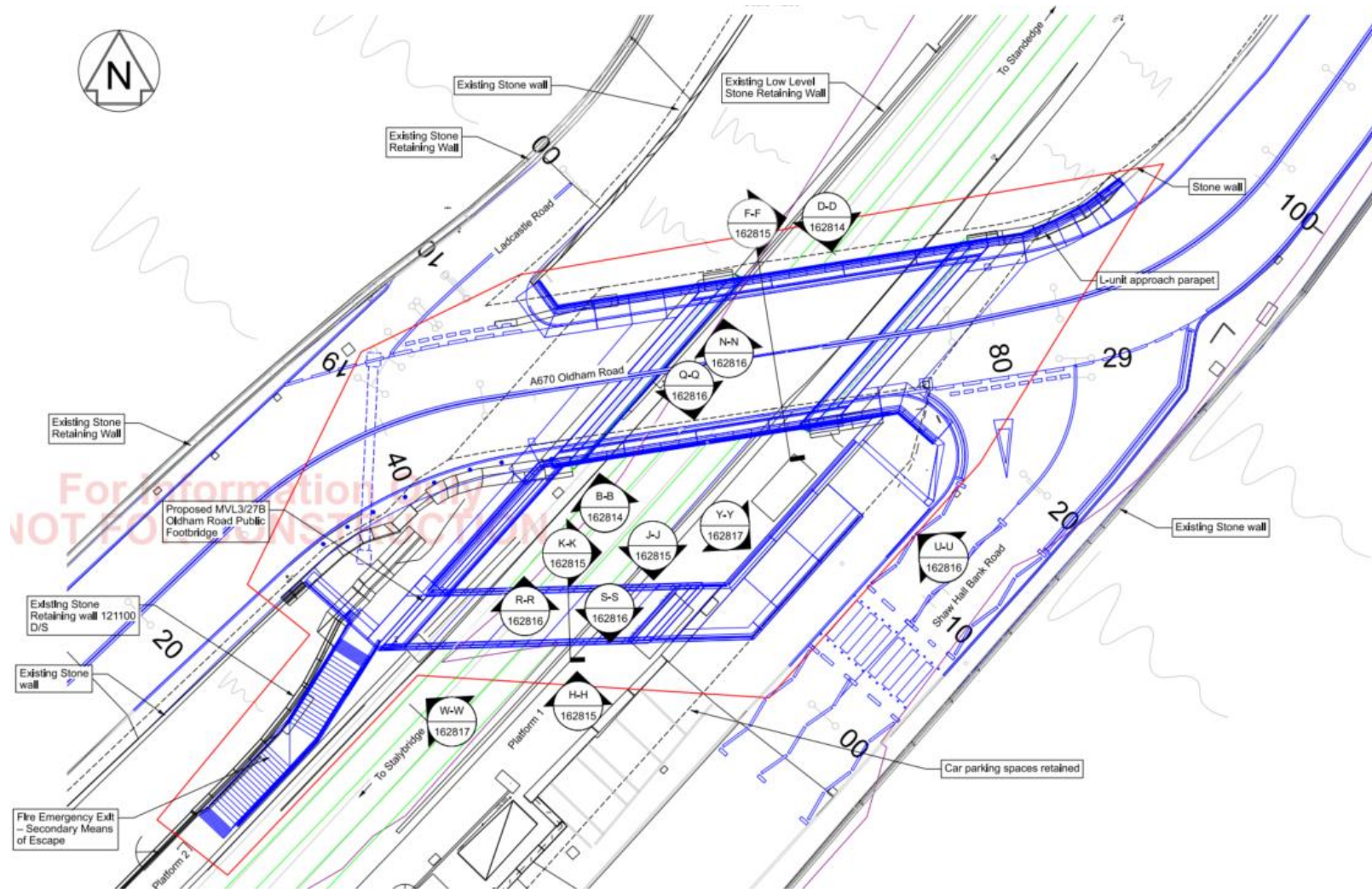
- 6.3.13 Option 3 parapet design presented in Table 6-4 was selected as the preferred option and progressed to design given that it would ensure the proposed parapets visually integrate with the retained elements of the existing bridge, while enabling a degree of off-site construction. This approach would realise safe working for operatives constructing the Order Scheme at this location by avoiding working at height over the railway line. It would also successfully reduce the time required for line possession and highway closures compared to other options, thereby minimising disruption. The wider use of natural stone to clad the bridge riser units, concrete retaining wall to the west and ramp retaining walls to the east would contribute to a wider visually coherent intervention at this location. During removal of the existing arch, retention of historic fabric will be maximised as far as possible. Stone reclaimed from the removal of bridges along Route Section W2B may be used for elements with low impact to highway disruption as far as reasonably practicable (if construction times are increased) e.g. the ramp structure and approach walls. The form of the proposed L-Units also incorporates a feature line referencing the form of the existing string course.
- 6.3.14 The standard parapets height established by Network Rail's Design of Bridges (NR/L2/CIV/020) for alteration of bridges over an electrified lines is 1.8 m. However where this cannot be achieved, a minimum height of 1.5 m can be used provided sufficient justification and taking into account the risk profile of the bridge. This Network Rail Standard has its basis in ensuring safety on the railway delivers adequate protection for users and the public in line with Health and Safety legislation and Building Regulations. In this instance, risk assessments have been undertaken and it has been identified that a parapet height of 1.5 m is appropriate for the new Oldham Road Footbridge (MVL3/27B). However, as a busy highway Oldham Road Overbridge (MVL3/28) is assessed to present a high risk due to its likely use by a variety of users including heavy goods vehicles, motorcycles, cyclists and horse riders, necessitating the use of 1.8 m high parapets. Approach units are sufficiently far from the railway that this requirement does not apply, however 1.5 m min units are proposed on corners where vehicle containment/highway safety measures are beneficial.
- 6.3.15 Option 1 – Natural Stone is the was deemed the preferred option. As summarised in Table 6-5, the specification of natural stone copers on the road bridge and footbridge would contribute to the high-quality finish forming one of the factors embedded into the design which partially mitigates against the high level of harm arising from reconstruction. The use of stone copers across both the road bridge and footbridge would provide visual consistency between the two structures.

## 6.4 Description of proposals

- 6.4.1 It is proposed to remove the deck of the grade II listed Oldham Road Overbridge (MVL3/28) and to construct a new prestressed concrete bridge deck with new parapets and structural elements designed in a style to respond to the architectural significance of the existing historic structure (Insert 6-1, Insert 6-2 and Insert 6-3). Additionally, it is proposed to construct a new footbridge (MVL3/27B) separating pedestrian traffic from the busy road bridge, improving highway alignment and visibility to enhance road safety. The efficient re-routing of utilities on to footbridge MVL28/A during the construction phase would greatly minimise road closures and ensure a pedestrian bridge is open at all times.
- 6.4.2 The reconstructed bridge would consist of retained stonework abutments beneath the level of the existing impost bands, above which natural stone-clad precast concrete risers would be installed. A concrete beam deck would be installed on bearings sited on concrete cill beams. These precast concrete cill beams would be lifted into position using a railway crane, as would the longitudinal pre-stressed concrete beams. An *in-situ* concrete deck would be poured tying the concrete beams together and forming a base for the highway surface. Due to limits on lifting weight, it is proposed to lift individual precast concrete L-units onto the structure to form the parapets rather than designing edge beams with integral parapets. The L-units would be clad off site with new natural stone. Natural stone steeple copers would then be installed bringing the overall height of the parapets to 1.8 m. Two electrification hazard signs would be attached to the inside face of each parapet, along with a bridge strike sign.
- 6.4.3 The proposed footbridge would consist of pairs of weathering steel I-beams with cast-in concrete ducts to accommodate the multiple utilities proposed to be re-routed across the bridge. Precast U-units with natural stone cladding cast into the external elevations would be positioned onto the steels and *in-situ* stitches poured into pockets within the precast unit around the girder studs and between the separate U-units. The parapet units would be clad off site with natural stone masonry cast into the interior and exterior of the parapets. Natural stone steeple copers would then be dowelled into the top of the parapet units to meet the minimum required parapet height of 1.5 m. Two electrification hazard signs would be attached to the inside face of each parapet.
- 6.4.4 The installation of the new footbridge (Oldham Road Footbridge, MVL3/27B), ramp and pedestrianised area to the west of the proposed footbridge would require the prior removal of the existing railway footbridge MVL3/27A (with a new footbridge constructed at

