

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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1. INTRODUCTION

1.1 The Transpennine Route Upgrade

1.1.1 The Transpennine Route Upgrade (TRU) is a rail enhancement programme established to increase capacity and improve reliability/journey times between Manchester Victoria and York, via Huddersfield and Leeds.

1.1.2 The TRU will aim to deliver:

- An improved journey time for Leeds – Manchester Victoria of 41-42 minutes;
- An improved journey time for York to Manchester Victoria of 63-66 minutes;
- The capability to operate four ‘express’ and two ‘semi-express’ services an hour on the route;
- The capability to operate up to two ‘local services’ an hour on the route;
- The performance of the Transpennine Route to be 92.5% or higher each period;
- 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) Enhancement Order extends from Stalybridge Tunnel, in the west, through to the western portal of Standedge Tunnel (the Order 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 involves a variety of works including the electrification of the railway (installation of overhead line equipment (OLE) and associated infrastructure); removal, re-modelling, and replacement of bridges and structures to accommodate OLE, track and signalling upgrades, and structural strengthening works. Where level crossings are affected by the improved services proposed, TRU also involves level crossing closures and, where necessary, their replacement by safer alternative.

1.1.5 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.

1.2 Report Objectives

- 1.2.1 This Heritage Assessment has been prepared to establish baseline conditions for the historic environment across the Scheme boundary, to inform assessment of impact for those works included within the TWAO, development of mitigation proposals, and consultation with Heritage regulators. This assessment has been prepared to consider the extent of the Route Section W2B from Stalybridge to the Eastern Portal of Standedge Tunnel.
- 1.2.2 The requirement for this assessment and its scope is guided by policy contained within the National Planning Policy Framework (NPPF) (MHCLG 2024) and Network Rail's Environment and Social Minimum Requirements for Projects – Design and Construction (NR/L2/ENV/015, Volume 3, Appendix 1A of this Report [NR14]). It addresses NPPF paragraph 207, Section 16 which require an assessment proportionate to the asset's importance and sufficient to understand the potential impacts of development and to appraise the nature and extent of any impact upon setting and significance.
- 1.2.3 This assessment aims to:
- Summarise legislation, policy and guidance relevant to historic environment assets and the appraisal of their significance;
 - Place the Order Scheme within its historical and archaeological context through the collation of baseline information;
 - Identify and contextualise known designated and non-designated heritage assets in proximity to the relevant works elements of the Order Scheme;
 - Assess the potential for, and likely significance of, previously unrecorded archaeological or remains or deposits that may be located within the study area;
 - Assess the significance of potentially affected heritage assets within the Order Scheme and study area, including the group value of assets and the contribution made by their setting;
 - Provide a high-level assessment of potential impacts to heritage assets as a result of the Order Scheme; and
 - Identify potential mitigation measures to reduce or offset impacts to heritage assets as a result of the Order Scheme.
- 1.2.4 This Historic Environment Assessment principally considers archaeological remains and historic landscapes which pre-date the railway and associated features.

- 1.2.5 Detailed assessments of individual listed buildings, including railway bridges, is provided in the sequence of Heritage Statements compiled in support applications for listed building consent in respect of the proposed works included in the application for a TWAO (refer to Volume 3, Appendix 5A of this Report [NR14]).
- 1.2.6 Potential impacts on heritage assets resulting from PDR works are not subject to assessment in this report. Any such impacts would be managed in accordance with the requirements included in NR/L2/ENV/015, Volume 3, Appendix 1A of this Report [NR14]. This would include the preparation of a heritage assessment as part of the management plans in consultation with the relevant local and statutory authorities, and the undertaking of the works to avoid disturbance of archaeological remains and historic buildings.
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2. LEGISLATION AND POLICY CONTEXT

2.1 Legislation

Ancient Monuments and Archaeological Areas Act 1979 (as amended)

- 2.1.1 The Ancient Monuments and Archaeological Areas Act (1979) ('the Act') is the central piece of legislation for the protection of the archaeological resource. The Act makes provision for the investigation, preservation and recording of matters of archaeological or historical interest and regulates operations or activities which may affect them. The first section of the Act requires the Secretary of State for National Heritage to maintain a schedule of nationally important sites.
- 2.1.2 For the purpose of the Act, a monument is defined as:
- “a) any building, structure or work, whether above or below the surface of the land, and any cave or excavation; b) any site comprising the remains of any such building, structure or work or of any cave or excavation; and c) any site comprising, or comprising the remains of, any vehicle, vessel, aircraft or other moveable structure or part thereof which neither constitutes or forms part of any work which is a monument as defined within paragraph a) above; d) and any machinery attached to a monument shall be regarded as part of the monument if it could not be detached without being dismantled’ (Section 61 (7)).”