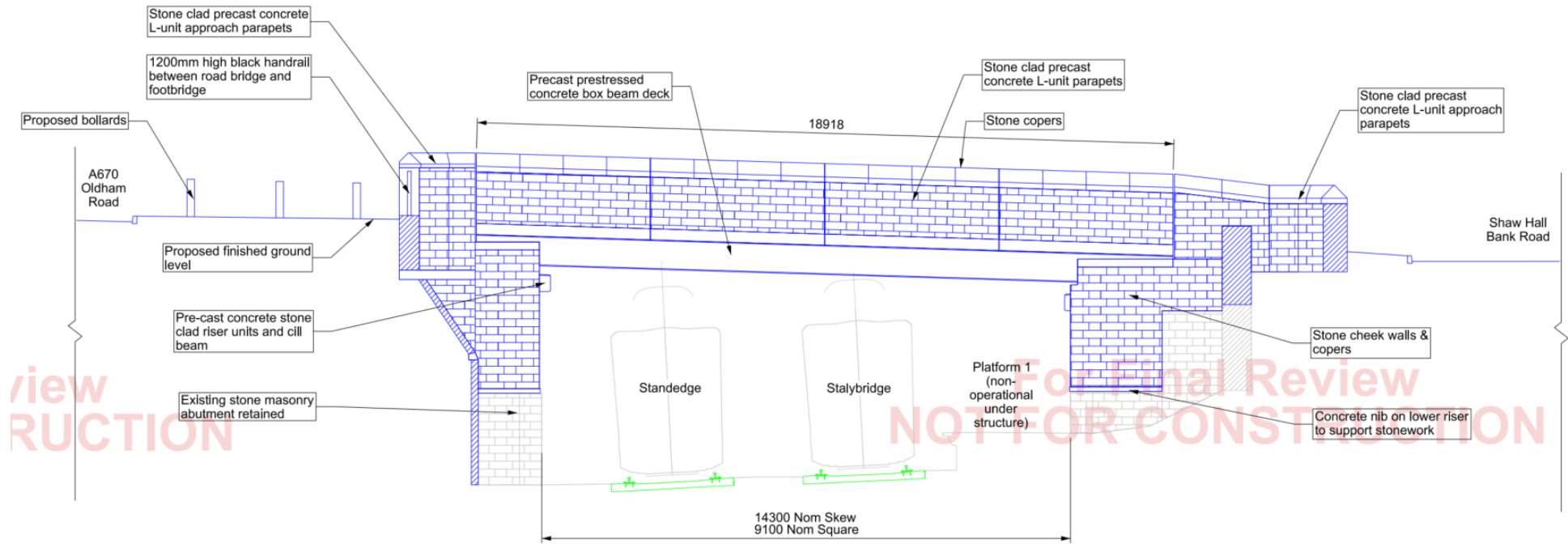
other end of the station, note MVL3/27A works are outside the scope of the TWAO). Construction of the foundations of Oldham Road Footbridge (MVL3/27B) would involve installation of precast footings, and retaining units with concrete backing poured in lifts. Precast L units would be installed on top of the concrete fill and retaining wall units, behind which engineered fill would be taken up to the required ground level. The facing of the precast retaining units would be clad with stone, and a 1.2 m handrailing installed to provide the required edge protection. To the east of the proposed footbridge, a ramp would be formed using similar principles of concrete elements, retaining concrete poured *in-situ* with external concrete faces clad with stone, above which engineered fill would be taken up to the required footway level. The re-routed utilities would be installed in this fill. 1.2 m high railings matching those installed in the pedestrian area to the west would provide edge protection and a planter constructed to provide visual interest. The proposed staircase from platform 2 would share a similar materiality to the proposed railings, ensuring continuity of appearance.

**The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order**  
**Oldham Road Overbridge (MVL3/28) – Heritage Statement**  
**October 2025**



**Insert 6-1 Proposed Plan for reconstruction of MVL3/28 and the proposed Oldham Road Footbridge (MVL3/27B)**

**The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order**  
**Oldham Road Overbridge (MVL3/28) – Heritage Statement**  
**October 2025**



**Insert 6-2 Proposed south elevation of Oldham Road Overbridge (MVL3/28)**

Proposed Overbridge Elevation D-D  
(Towards Low Mileage)  
Scale 1:100

**The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order**  
**Oldham Road Overbridge (MVL3/28) – Heritage Statement**  
**October 2025**



**Insert 6-4 Visualisation of Oldham Road Overbridge (MVL3/28) looking east.**



**Insert 6-5 Visualisation of Oldham Road Overbridge (MVL3/28) from Shaw Hall Bank Road looking north (visualisation prepared in 2024).**



**Insert 6-6 Visualisation of Oldham Road Overbridge (MVL3/28) from Oldham Road looking west.**



**Insert 6-7 Visualisation of Oldham Road Overbridge from aerial perspective showing footbridge (MVL3/28A) in the foreground (visualisation prepared in 2024).**

### **Construction Methodology**

- 6.4.5 Due to the constrained nature of the site and complexity of construction sequencing at Oldham Road Overbridge (MVL3/28), it is proposed to undertake construction of the footbridge (MVL3/28A) prior to works to road bridge.
- 6.4.6 The proposed works relating to the ancillary structures of the proposed Oldham Road Footbridge (MVL3/27B), western pedestrian area and eastern ramp would comprise:
- Removal of the existing Greenfield Station Footbridge MVL3/27A and construction of new station footbridge at the south end of the platforms (outside the scope of the TWAO).
  - Removal of MVL3/27A foundations utilising a Road-Rail Vehicle to remove the arising spoil. Where existing mass concrete is to be retained, its face will be roughened to allow the installation of precast abutment and retaining wall units.
  - Installation of the proposed retaining wall and footbridge foundations with the concrete cast in-situ having been delivered from the railway.
  - Installation of the retaining wall and footbridge riser units and cill beams. A concrete pump would be positioned on Oldham Road to pour the concrete infill. The lightweight concrete would be built up in 1 m pours. L-Units would then be lifted into place using a railway crane and engineered fill installed to the required level. Natural stone cladding would be installed to the external face of the retaining wall. 1.2 m handrailing installed to provide

edge protection. Staircase installed to facilitate secondary means of escape from platform 2.

- Lifting into position of the proposed footbridge steel beams and U-frame parapet.
- The footbridge stitches would be poured in-situ with a concrete pump positioned on Shaw Hall Bank Road.
- The eastern ramp would be constructed consisting of excavation to the required level including the historic infill to the former station basements being broken out and removed, localised breaking down of the existing stone retaining wall, concrete blockwork retaining wall facing Shaw Hall Bank Road constructed, concrete infill poured in maximum 1 m lifts, installation of engineered fill accommodating re-routed utilities, installation of stone cladding to external faces of retaining concrete structure, installation of 1.2 m handrailing and the surfacing of new ramp.
- The utilities currently crossing Oldham Road Overbridge (MVL3/28) would be re-routed over the newly constructed footbridge, allow the reconstruction of the road bridge reducing disruption to the highway as far as possible.