2.1.3 The Act further defines an ancient monument as:

“any Scheduled Monument; and any other monument which in the opinion of the Secretary of State is of public interest by reason of the historic, architectural, traditional, artistic or archaeological interest attaching to it” (Section 61 (12)).”

2.1.4 The Ancient Monuments and Archaeological Areas Act 1979 imposes a requirement for Scheduled Monument Consent for any demolition, destruction, or damage to the monument; alterations or repairs that affect the monument's character; and/or excavation or other groundworks that disturb the Scheduled Monument.

Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended)

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

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

2.1.7 ‘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.’*

2.1.8 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.'

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

' the preservation of particular features of the building, either as part of it or after severance from it;

the making good, after the works are completed, of any damage caused to the building by the works; [and]

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'.

- 2.1.10 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'.

National Planning Policy Framework

- 2.1.11 The NPPF (MHCLG 2024) sets out the Government's planning policies for England and how these should be applied to contribute to the achievement of sustainable development.
- 2.1.12 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 with conserving and enhancing 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.
- 2.1.13 The NPPF sets out the importance of being able to assess the significance of heritage assets that may be affected by a development. Significance is defined in Annex 2 (MHCLG 2024) as being the '*value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic*'. Significance is not only derived from an asset's physical presence, but also from its setting. The setting of a heritage asset is defined in Annex 2 as, '*the surroundings*

in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve’.

- 2.1.14 Paragraph 207 of the NPPF states that 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. Similarly, paragraph 208 includes a requirement on local planning authorities, having assessed the particular significance of any heritage asset that may be affected by a proposal, to take this into account when considering the impact of a proposal on a heritage asset.
- 2.1.15 Paragraph 210 states that ‘in determining planning applications, local planning authorities should take account of the following points:
- *The desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;*
 - *The positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and*
 - *The desirability of new development making a positive contribution to local character and distinctiveness.*
- 2.1.16 Paragraphs 212 to 216 and paragraph 220 of the NPPF introduce the concept that heritage assets can be harmed or lost through alteration, destruction or development within their setting. This harm ranges from less than substantial through to substantial. With regard to designated assets, paragraph 212 states that great weight should be placed on their conservation, irrespective of whether any potential harm is considered to be substantial or less than substantial. The paragraph goes further to say that the more important the asset, the greater the weight should be on conservation. In paragraph 213, a distinction is made in respect of those assets of the highest significance (e.g., scheduled monuments, grade I and grade II* listed buildings) where substantial harm to or loss should be wholly exceptional.
- 2.1.17 Paragraph 214 states that in instances where development would cause substantial harm to or total loss of significance of a designated asset, consent should be refused unless it can be demonstrated that it is necessary to achieve substantial public benefits that outweigh that harm or loss. Paragraph 215 states in instances where development would cause less than substantial harm to the significance of a designated asset, the harm should be weighed against the public benefits of the proposal to provide a balanced judgement.

- 2.1.18 With regard to non-designated assets, paragraph 216 states that the effect of the application on the significance of the asset should be taken into account in determining the application. A balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

Planning Practice Guidance

- 2.1.19 The NPPF is supported by Planning Practice Guidance (PPG) on the Historic Environment (MHCLG 2019) which 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.
- 2.1.20 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). 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).
- 2.1.21 The PPG discusses how to assess if there is substantial harm. It states that what matters in assessing if a proposal causes substantial harm is the impact on the significance of the asset. 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). Generally, 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.

2.2 Local planning policy

Greater Manchester Combined Authority's Places for Everyone Joint development Plan 2022 to 2039

2.2.1 Places for Everyone is a long-term plan covering nine Greater Manchester districts (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan) for jobs, new homes, and sustainable growth (GMCA 2024). The Places for Everyone Plan took effect and became part of the statutory development plan for the nine authorities on March 21, 2024. The plan supports the delivery of key infrastructure, while protecting important environmental assets.