6.4.7 The proposed works relating to the reconstruction of Oldham Road Overbridge (MVL3/28) would comprise:

- Careful demolition of the existing stone arch, deck and parapets.
- Reclamation of historic stonework as far as possible with transportation and secure storage at the site construction compound. Stone would be subject to preliminary rapid assessment for potential reuse and then palletised ready for transportation back to site where it will be redressed and used as appropriate across the Scheme.
- Installation of new bridge elements including natural stone clad pre-cast concrete riser units, cill beams, pre-cast concrete longitudinal beams, cast in-situ concrete deck slab, L-unit parapets and highway surface. The parapets would be clad in cut natural stone, precast into the unit and matched as closely as possible to coursing of retained fabric.
- Installation of 500 mm high natural stone steeple copers across the length of the parapets.

6.4.8 The proposed works to Oldham Road Overbridge (MVL3/28) are shown in the following drawings which accompany this application:

- MVL3/28 Oldham Road & MVL3/27B Existing and Proposed Plan (167037-TGP-25-MVL3-DRG-T-LP-162813);
- MVL3/28 Oldham Road & MVL3/27B Public Footbridge Existing and Proposed Elevation and Section (167037-TGP-25-MVL3-DRG-T-LP-162814);
- MVL3/28 Oldham Road & MVL3/27B Public Footbridge Existing and Proposed Elevation and Section (167037-TGP-25-MVL3-DRG-T-LP-162815);
- MVL3/28 Oldham Road & MVL3/27B Public Footbridge Existing and Proposed Elevation and Section (167037-TGP-25-MVL3-DRG-T-LP-162816); and
- MVL3/28 Oldham Road & MVL3/27B Public Footbridge Existing and Proposed Elevation (167037-TGP-25-MVL3-DRG-T-LP-162817).

## **7. IMPACT OF PROPOSALS**

### **7.1 Oldham Road Overbridge (MVL3/28)**

- 7.1.1 The proposed works to the grade II listed Oldham Road Overbridge (MVL3/28) are required in order to accommodate electrification of the Transpennine route as part of the wider TRU Programme. In order to construct the Scheme, the proposed works would require the removal of most of the grade II listed overbridge and its reconstruction. This will result in the loss of the majority of the structure, with the extent of retained fabric confined to the lower portions of the abutments.
- 7.1.2 The proposed works would largely erode the historic and architectural value of the structure through its substantial removal. The lower portions of the existing abutments would be retained, comprising isolated sections of limited architectural interest.
- 7.1.3 The proposed intervention will mean the substantial removal of a historic bridge that is part of the infrastructure associated with the Heroic Age (1841-50) of railway construction. It is not only a loss in its own right, but also detrimental to the historic character and group value that this structure contributes to as part of the Transpennine railway line.
- 7.1.4 The proposed reconstruction of the structure would have an impact on the group value of the bridges designed by A.S. Jee on the Transpennine route. The loss of Oldham Road Overbridge (MVL3/28) would remove one element of this group of 18 bridges designed by A.S. Jee (see paragraph 5.2.13) and one of the five bridges which share a common design language (see paragraph

5.2.14). The other bridges designed by Jee derive part of their value from their group relationship. The significance of each of the other bridges would therefore be slightly diminished by the removal of one of their number. The impact of this demolition would amount to less than substantial harm to the retained structures arising from a weakening of the extent to which group value contributes to their significance.

- 7.1.5 These proposals would therefore result in substantial harm to the significance of Oldham Road Overbridge (MVL3/28). The development of the design has embedded details to mitigate against this harm wherever possible. The use of natural stone cladding would reduce the degree to which concrete elements are visible, thereby maintaining natural stone as the visually dominant material. The use of natural stone cladding and copers would reduce the degree to which the proposed change is experienced when moving across the bridge. The reference to the existing pilasters in the form of the riser units (below deck level) would to a degree echo an aspect of the architectural language of the existing overbridge. The level of harm arising from the works would remain as substantial, but the careful consideration given to the finish of the proposed reconstructed bridge and its consistency with other listed bridge reconstructions along Route Section W2B would to a small degree offset the potential harm to Oldham Road Overbridge (MVL3/28).

## **7.2 Other heritage assets**

- 7.2.1 The proposals would have no impact on any other nearby designated or non-designated heritage assets. The assets identified in Section 5.2.16 are not assessed to contribute to the significance of Oldham Road Overbridge (MVL3/28), neither are they considered to derive significance from their relationship with the listed overbridge. The proposed removal of Oldham Road Overbridge (MVL3/28) would therefore not result in any impact to the heritage significance of these surrounding assets.

## **7.3 Mitigation**

- 7.3.1 The design proposals for Oldham Road Overbridge (MVL3/28) were developed through an iterative process which has robustly sought to avoid or reduce the impacts on the significance of the structure where possible. Additional information with respect to these elements of design development is included above in Section 6.2.
- 7.3.2 Regular consultation with historic environment stakeholders and the design team were held throughout the new bridge's design development process (see Table 4-1). Historic environment stakeholders, including Historic England and OMBC, have been

involved in the development of the design mitigation described below.

7.3.3 The design development process has resulted in mitigation being embedded within the design of the reconstruction of Oldham Road Overbridge (MVL3/28). The following design considerations have been taken into account in response to the magnitude of proposed alteration:

- The use of natural stone cladding to minimise the areas of visible concrete, reflecting the materiality of both the original bridge and many of the other retained structures along the Transpennine route. This approach would ensure natural stone remains the dominant material of the exterior faces of the bridge.
- Salvaged stone from the demolished span will also be considered for reuse on public facing elevations where additional highways disruption can be avoided.
- The form of the existing pilasters would be referenced beneath deck level in the form of the proposed stone clad riser units, referencing an aspect of the architectural language of the existing overbridge.
- A common approach taken to the design of the bridge reconstructions of Heyrod Hall Overbridge (MVL3/7), Wright's Overbridge (MVL3/20) and Oldham Road Overbridge (MVL3/28). It is considered that progressing comparable designs in tandem would enable a coherent approach and would provide a visible reference to the new phase of design upgrades taking place in the 21st century. This is another chapter in the story of the railway's development and improvement.

7.3.4 During construction of the works, toolbox talks to disseminate best practice for reducing potential impacts in relation to construction activity associated with Oldham Road Overbridge (MVL3/28) would also be delivered, for example to help avoid accidental damage.

### **Recommended compensation**

- 7.3.5 In addition to these embedded measures, additional mitigation secured through the use of listed building consent conditions is recommended comprising:
- A scheme of historic building recording to Level 3 standards in accordance with Historic England guidance (Historic England 2016). This would provide a permanent record of Oldham Road Overbridge (MVL3/28) in its current form and would be lodged with the Greater Manchester Historic Environment Record. This building recording would help to compensate for the harm to significance resulting from the demolition by providing the opportunity to document the structure which will be largely lost as a result of the proposed works. The historic building recording would include:
    - Drawings.
    - Photography.
    - Written account.
  - A scheme of permanent heritage interpretation would be developed and installed adjacent to Greenfield Station. This would provide the opportunity to engage members of the public with the heritage of the Huddersfield & Manchester Railway including the historic structures designed by A. S. Jee, such as Oldham Road Overbridge (MVL3/28). Further engagement with stakeholders with respect to the content of the interpretation would be undertaken during the detailed design phase.

## **7.4 Public benefit**

- 7.4.1 The reconstruction of Oldham Road Overbridge (MVL3/28) and resulting substantial harm is considered justified to ensure the realisation of the substantial public benefits of the Order Scheme, in accordance with paragraph 214 of the NPPF.
- 7.4.2 As part of the wider TRU Programme, the Order Scheme would directly and indirectly play a role in improving regional connectivity and enhancing of some of Britain's busiest rail network, in turn realising economic, social and environmental objectives of the programme. The Transpennine route is identified as a key transport corridor, providing connections between cities in the North of England. The improvements in connectivity delivered by the TRU programme will support aspirations for economic growth and "levelling up" opportunities across the North of England.

- 7.4.3 The key objectives of the TRU programme are to achieve the part electrification of the Transpennine Route, improve journey times and capacity between key destinations, improve overall reliability and resilience of the route, and provide environmental benefits from modal shift from road to rail freight reducing the number of heavy vehicles on the highway network and associated air pollution. The reconstruction of Oldham Road Overbridge (MVL3/28) would directly facilitate the achievement of these aims by creating sufficient clearance beneath the bridge to accommodate electrification and the use of larger gauge trains, delivering increases in line speed, capacity and resilience.
- 7.4.4 Electrification would deliver faster journey times and improved performance by allowing trains to accelerate faster, and brake more efficiently. The Order Scheme will deliver faster line speeds (80 mph throughout), improving journey times along the Transpennine Route, aiming to provide an improved journey time from Leeds – Manchester Victoria of 42-44 minutes and York to Manchester Victoria of 65-67 minutes. Works to the track and structures along the Route, including reconstruction of Oldham Road Overbridge (MVL3/28), are required to accommodate this increase, and without these changes the Scheme would be unable to go ahead.
- 7.4.5 The reconstruction of Oldham Road Overbridge (MVL3/28) also presents an opportunity to improve highway safety at this location. The proposed design would result in improved visibility across the bridge which is situated at the confluence of a number of junctions. There is a history of road accidents in this location, with the prospect of improving visibility and providing a segregated footway assessed to comprise a significant public benefit.
- 7.4.6 As a vital constituent part of the Order Scheme, the proposed reconstruction would also facilitate indirect benefits associated with the wider programme of works, including station upgrades, track renewal and signalling improvements.
- 7.4.7 The reliability and resilience of the route and services operating on it will be improved by replacement of existing infrastructure with electrification equipment, new track drainage and signalling. Modern signalling equipment will reduce the headway between trains, allowing them to run closer together which will in turn provide increased capacity. The Scheme will provide the capability to operate four 'express', two 'semi-express' services and up to two local services an hour on the Route and will provide increased flexibility to timetable more train paths.
- 7.4.8 Electrification of the Scheme would provide substantial environmental and sustainability benefits and is an investment in

‘greener’ energy technology. This supports Network Rail’s Decarbonisation Strategy and is bolstering national targets for reducing harmful emissions that cause climate change, which are set out in Government legislation for achieving net zero carbon by 2050.

- 7.4.9 The Order Scheme will also deliver improved safety through measures including replacement of two level crossings, installation of additional safety measures on existing bridges; enhancements to the local highway networks and new pedestrian crossing points at locations including Greenfield and Mossley Stations. Accessibility of the railway network will also be improved with the provision of fully accessible stations at Greenfield Station and the relocated Mossley Station. These measures are being brought forward as part of the wider TRU Scheme to electrify and modernise the Route, as facilitated, in part, by the reconstruction of Oldham Road Overbridge (MVL3/28).
- 7.4.10 Significant residual beneficial effects arising from the operation of the wider TRU Scheme have been previously identified in the Huddersfield-Westtown TWA Order Inquiry from December 2021. These included recognition of improved journey times, reliability, and capacity at the Local Authority area and in turn the sub-regional and regional level. These improvements will bring direct significant benefits to local businesses and the labour market through improved access to the local regions along the section of the route from Stalybridge to Diggle.
- 7.4.11 To this effect, the proposals at Oldham Road Overbridge (MVL3/28) are therefore essential in achieving the overall substantial public benefits of Route Section W2B and wider objectives of the Order Scheme, and without these interventions, the Order Scheme would not be able to be safely and successfully implemented. Alongside these substantial public benefits, the delivery of heritage interpretation adjacent to Greenfield Station would enable public engagement with the heritage of the Huddersfield & Manchester Railway, its architecture and significance.

## **8. CONCLUSION**

- 8.1.1 The significance of Oldham Road Overbridge (MVL3/28) lies primarily in its historical and architectural interest. The bridge is a largely unaltered example of an 1840s skewed overbridge, dating from the Heroic Age (1841–50). The high quality of the bridge’s architecture, including segmental arches with stepped rusticated voussoirs and keystones, together with the high quality workmanship of its construction is characteristic of A.S. Jee’s work for the

Huddersfield & Manchester Railway. The bridge also derives significance from this direct historical relationship with the notable railway engineer A.S. Jee and the historic railway companies of the Huddersfield & Manchester Railway and LNWR. The setting of Oldham Road Overbridge (MVL3/28) makes a minor contribution to the significance of the structure, it also possesses group value as one of a number of A.S Jee structures on the Transpennine route which share a common design language.

- 8.1.2 A number of design options were pursued to achieve the clearance required for the OLE at Oldham Road Overbridge (MVL3/28). The OLE is a fundamental part of the Order Scheme to deliver a faster service (reduced journey time) and to make provision for electrification and the operation of a ‘greener’ transport solution. The development of a scheme-specific pantograph which enables the use of reduced overhead line wire height under structures, subject to a site-specific risk assessment, has not resolved the clash between proposed OLE and the listed structure.
- 8.1.3 A full and robust optioneering process was undertaken in consultation with the LPA and Historic England. This reviewed options comprising track lowering, bridge jacking, bridge reconstruction and bridge removal and considered these against a range of factors comprising:
- Local geology including the shallow depth of rock within the railway cutting;
  - The topography of the site;
  - Construction access from the highway network;
  - Buildability within the constraints of working on an active railway and highway network;
  - Highway and pedestrian safety requirements; and
  - Whole life costs as a publicly funded project.
- 8.1.4 Reconstruction of the bridge was identified, on balance, to deliver the optimum solution in terms of delivering a feasible and cost-effective design solution, reducing disruption to rail and road users and the railway and highway network, and in achieving the aims of the Scheme.
- 8.1.5 Options were then pursued which accepted the loss of the historic bridge and made attempts to achieve an optimum reconstructed bridge design solution that retained the relationship with the railway and to an extent compensated for the removal of the existing structure. This was done through material choices (use of natural stone cladding referencing the character of the existing bridge), the

ambition to salvage stone from the demolished span for reuse on reconstruction of listed structures along the Scheme, and reference to the existing pilasters in the form of the stone clad concrete riser units.