2.2.2 Places for Everyone outlines the proactive management of the historic environment and heritage assets for their conservation, enhancement and sustainability within Greater Manchester.

2.2.3 Policy JP-P2: Heritage notes:

'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.'

2.2.4 Policy JP-P3: Cultural Facilities notes:

'We will proactively develop and support cultural businesses and attractions in our cities and towns through a range of measures, where appropriate, including:

1. *Protecting existing heritage, cultural and community venues, facilities and uses; [...]*
5. *Considering the use of vacant properties and land for pop-ups or meanwhile uses for cultural and creative activities during the day and at night-time to stimulate vibrancy and viability and promote diversity in town centres;*

6. *Maximising opportunities for redundant heritage assets and the role they can play in economic and social well-being. [...]*

Tameside Metropolitan Borough Council Unitary Development Plan

- 2.2.5 The Tameside Unitary Development Plan (UDP) (2004) contains the Council's land use planning policies. It is the main document which is used to determine planning applications for development in the borough. The UDP is the lead document of the Tameside Local Plan.
- 2.2.6 UDP policy sections in Conservation and Enhancement of the Built Environment relevant to the proposal include:

'C1 Townscape and Urban Form

In considering proposals for built development, the Council will expect the distinct settlement pattern, open space features, topography, townscape and landscape character of specific areas of the Borough to be understood, and the nature of the surrounding fabric to be respected. The relationship between buildings and their setting should be given particular attention in the design of any proposal for development. Urban design frameworks will be produced for particular areas and corridors in the Borough, as supplementary planning guidance, setting out fundamental principles which should be followed and from which detailed design may be interpreted. The Council will establish a strategy to secure the retention and enhancement of landmark buildings which form a distinctive element of the local skyline or townscape, and which represent a unique part of the heritage of the area. Re-use and conversion of such buildings which become redundant will be permitted, subject to other relevant policies.

C2 Conservation Areas

The character and appearance of the Borough's Conservation Areas, including any further changes to areas which may be declared during the life of the plan, will be preserved or enhanced through the control of development, the promotion of improvement measures, or both.

C3 Demolition of Unlisted Buildings in Conservation Areas

Demolition of unlisted buildings within Conservation Areas which make a positive contribution to the character or appearance of the area will not be permitted: Exceptions will only be made to this policy on assessment of each of the criteria listed in policy C8 for the control of demolition of listed buildings. Where unlisted buildings within Conservation Areas make no positive contribution to the character or appearance of the area, demolition will only be

permitted if this would be followed, as soon as practical, by a development scheme which would make a greater contribution to the character or appearance of the area.

C4 Control of Development in or adjoining Conservation Areas

When considering proposals for development in or adjoining Conservation Areas, including advertisements and the alteration, extension or conversion of existing buildings within Conservation Areas, the Council will have regard to the desirability of preserving or enhancing the character or appearance of the area, and to the need to ensure that the proposals make a positive contribution to the context in which they are set.

C5 Alternative Uses, Alterations and Additions for Listed Buildings

Whilst continuation of the use for which the building was designed is most desirable, the Council will permit alternative uses for Listed Buildings where evidence demonstrates that the existing or original use is unlikely to support the maintenance and preservation of the building. The Council will require that proposed new uses, or other alterations and additions to Listed Buildings, should not adversely affect the essential character of the building, should be in keeping with its architectural style and features, and should harmonise with its surroundings. The effect of the proposals on any protected species which may be using the Listed Building should also be taken into account. Such development must be of a high standard of design. The external appearance, design and materials will be expected to match as near as possible those of the existing building and, where appropriate, new internal features should also harmonise with the existing. Extensions and additions should be secondary in scale, design and location to the principal building and standard solutions or modern features which fail to relate to the character of the building will not be permitted.

C6 Setting of Listed Buildings

New development, including any proposed as a result of a new use for a Listed Building, which fails to preserve, or detracts from, the setting of a Listed Building or structure will not be permitted.

C8 Demolition of Listed Buildings

The Council will not recommend the demolition of Listed Buildings, apart from in exceptional circumstances after the following considerations have been assessed: (a) the condition of the building and the cost of repairing and maintaining it in relation to its importance and to the value derived from its continued use, and (b) the adequacy of efforts that have been made to retain the building

in its present use or to find compatible alternative uses, and (c) the merits of alternative proposals for the site. In such circumstances the Council will also need to be satisfied that an acceptable alternative form of development can go ahead on the site as soon as practical following demolition, that any use of the building by protected species has been taken into account, and that provision can be made to record the detail of the building prior to demolition.