- 8.1.6 The design process has been undertaken in a strongly collaborative manner and has sought historic environment professional support from the outset. The desire to maximise heritage benefits and limit harm was the primary position. Every effort was made to retain this historic structure as part of TRU. However, this was unachievable within the operational parameters set. Regular consultation with historic environment stakeholders and the design team were held throughout the design development process and several mitigation measures have been considered to attempt to avoid or reduce the impact on the significance of Oldham Road Overbridge (MVL3/28). Historic England and OMBC have accepted that the approach of reconstructing the structure is necessary to deliver the proposed Scheme, and that alternative approaches are not viable. The design development process, including engagement with historic environment stakeholders, resulted in mitigation being embedded within the design of the reconstruction as well as compensation measures being agreed, to be secured as conditions of the LBC (see Section 7.3).
- 8.1.7 With the reconstruction of Oldham Road Overbridge (MVL3/28), the Order Scheme can achieve key improvement objectives as outlined in Section 7.4. It would also support the achievement of substantial public benefits related to:
- Improved efficiency and reliability of the railway (in journey time saving and increased capacity);
  - Reduction of delays to trains and other highway users (improved efficiency of the railways means fewer heavy vehicles on the highway network causing traffic issues and contributing to air pollution);
  - Supporting sustainable transport development in line with Network Rail's Decarbonisation Strategy; and
  - Improving public health and safety in providing safe routes across the railway.
- 8.1.8 In addition to this, the delivery of a programme of heritage interpretation at Greenfield Station would provide the opportunity for engagement of the public with the heritage of the Huddersfield & Manchester Railway.
- 8.1.9 The reconstruction of Oldham Road Overbridge (MVL3/28), which is a grade II listed building, would result in substantial harm to the

significance of the listed building and should be considered exceptional. This will mean the loss of an irreplaceable piece of railway infrastructure, dating to the Heroic Age (1841-50) of railway building. It is also a loss to the collection of A.S. Jee bridges that are located along this section of the Transpennine route.

- 8.1.10 Whilst the reconstruction of Oldham Road Overbridge (MVL3/28) is regrettable; its loss would be outweighed by the substantial public benefits that accrue from enabling the Transpennine programme to be achieved, as set out in paragraph 214 of the NPPF. The proposals would satisfy the requirements of the Oldham Local Development Framework, namely clear and convincing justification provided to outweigh the strong presumption against demolition of listed buildings as outlined in Policy 24. It would also satisfy Policy JP-P2 contained within Greater Manchester Combined Authority's Places for Everyone (2024). The proposals therefore satisfy both national and local policy requirements in relation to the justification for harm to the significance of Oldham Road Overbridge (MVL3/28).

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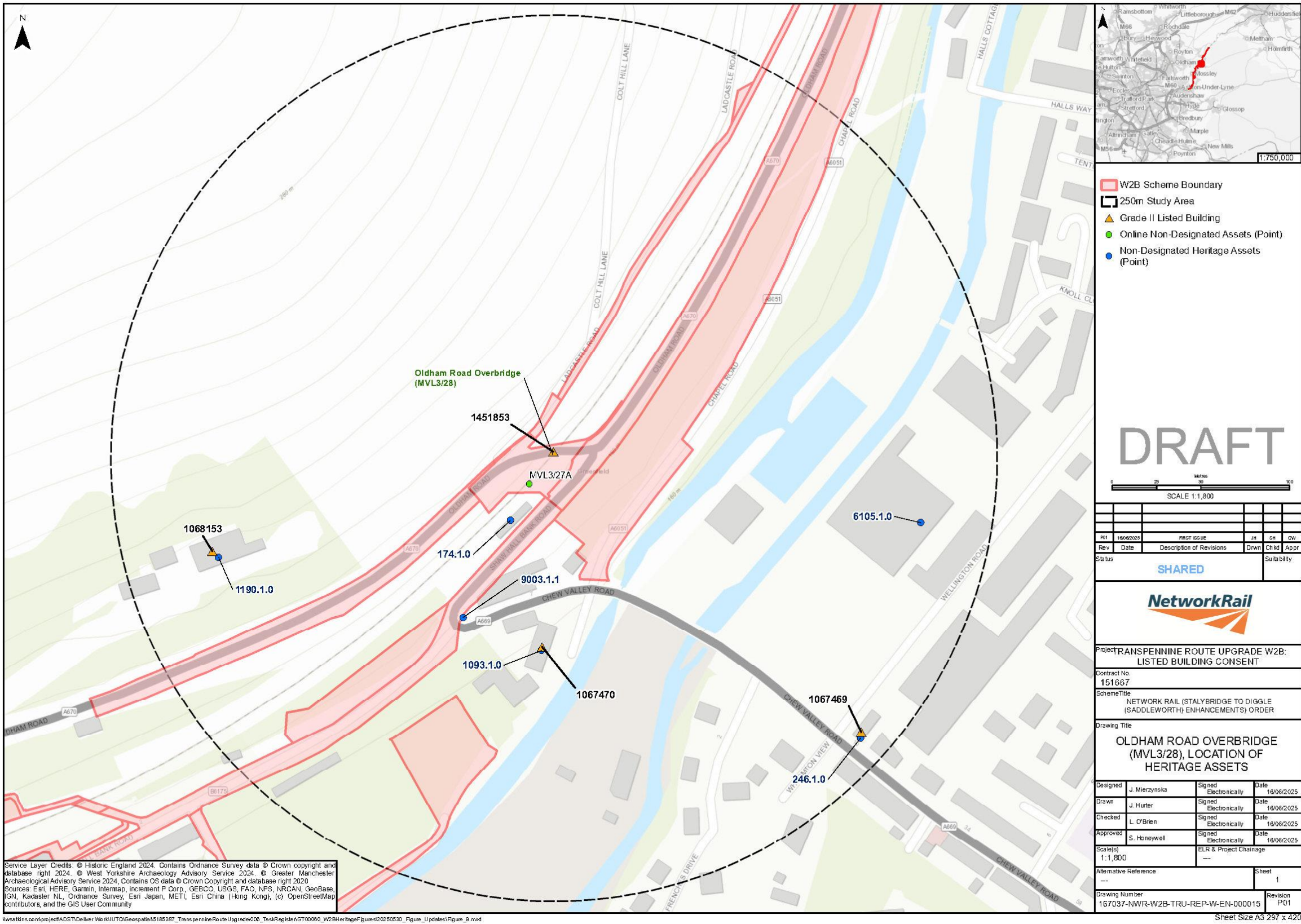
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APPENDIX A – LOCATION PLAN



## **APPENDIX B – NATIONAL HERITAGE LIST DESCRIPTION**

### **Official list entry**

|                              |                                              |
|------------------------------|----------------------------------------------|
| <b>Heritage Category:</b>    | Listed Building                              |
| <b>Grade:</b>                | II                                           |
| <b>List Entry Number:</b>    | 1451853                                      |
| <b>Date first listed:</b>    | 23-Mar-2018                                  |
| <b>List Entry Name:</b>      | Railway overbridge MVL3/28, Oldham Road      |
| <b>Location Description:</b> | Oldham Road, adjacent to Greenfield Station. |

### **Location**

The building or site itself may lie within the boundary of more than one authority.

|                                 |                                 |
|---------------------------------|---------------------------------|
| <b>District:</b>                | Oldham (Metropolitan Authority) |
| <b>Parish:</b>                  | Saddleworth                     |
| <b>National Grid Reference:</b> | SD9920204728                    |

### **Summary**

Railway overbridge for the Huddersfield & Manchester Railway. Mid-late 1840s by A S Jee.

### **Reasons for Designation**

The overbridge MVL3/28 constructed in the mid-late 1840s by A S Jee for the Huddersfield & Manchester Railway, is listed at Grade II for the following principal reasons:

Historic interest:

\* constructed during the heroic age of railway building and a little altered example of an 1840s overbridge on what is now one of the main railway lines in northern England;

\* designed by the notable railway engineer Alfred Stanistreet Jee.

Architectural interest:

\* as a well-designed and crafted stone bridge with attention to architectural detail in the use of a skew-coursed soffit, stepped, picked and tooled ashlar voussoirs with v-joints, ashlar impost

band and coping and contrasting rock-faced spandrels, parapets, piers and wing walls, all lifting it above the purely functional.

Group value:

\* architecturally inter-related with the other listed structures designed by A S Jee on the Huddersfield & Manchester line.

## **History**

In contrast to the main trunk lines of the late 1830s that were constructed by single railway companies, the route from Stalybridge to Leeds had fragmented origins and was the work of three different railway companies: the Huddersfield & Manchester Railway, Leeds, Dewsbury & Manchester Railway, and the Manchester & Leeds Railway.

The Huddersfield & Manchester Railway was authorised in 1845 and followed the route of the Huddersfield Narrow Canal for much of its length, including a railway tunnel through the Pennine hills set alongside the earlier Standedge Canal Company tunnel of 1811; in 1846 the railway company also acquired the canal. Joseph Locke and Alfred Stanistreet Jee were appointed to survey and design the new line, the two engineers having already worked together on a major project linking Manchester and Sheffield. Jee became the lead engineer for the Huddersfield line, which passed through challenging terrain, assisted by resident engineers that included his brother Moreland Jee (until 1848) and Herbert F Mackworth. Construction of the line was divided into various contracts, with many contractors being only responsible for a single cutting, viaduct or tunnel portal. The largest contract for the Standedge Tunnel between Diggle and Marsden was let to a single contractor, Thomas Nicholson in 1847. The tunnel's completion in 1849 marked the opening of the line.

The Leeds end of the route, which was also authorised in 1845, was constructed by the Leeds, Dewsbury & Manchester Railway. The engineer was Thomas Grainger who had previously largely worked in Scotland, and the line was completed in 1849.

A short three-mile section of the route between Heaton Lodge Junction and Thornhill Junction near Mirfield was developed by the Manchester & Leeds Railway and was constructed between 1837 and 1840, with George Stephenson as the chief engineer. The structures on this line were designed by Thomas Gooch under the oversight of Stephenson. In 1847 the railway company changed its name to the Lancashire & Yorkshire Railway.

In 1847 the Huddersfield & Manchester Railway and the Leeds, Dewsbury & Manchester Railway were acquired by the London & North Western Railway (LNWR) so that the company could access the city of Leeds and the textile towns of West Yorkshire. This pitted them as rivals to the Lancashire & Yorkshire Railway, although at points on the route the two companies had to work together. By 1851 the London & North Western Railway had an overall mileage of railway track of 800 miles and it became the most prominent railway company in the country and the largest joint-stock concern in the world in the late C19. Although the LNWR had a general manager, Captain Mark Huish, the lines of the Stalybridge to Leeds route still

managed their own affairs. LNWR later carried out expansion works, including the widening of tracks and bridges, the construction of additional tunnels, and station alterations. In 1923 the line became part of the London Midland & Scottish Railway, and subsequently part of the nationalised British Railways in 1948. The line, its structures and track are currently (2018) owned by Network Rail, and the passenger services operated by TransPennine Express and Northern Rail.

Oldham Road bridge dates to the construction of the Huddersfield & Manchester Railway between 1845 and 1849 when A S Jee was the lead engineer (it is depicted and named as Frenches Top Bridge on the first edition 1:10,560 OS map surveyed between 1849 and 1851 and published in 1854). The bridge was constructed to carry Oldham Road over the railway line adjacent to Greenfield Station.

## **Details**

Railway overbridge for the Huddersfield & Manchester Railway. Mid-late 1840s by A S Jee.

**MATERIALS:** rock-faced and ashlar sandstone (shale grit/Kinderscout grit/millstone grit).

**DESCRIPTION:** the skew overbridge is located on the north-east side of Greenfield Station and carries Oldham Road over the two-line track below. The bridge has segmental arches with stepped voussoirs and slightly taller keystones. The v-jointed voussoirs are of picked ashlar with tooled margins. They spring from an ashlar impost band with similarly detailed ashlar quoins to the bridge abutments, which are otherwise constructed of coursed, rock-faced stone blocks, as are the spandrels. The bridge soffit is constructed of skew-coursed, rock-faced stone blocks. The bridge arches are framed by slightly projecting piers of rock-faced stone, the rows coursing through to the wing walls, which are continued a considerable distance round the inner curves of the road on each side. The bridge, piers, and wing walls have parapets of coursed, rock-faced stone blocks with square-moulded stone coping and a lower string course of two square-moulded bands. At the west end of the southern parapet is a former opening, now blocked.

## **Sources**

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## **APPENDIX C – HISTORIC ENGLAND PRE-APPLICATION RESPONSE LETTERS**

**The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order  
Oldham Road Overbridge (MVL3/28) – Heritage Statement  
October 2025**



Historic England

Ms Kate Berry  
AtkinsRéalis  
3100 Century Way  
Leeds  
LS15 8ZB

Direct Dial: +447990339949

Our ref: PA01200823

29 November 2024

Dear Kate

**Pre-application Advice**

**TRANSPENNINE ROUTE UPGRADE - STALYBRIDGE TO STANDEDEGE**

Thank you for arranging the meetings on 6 and 21 November 2024 to review the proposals for bridges MVL3/9, 10, 23, 25, 26, 28, 29 and 31. As before, it was helpful to see the drawings in advance and then talk through the proposals with the team.

The impacts of the proposed changes and our comments are detailed below:

Proposals at *Manchester Road underbridge MVL3/10*, *Shaw Hall Bank Road underbridge MVL3/26* and *Wickens underbridge MVL3/29* will involve minor works, consisting of renewal of railings and strengthening of parapets with reinforced concrete. Visually, there will be only a minor impact, as the replacement railings are similar to the existing and the concrete strengthening will be hidden from view by the parapets. There will be a very low level of less than substantial harm to the physical fabric of the bridges due to the new railings being grouted into cored holes in the masonry parapet blocks. We do not have concerns over the works at these three bridges and recognise the efforts to maintain the visual appearance on the bridges.

The proposals for *Spring Bank Lane overbridge MVL3/9* and *Uppermill Viaduct MVL3/31* have been discussed at previous meetings, and it was helpful to see further details of the works at these structures. There will be a low level of less than substantial harm to *Spring Bank Lane overbridge* due to the introduction of raised copers, however the use of colour-matched concrete here will help to mitigate some of the harm caused by the visual impact of the new copers. Works to *Uppermill Viaduct* will likewise lead to a low level of less than substantial harm due to the introduction of brackets to support the OLE portals which will have an impact both physically and visually. We appreciate that care has been taken in the spacing of these portals so the rhythm of the bridge arches is not unduly interrupted, and so that the patress plates are not affected.

More considerable impacts will result from proposals at *Wright's overbridge MVL3/23*, *Oaklands Road underbridge MVL3/25* and *Oldham Road overbridge (Greenfield*



SUITES 3.3 AND 3.4 CANADA HOUSE 3 CHEPSTOW STREET MANCHESTER M1 5FW

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Station) MVL3/28, all of which will result in substantial harm to the significance of the designated assets.

As mentioned in previous letters, the removal of *Wright's Overbridge* will cause substantial harm to its significance through the total loss of its historic form and all original fabric, and through the re-routing of a historic public footpath. Thorough justification will need to be presented in the supporting documentation to provide the reasoning for the total loss of this bridge.