C10 Development Affecting Archaeological Sites

Where development is proposed which could have an adverse effect on Scheduled Ancient Monuments or other nationally important remains, there will be a presumption in favour of physical preservation in situ. Development will not be permitted if it would cause material damage to the existing remains, nor detract from the aesthetic, historical or educational value of the site and its setting. Where development is proposed in other areas of known or suspected archaeological importance, the Council will ensure that: (a) provision is made for the prior investigation and evaluation of the site, and (b) facilities are made available for suitable inspection during site preparation, and (c) sites and monuments are not needlessly damaged or destroyed, and unavoidable damage is mitigated, and (d) preservation of the archaeological evidence in situ is the preferred solution, or if this is not justified, adequate provision is made for excavation and recording before and during development. Wherever practical, measures should be taken to facilitate the conservation, accessibility and interpretation of archaeological remains, in the light of the educational, recreational and tourism potential which they may have.'

Additional UDP policies relevant to the development include Policy 1.2 Maintaining an Integrated Transportation Strategy, noting that 'Heavy rail improvements have been more modest but it is possible that the refranchising process currently underway for Trans-Pennine Express will lead to significant development of train services and station facilities in the Borough, depending on the investment programme agreed between the Strategic Rail Authority and the chosen operator'. Policy 1.5 Following the Principles of Sustainable Development notes principles including energy efficiency, limiting pollution, conserving the best of the built heritage, creating safe, clean environments, improving access to local services and more environmentally friendly travel alternatives.'

Oldham Metropolitan Borough Council Joint Core Strategy and Development Management Policies

- 2.2.7 Local planning policy for Oldham Metropolitan Borough Council (OMBC) is provided by the Joint Core Strategy and Development Management

Policies of the Oldham Local Development Framework, adopted in November 2011, and a small number of retained policies from the Unitary Development Plan (2006).

- 2.2.8 The Oldham Joint Core Strategy and Development Management Plan affirms that *‘The council will protect, conserve and enhance these heritage assets and their settings which adds to the borough’s sense of place and identity’*. Policy 24 of the Joint Core Strategy and Development Management Plan sets out the policies relating to the historic environment.

‘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:

- (a) *Listed buildings.*
- (b) *Conservation areas.*
- (c) *Registered parks and gardens (their historic character and setting).*
- (d) *Scheduled ancient monuments (their archaeological value and interest).*
- (e) *Significant archaeological remains.*
- (f) *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 Ancient 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*

*The council will provide further advice and guidance on this policy.
[...]*

In accordance with the objectives of national guidance, the council will protect, conserve and enhance the architectural features, structures, settings and historic character of the borough's heritage assets and designations including:

- i. Listed buildings – historic buildings identified by the Department of Culture, Media and Sport as being of special architectural or historic interest. There are over 500 listed buildings across the borough;*
- ii. Conservation areas – statutory areas defined by national planning legislation as having special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance. There are currently 36 conservation areas in the borough designated at Alexandra Park, Alexandra Terrace Moorside, Oldham Town Centre (in East and West Oldham); Crompton Fold, Park Cottages Shaw, Saint James Shaw, Saint Pauls Royton (in Royton, Shaw and Crompton); Bottom of Woodhouses, Failsworth Pole, Garden Suburb, Woodhouses (in Failsworth and Hollinwood); The Old Town Hall Chadderton, Victoria Street Chadderton (in Chadderton); and Bleak Hey Nook, Boarshurst, Delph, Denshaw, Diglea, Dobcross, Grange, Grasscroft, Harrop Green, Hey, Hey Top Greenfield, Holly*

Grove, Landhill Lane, Lees, Lydgate, New Delph, New Tame, Royal George Mills, Scouthead, Saint Chad's Church Saddleworth, Stone Breaks, Tame Water, Uppermill (in Saddleworth and Lees);