The proposed reconstruction of *Oldham Road Overbridge* has also been discussed previously. This is a skew overbridge located on the north-east side of Greenfield Station which carries Oldham Road over the track below. The bridge currently has a masonry arch which will be dismantled, along with much of the approaching wing walls, resulting in very little historic fabric being retained. The works will also necessitate the removal of the ornate historic iron railway footbridge. There will be substantial harm to the significance of the listed asset due to the severity of changes to its physical appearance and the loss of historic fabric. We recognise that some fabric will be retained for reuse as cladding material, however this will need to be carefully managed to maintain the look of the structure. The stone coursing in the existing bridge runs through the parapets into the wing walls. We would like to see care taken to replicate this effect within the reconstructed bridge to avoid a disjointed appearance to the new structure, which could arise from using mismatched stone-cladded panels. The existing bridge features flat masonry pilasters that project slightly from the bridge to either side of the arch. These have not been articulated in the proposed design and we would like to see further investigation into whether they could be incorporated into the design. This location would be suitable for display of permanent interpretation materials which could help to mitigate some of the harm by informing the public about the history of the route and the upgrade works.

*Oaklands Road underbridge MVL3/25* is a skew girder bridge carrying the two-track railway line over a bend in the road below. The angled abutments have distinctive semi-octagonal piers, and the parapets are ornate balustrades of decorative cast-iron panels of Gothic arcading. The craftsmanship of the stonemasonry and attention to architectural detail lifts the design of this bridge above the purely functional and it has considerable architectural interest. There will be substantial harm to the significance of this listed bridge resulting from the proposals to reconstruct and widen the bridge deck and to rebuild the octagonal piers. In order to minimise the harm, the design of the rebuilt piers and abutments will need to be carefully managed to ensure there is meaningful articulation of the distinctive shape of the piers. This includes the contrasting shape and dimensions of the piers where they extend through and above the parapet. We are comfortable with the proposals to replicate the decorative cast-iron panels to minimise the visual impact of the loss of the original fabric here.

### Next Steps



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**The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order  
Oldham Road Overbridge (MVL3/28) – Heritage Statement  
October 2025**



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We look forward to our continued involvement in the pre-application discussions for this scheme.

Yours sincerely

Louise Davies  
Inspector of Historic Buildings and Areas  
E-mail: [louise.davies@historicengland.org.uk](mailto:louise.davies@historicengland.org.uk)

**TRANSPENNINE ROUTE UPGRADE - STALYBRIDGE TO STANDEGE  
Pre-application Advice**

**Information Provided**

Draft LBC drawings, October 2024

MVL3/25 Presentation, November 2024



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**The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order  
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Historic England

Ms Kate Berry  
AtkinsRéalis  
3100 Century Way  
Leeds  
LS15 8ZB

Direct Dial: +447990339949

Our ref: PA01200823

25 June 2024

Dear Kate

**Pre-application Advice**

**TRANSPENNINE ROUTE UPGRADE - STALYBRIDGE TO STANDEDGE**

Thank you for arranging the pre-application meetings over the last five months. These have been extremely useful in explaining the significance of the heritage assets, the design team's approach, and in exploring issues and constraints associated with electrifying the track.

This letter covers our advice regarding proposals for change to eight listed railway structures between Stalybridge and Standedge Tunnel, within the Metropolitan boroughs of Tameside and Oldham in Greater Manchester. This section of the railway is referenced as W2B.

Significance

The section of railway between Stalybridge and Standedge Tunnel was constructed in stages between 1844 and 1849. This was at the height of "railway mania"; an intense period of activity when many competing companies formed and were racing to complete sections of railway. The Stalybridge and Standedge Tunnel railway eventually became part of a wider network of sections of track that extends from Selby and York to Manchester Victoria via Leeds.

The W2B route has considerable heritage value. It traverses areas of dramatic landscape and varied geology, and has remained well preserved and largely unaltered since its opening in the 1840s. The wider railway network from the Yorkshire cities to Manchester contributed hugely to the economic and urban development of the North and was a major factor in the industrial revolution and in the development of towns.



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The tricky geology and terrain of the W2B route presented challenges to the engineers of the 1840s, and many of the most notable surviving features of the railway are the impressively engineered bridge and viaduct structures. These structures are predominantly built from locally sourced stone, meaning they harmonise with the landscape and contribute to local views, adding to the aesthetic value of the route. The significance of the structures also lies in the fact that they survive well and in large numbers. There have been few alterations to bridges, mainly because this section of the line has not been widened as other parts of the wider route have been.

There are eight listed railway structures that will be affected by the proposed electrification works between Stalybridge and Standedge Tunnel; these are:

- Heyrod Hall Overbridge - MVL3/7
- Heyrod Footbridge Overbridge - MVL3/8
- Spring Bank Lane Overbridge - MVL3/9
- Roughtown Road Overbridge - MVL3/17
- Wright's Mill Overbridge - MVL3/20
- Wright's Overbridge - MVL3/23
- Oldham Road Overbridge - MVL3/28
- Saddleworth Viaduct - MVL3/31

All eight of the listed structures were designed by notable railway engineer Alfred Stanistreet Jee, lead engineer for the railway between Huddersfield and Manchester. They were built in the mid-late 1840s and share many architectural characteristics, adding to their group value and enhancing their significance.

Bridges MVL3/7, MVL3/9, MVL3/17, MVL3/20, MVL3/23, and MVL3/28 are all very similar in design. All are made from coursed local sandstone and have segmental arches formed from tooled voussoirs, with larger keystones. Each has dressed ashlar impost bands, sloping string courses above the arch, and parapet copings, with shallow pyramidal caps to the slender piers. They have considerable group value and are easily identifiable in the landscape as bridges associated with the original construction of the railway. The bridges are all well designed and adapted to their individual locations, some being skewed or sloped. High quality workmanship and



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details such as picked and tooled ashlar voussoirs elevate their design above what is purely function, enhancing their significance further.

Heyrod Footbridge (MVL3/8) and Saddleworth Viaduct (MVL3/31) are clearly recognisable as part of the same scheme of work but differ in their form. Heyrod Footbridge features a flat span, and retains its cast-iron edge beams and brick parapets, while Saddleworth Viaduct comprises 23 sandstone arches spanning the River Tame and Huddersfield Narrow Canal.

The structures are all Grade II listed in recognition of their special architectural and historic interest at national level. Saddleworth Viaduct was listed in 1986, while all seven overbridges were listed in 2017 or 2018 after a comprehensive review of the line.

### Impacts

The proposals involve demolition and reconstruction of three structures, total removal of one structure, and modifications to four structures. These works are deemed necessary to achieve the clearance required for the OLE (overhead line equipment) and to ensure safety for bridge users. The impacts of proposed works at each structure are discussed below.

Bridges requiring demolition works:

*Heyrod Hall Overbridge MVL3/7* carries a short section of private road over the railway to Heyrod Hall. This bridge is in a rock cutting with very hard rock beneath the track, prohibiting track lowering.

*Wright's Mill Overbridge MVL3/20* carries the public footpath and bridleway over the railway where it passes through a steep-sided rock cutting. Options to lower the track at this bridge have been investigated but discounted due to the location on the bridge in a rock cutting with very hard rock beneath. Track lowering would also have a knock-on effect to a nearby underbridge.

*Oldham Road Overbridge MVL3/28* is a skew overbridge located on the north-east side of Greenfield Station and carries Oldham Road over the track below. There will be



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the addition of a new footbridge alongside the reconstructed road bridge. Options to lower the track at this bridge have been investigated but would be difficult to achieve due to the proximity to the station.

Proposals at these three bridges involves the complete dismantling of each bridge and reconstruction to create a raised, flat deck with sufficient clearance for OLE. Stone would be reclaimed and used to clad the inside faces of parapet walls; however matching stone is likely to be needed to clad the external sides of the parapets. New copers would also be needed to ensure parapets were the correct height.

The demolition and reconstruction of these bridges will cause substantial harm to their significance through the total loss of historic form and loss of much of their original fabric. The proposals will also diminish the group value of the historic bridges on the railway.

*Wright's Overbridge MVL3/23* is a footbridge that carries a public footpath from north-west to south-east across the railway. The railway here is in a steep cutting and due to gradients, the bridge slopes down towards the south-east. Proposals involve the total removal of this bridge and diversion of the public right of way across the railway at another point.

The removal of Wright's Overbridge will cause substantial harm to its significance through the total loss of its historic form and all original fabric. Its removal will necessitate the re-routing of a historic public footpath, which is part of a network of paths in the area connecting mills and farms with workers' housing, and contributes to the landscape character of the area and to the setting of the bridge. The proposals will also further diminish the group value of the historic bridges on the railway.

Bridges requiring modifications:

*Heyrod Footbridge Overbridge MVL3/8* carries a footpath running east-west over the railway, with steps on the eastern side down to a path running south-east towards Spring Bank Lane which are also listed.

*Spring Bank Lane Overbridge MVL3/9* (also known as Heyrod Bridge) carries Spring Bank Lane over the railway. Due to the lie of the land the bridge slopes down towards the east. The splayed projecting wing walls are also covered by the listing.



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*Roughtown Road Overbridge MVL3/17* carries Roughtown Road north-south across the railway, to the east of Mossley Station. Due to gradients the deck slopes down towards the south. The projecting wing walls are also covered by the listing.

Minimal interventions are proposed at these three bridges, the most significant changes being the introduction of new triangular copers to ensure the correct and safe parapet heights.

The introduction of triangular copers to raise the parapet heights to 1.5m will result in a low level of less than substantial harm to the significance of the bridges through the changes to their appearance and the loss of original copers. This harm could be further lowered by using stone copers instead of concrete, and by undertaking any other restoration works required such as replacing the recently rendered section of parapet copings in the south-west corner of Roughtown Road Bridge.

*Saddleworth Viaduct MVL3/31* (also known as Uppermill Arches and Uppermill Viaduct) carries the railway over a series of roads and lanes, and the River Tame and Huddersfield Narrow Canal. Due to the lack of space available on the viaduct deck, proposals here involve attaching brackets to the exterior of the viaduct for the OLE supports.

The proposed works at Saddleworth Viaduct will result in a low level of less than substantial harm to the significance of the structure through the change to its appearance and in the physical impact on the elevations of the viaduct from the brackets. This harm could be further lowered by ensuring the spacing of the masts responds to the structural and architectural rhythm of the viaduct to lessen their visual impact.

### Policy

National policy relating to the conservation and enhancement of the historic environment is articulated in section 16 of the National Planning Policy Framework (NPPF, 2023). These policies state that heritage assets are an irreplaceable resource and should be conserved in a manner appropriate to their significance, so they can be enjoyed for their contribution to the quality of life of existing and future generations (NPPF para 195). Also, when considering the impact of a proposed development, great weight should be given to an asset's conservation (NPPF para 205).



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Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification (NPPF 206).

Where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss. In practice this means that less harmful alternative solutions should be explored through the pre-application and application processes.

In addition to section 16 of the NPPF, we refer you to Section 12 'Achieving well-designed and beautiful places' when considering the design for replacement bridge structures. Para 132 states that being sympathetic to local character and history is important, along with a consistent and high-quality standard of design (para 133).

#### Position

The proposed works to upgrade the W2B section of the Transpennine route network will be the first major programme of work since its construction in the 1840s. The wider public benefits of the upgrade work to this key transport network will be vast and will have positive knock-on effects across the region. The challenging geology and hydrology across the route still present issues to engineers today, and we welcome the work that has gone into investigating alternative options to demolition and reconstruction for the bridges affected.

The proposals will result in substantial harm to the significance of bridges MVL3/7, MVL3/20, MVL3/23, and MVL3/28, with the highest level of harm to bridge MVL3/23 which will be dismantled and not reconstructed. The proposals will cause harm through the loss of the form of the arched bridges and through the loss of historic fabric. There will be the additional harm to the group value of the bridges.

We agree that the bridges are predominantly experienced from the bridge deck, and that re-use of original fabric should be focussed on the inside faces of the parapet walls to ensure the look of the bridge when crossing it is not unacceptably altered, however this re-use of materials does not lower the harm to less than substantial levels. It will be for decision takers to weigh the balance of this substantial harm against the public benefits of the scheme.



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Works to bridges MVL3/8, MVL3/9 and MVL3/17 is largely limited to raising the parapets to ensure they are the safe and correct height. We acknowledge that Network Rail has a legal obligation to take reasonable steps to prevent people from coming into contact with the OLE by ensuring parapets cannot be climbed or walked on. We appreciate the work undertaken to investigate various options for different types of pantographs to limit the height at which the parapets need to be raised to. The use of triangular copers will introduce a change in the appearance of the bridges and cause a low level of less than substantial harm to their significance, but the impact can be lessened by use of stone rather than concrete copers which will be less visually obtrusive. Parapet design should be tailored to the individual circumstances of each bridge to ensure the least harmful solution is used.

There will also be a low level of less than substantial harm at Saddleworth Viaduct from the introduction of brackets to the structure to support the OLE. This can be further lowered by thoughtful spacing of the brackets.

We welcome the detailed options appraisals undertaken during the design of the proposed works to listed structures on the W2B route. We recommend that details are finalised using bespoke designs that respond to the particular character of each structure and its setting.

### **Next Steps**

Thank you for involving us at the pre-application stage of this project. The above advice is the response that we would give if the same proposals were put forward unamended for statutory approval.

Yours sincerely

Louise Davies  
Inspector of Historic Buildings and Areas  
E-mail: [louise.davies@historicengland.org.uk](mailto:louise.davies@historicengland.org.uk)



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**The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order  
Oldham Road Overbridge (MVL3/28) – Heritage Statement  
October 2025**



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Historic England

Sarah Coward  
AtkinsRéalis

Direct Dial: +447990339949

Our ref: PA01200823  
18 July 2025

Dear Sarah

**Pre-application Advice**

**TRANSPENNINE ROUTE UPGRADE - STALYBRIDGE TO STANDEDGE**

Thank you for arranging the recent meetings to review the draft Heritage Statements that will be submitted for Listed Building Consent applications for changes to bridges on the proposed Transpennine Route Upgrade line.

The Heritage Statements are well considered and it is clear that alternative options to reconstruction have been investigated in each case, which are helpfully set out in tables in the reports. The proposals will result in substantial harm to listed bridges along the route, however clear justification for this has been set out in the Heritage Statements.

We very much welcome the inclusion of heritage interpretation at Greenfield Station. This is a significant early rail route and there is notable educational potential in the material that has been generated from the research into the railway structures as part of this project.

Regarding Oaklands Road underbridge MVL3/25, we are comfortable with the design of the proposals for the reconstruction of the parapet and stone turrets. These have been carefully considered to minimise the visual impact.

**Next Steps**

We appreciate having been involved at pre-application stage in this important project, and value being able to feed into design plans. If you require further pre-application advice please get in touch.

Yours sincerely



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Louise Davies  
Inspector of Historic Buildings and Areas  
E-mail: [louise.davies@historicengland.org.uk](mailto:louise.davies@historicengland.org.uk)

**TRANSPENNINE ROUTE UPGRADE - STALYBRIDGE TO STANDEDGE  
Pre-application Advice**



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