- iii. Registered parks and gardens – sites on the historic parks and gardens register in Oldham include Alexandra Park, Chadderton Cemetery and Greenacres Cemetery. Inclusion on the register does not provide any additional statutory protection but represents a material planning consideration in relation to any development within or adjoining the park that may affect its setting. The policy applies to grade I, grade II* and grade II registered parks and gardens;*
- iv. Scheduled ancient monuments – archaeological remains of national importance that have special protection under the Ancient Monuments and Archaeological Areas Act 1979. The consent of the Secretary of State is required for any works that affect a scheduled ancient monument. Scheduled Ancient Monuments in Oldham include Castleshaw Roman Fort, Bowl Barrow near Knarr Barn, Delph and Dee Mill engine and engine house, Shaw;*
- v. Significant archaeological remains – remains that form part of a record of the past that begins with traces of early humans; and*
- vi. Locally significant, non-designated buildings, structures, areas or landscapes of architectural or historic interest – the council will compile a local list of buildings, structures and landscapes that, although non-designated, are of local significance and provide a positive contribution to the borough's historic environment.'*

2.3 Other Guidance

Historic England

- 2.3.1** 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 (HE 2015), GPA3 - The Setting of Heritage Assets (HE 2017), and AN12, Statements of Heritage Significance (HE 2019).
- 2.3.2** 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).

2.3.3 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.

2.3.4 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.

2.3.5 Other relevant guidance is set out in:

- Historic England Conservation Principles, Policies and Guidance for the Sustainable Management of the Historic Environment (HE 2008);
- Historic England Historic Environment Good Practice Advice in Planning Note 1: conservation area designation, appraisal and management (HE 2016a);
- Historic England Advice Note 7: Local Heritage Listing (HE 2019);
- Historic England Preserving Archaeological Remains Decision-Taking for Sites Under Development (HE 2016b);
- Historic England Understanding Historic Buildings, A Guide to Good Recording Practice (HE 2016c); and,

- Historic England Statements of Heritage Significance (HE 2019).

Chartered Institute for Archaeologists

- 2.3.6 The baseline study has been undertaken in accordance with guidance published by the Chartered Institute for Archaeologists (ClfA), with specific regard to the Standard and Guidance for Historic Environment Desk-based Assessment (ClfA 2020) and the Code of Conduct (ClfA 2022)

2.4 Consultation with stakeholders

- 2.4.1 Historic England, Tameside Metropolitan Borough Council (TMBC) and Oldham Metropolitan Borough Council (OMBC) have been involved in ongoing stakeholder consultation with Network Rail throughout the development of the Route Section W2B of the Order Scheme. Regular meetings have been held to discuss design development and potential impacts of the proposals in relation to listed structures along the route. These discussions are detailed in the Heritage Statements [refer to Volume 3, Appendix 5A of this Report [NR14]].
- 2.4.2 Consultation was undertaken with Greater Manchester Archaeological Advisory (GMAAS) Service on 7 October 2024. The following was discussed during the meeting:
- Network Rail presented the Scheme and of Route Section W2B, and the required consents which are being prepared (TWAO, and listed building consents).
 - Baseline conditions were presented which included an overview of the online designated heritage assets, offline non-designated heritage, and archaeological potential. Potential impacts were presented along with embedded and additional mitigation measures which are recommended in the DBA. There is a desire to include local community groups in which GMAAS supports the idea.
 - GMAAS found the presentation to be helpful and confirmed that they would like to be involved in the project going forward. GMAAS agreed to undertake a review of the Desk Based Assessment.
 - GMAAS recommended that the Historic Environment Record (HER) be repurchased given it has expired and additional assets have been included, including Heyrod Old Hall which requires further investigation, and the Oldham Council Local List.
 - Other matters discussed as part of the meeting included an overview of previous engagement undertaken with OMBC and TMBC, a discussion around the archaeological process of community engagement, preference for brownfield sites over greenfield sites, an overview of the public benefits and overview of reconstruction of Wright's Overbridge

(MVL3/23).

- 2.4.3 A meeting was held on the 3rd of April with GMAAS to provide an update on the Order Scheme and assessment of heritage impacts, including discussion of potential impacts on archaeological remains as a result of compound establishment, haul roads, fencing and laydown areas. The early stage of design development for these areas was noted and the intention to mitigate impacts on archaeological remains through design measures where possible, as detailed design of these areas develops. This could potentially include measure such as minimising land-take and ground works, utilising areas subject to previous ground disturbance and sensitive foundation design.
- 2.4.4 High potential for archaeological remains was noted by Network Rail at Printworks Main Compound, Printworks Office Compound, Scout Tunnel Site Compounds, and Plevins Compound. GMAAS noted that the Railway Goods Warehouse at Plevins is not currently recorded on the HER and presents an opportunity for further documentary research and historic building survey. GMAAS also noted archaeological interest in the compounds around Scout Mill, including the potential for survival of headraces and tailraces associated with Scout Mill, a fulling mill of 18th century date. Further documentary research would be required if these sites were taken forwards.
- 2.4.5 Moderate archaeological potential was noted by Network Rail at Scout Tunnel Eastern Car Park, Manchester Road Scout West, Mossley Station Compound, Brownhill Lane Compound and Grandpa Greens Site Compound 1 and 2.
- 2.4.6 GMAAS responded that no significant archaeological concerns had been identified within these areas and highlighted the need to target resources to investigate the most significant archaeological remains.
- 2.4.7 The Order Scheme was noted by GMAAS to present a substantial opportunity for public engagement with heritage. The potential for engagement around railway history and historic railway infrastructure was highlighted.

3. ASSESSMENT METHODOLOGY

3.1 Study Area

- 3.1.1 Based on professional judgement and proportionality, a 250 m focused study area extending around the Scheme boundary¹ has been established as being appropriate for identifying relevant designated and non-designated

¹ Including areas subject to Permitted Development as shown on Deposited Plans and Sections, Traffic Regulation Plans and Open Space Plans [NR9]

historic environment assets that potentially could be affected by the Order Scheme. This is due to:

- The assessment of the overall significance and character of the Order Scheme in the Route-wide Statement of Significance (Alan Baxter Associates, 2019). This was produced to characterise the heritage significance of the Transpennine route as a whole;
- The archaeological context of the Order Scheme, as understood from HER data;
- The design of temporary construction works including the proposed compound areas, laydown areas and spoil areas for use in the construction of the Route Section W2B²; and
- The wider landscape is also considered, to provide an archaeological and historical context for the Order Scheme.

3.1.2 Within the study area, designated and non-designated heritage assets are categorised as either online or offline assets. Online assets refers to those which are located directly on and associated with the railway line, and offline assets are those which are within the study area but not on the track alignment.

3.1.3 The study area also takes into consideration the existing use of the working railway corridor and the influence it already has on its surroundings. This includes consideration of how the railway contributes to the setting of the heritage assets and where assets are intrinsically linked to the railway that forms part of their significance.

3.1.4 All historic assets identified within the study area are listed in gazetteers (Annex A). The locations of designated assets, non-designated assets, historic landscape character assessment and archaeological investigations are shown on the figures included Volume 2 of the TWAO environmental report. Only the more relevant heritage assets are discussed within the baseline, where they contribute to key themes in understanding the character and value of the railway and area.

3.2 Sources of Information

3.2.1 Data sources consulted, collected and assessed for this desk based assessment include the following:

- National Heritage List for England (NHLE)³ information on designated sites: World Heritage Sites, scheduled monuments, listed buildings,

² The proposed compound locations are considered in Section 5 and in Annex B.

³ National Heritage List for England (NHLE) <https://historicengland.org.uk/listing/the-list>

registered parks and gardens and historic battlefields, accessed 09 November 2024;

- Information on non-designated assets, including locally listed buildings and structures of local heritage interest gathered by a search of:
 - GMAAS Historic Environment Record (GMHER)⁴, accessed 11 November 2024;
 - GMAAS Greater Manchester Historic Landscape Characterisation survey data, accessed 11 November 2024;
- Oldham Metropolitan Borough Council⁵ and Tameside Metropolitan Borough Council Conservation Areas⁶, accessed 09 November 24;
- Historic England Heritage at Risk Register⁷, accessed 20 January 2025;
- British Geological Survey (BGS)⁸ online, accessed 15 February 2024;
- Historic Ordnance Survey (OS) mapping held by the National Library of Scotland⁹, accessed 04 March 2024;
- Photographs viewed online via the National Collection of Aerial Photography¹⁰ and Google Earth¹¹, accessed 04 March 2024;
- Archaeology Data Service¹², for information on previous cultural heritage assessments and fieldwork surveys, accessed 19 February 2024; and
- Tameside Local Studies and Archives Centre¹³, for additional cartographic and historical sources, visited 05 November 2024.

3.2.2 Preparation of the report has also been informed by the walk over surveys undertaken for the Order Scheme in 2024 and 2025, leading to the

⁴ Greater Manchester Historic Environment Record and Historic Landscape Characterisation dataset
<https://gmaas.salford.ac.uk/historic-environment-record/>

⁵ Oldham Council Conservation Areas https://www.oldham.gov.uk/info/200291/heritage/1908/conservation_areas

⁶ Tameside Council Conservation Areas <https://www.tameside.gov.uk/planning/conservation-listed-buildings>

⁷ Historic England Heritage at Risk Register <https://historicengland.org.uk/advice/heritage-at-risk/search-register/>

⁸ British Geological Survey <https://www.bgs.ac.uk/geological-data/>

⁹ National Library of Scotland map images <https://maps.nls.uk/>

¹⁰ National Collection of Aerial Photography <https://ncap.org.uk/>

¹¹ Google Earth <https://earth.google.com/>

¹² Archaeology Data Service <https://archaeologydataservice.ac.uk>

¹³ Tameside Local Studies and Archives Centre <https://www.tameside.gov.uk/localstudies/>

identification of a small number of additional heritage assets which are prefaced with *AR* in the following report.

- 3.2.3 This report also draws upon information previously prepared for the Route Section W2B on behalf of Network Rail. This includes a number of reports prepared by Alan Baxter and Associates Ltd, namely the ‘*Transpennine Route Statement of History and Significance: West of Leeds*’ (Alan Baxter Associates 2024) and the ‘*Transpennine Route Upgrade Route-Wide Statement of Significance*’ (Alan Baxter Associates 2019). Other documents consulted include the ‘Transpennine Route Upgrade W2B Heritage Assessment Report’ (Network Rail 2021) and Heritage Statements prepared as part of the current Scheme. These are presented in Volume 3, Appendix 5A of this Report [NR14].

3.3 Assessment of Significance

- 3.3.1 An assessment of the significance of assets and their setting has been undertaken in consideration of guidance and good practice issued by Historic England. Historic England GPA3 provides the basis of a methodology for the assessment of setting.
- 3.3.2 The NPPF defines significance as ‘*the value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset’s physical presence, but also from its setting*’. The NPPF also identifies that significance can be derived from the asset itself, its physical presence, and from its setting.
- 3.3.3 The significance of heritage assets has been determined based on professional judgement guided by designations, national and local policies, guidance documents and research frameworks.
- 3.3.4 The terminology used in this statement relates to the terminology used by NPPF, and AN12 (Historic England 2019), referring to significance in terms of heritage interest and not heritage values.
- 3.3.5 The assessment of significance of heritage assets has been informed by the Design Manual for Roads and Bridges (DMRB) LA104 environment value methodology (DMRB 2020). Professional judgement has been applied in developing Table 3-1 below, against the criteria defined in LA104. The heritage examples of these categories and the unknown significance category have been established by professional knowledge and experience. Assessment of the significance of heritage assets presented in this report has been undertaken using professional judgement guided by the criteria set out in Table 3-1 below:

Table 3-1 Assessment of heritage significance

Significance	Description	Heritage example
Very High	Very high importance and rarity, international scale, with very limited potential for substitution.	World Heritage Sites, or heritage assets recognised as being of international importance.
High	High importance and rarity, national scale and limited potential for substitution.	Grade I and II* listed buildings, grade I and II* registered parks and gardens, scheduled monuments, protected wreck sites, registered historic battlefields, conservation areas with notable concentrations of heritage assets, Grade II listed buildings of exceptional interest, and undesignated assets of national importance and/or rarity. Historic landscapes of national importance and/or rarity.
Medium	Medium or high importance and rarity, national or regional scale, limited potential for substitution	Grade II listed buildings, grade II registered parks and gardens, conservation areas and undesignated assets of national or regional importance. Historic landscapes of national or regional importance.
Low	Low or medium importance and rarity, local scale.	Locally listed buildings and undesignated heritage assets of local importance. Historic landscapes of local importance. Can also include degraded designated assets that no longer warrant designation.
Negligible	Very low importance and rarity, local scale.	Undesignated heritage assets of very low or limited importance. Can also include highly degraded designated assets that no longer warrant designation.
Unknown	<p>The importance of the asset has not been ascertained. This could include, or be related to:</p> <p>Potential archaeological sites for which there is little information</p> <p>Assets for which the importance of the site cannot be determined based on current knowledge</p> <p>Isolated findspots, place names or cropmarks identified on aerial photographs with no known information at present.</p> <p>Heritage assets of unknown significance may include sites of potential national significance.</p>	

3.4 Setting of Heritage Assets

- 3.4.1 The setting of heritage assets has been considered, in accordance with Historic England's The Setting of Heritage Assets: Historic Environment Good Practice Advice in Planning Note 3 (Historic England 2017). This Historic Environment Assessment principally considers archaeological remains which pre-date the railway and associated features. Setting can contribute to the significance of archaeological assets, including buried remains.

3.5 Archaeological potential

- 3.5.1 Archaeological potential assesses the potential that unrecorded archaeological remains may exist within the Order Scheme boundary in addition to the known archaeological resource identified in the baseline. The potential for unrecorded archaeological remains to exist within the Order Scheme boundary has been determined by professional judgement guided by an assessment of the existing cultural heritage resource and the impact of previous modern development or ground disturbance within the Order Scheme footprint. Assessment of the archaeological resources draws on three factors:
- An assessment of the potential for the survival of archaeological deposits within the Order Scheme boundary based on an evaluation of previous ground disturbance;
 - An assessment for the potential for archaeological deposits to exist within the Order Scheme boundary based on the results of the baseline study; and
 - An assessment of the significance of known and potential archaeological assets within the Order Scheme boundary, as well as within the defined study area.
- 3.5.2 The level of disturbance to buried archaeological remains caused by historic development has been assessed based on available data listed at section 3.2.
- 3.5.3 The potential for an area to contain archaeological remains is rated 'high', 'medium', 'low', 'negligible', or 'unknown'. This rating is based on an understanding of the archaeological resource as a whole and takes into account the Order Scheme's geological and topographical setting. The rating also considers the number and proximity of known and predicted archaeological/historical sites or find spots within the Order Scheme footprint and the surrounding study area.

3.6 Previous Ground Disturbance

- 3.6.1 Previous ground disturbance varies across the assessment area, reflecting a range of past activities and has been considered as part of this assessment.
- 3.6.2 In some areas, railway cuttings, landscaping and deep excavations have cut into the natural geology, resulting in the complete removal of any subsurface archaeological deposits. Elsewhere, extensive construction works, such as deep foundations, quarrying, or the installation of large utilities, have caused significant disruption, leaving only the deepest archaeological features, like wells or quarry pits, potentially intact.

- 3.6.3 Moderate levels of disturbance is likely in zones affected by structural foundations, construction layers, and utility trenches. In these areas, while some impact has occurred, there remains a possibility that archaeological remains survive either between or beneath the existing development footprint.
- 3.6.4 In contrast, certain parts of the site have experienced only shallow interventions, such as ground surfacing or the creation of car parks. These activities may have caused limited truncation, but any archaeological deposits are likely to remain preserved beneath the disturbed surface.
- 3.6.5 Finally, there are areas with no known historic development impacts. These zones offer the highest potential for the survival of intact archaeological horizons, spanning periods from prehistory through to the post-medieval era.

3.7 Walkover Survey

- 3.7.1 A number of site visits have been undertaken as part of the assessment for Route Section W2B. The full list of site visit including the assets visited and description of survey undertaken is provided in Appendix D.
- 3.7.2 An archaeological walkover survey was undertaken on 27/08/24 and on 03/10/24, the latter following changes to the Order Scheme boundary. The site visit targeted, parcels of land where there was considered to be potential for unknown buried remains to be impacted. Areas visited on the site walkover included Printworks Compounds and Office Compound, land-take next to Ward Lane Overbridge (MVL3/36), land-take at Oldham Road Overbridge (MVL3/28) for a temporary compound, land-take at Greenfield Lane for Wright's Overbridge (MVL3/23), Hobbe Hole Underbridge (MVL3/22) and the land between the bridges, Heyrod Hall Overbridge (MVL3/7), and land-take for Wright's Mill Overbridge (MVL3/20).



Insert 3-1 Photograph from walkover survey of Stockport Road towards Midge Hall Underbridge MVL3/19 and area of land-take for Wright's Mill Overbridge MVL3/20

- 3.7.3 Following the identification of development compound locations, a site visit was undertaken on March 21 and 24 2025 to assess the compound locations at Printworks, Scout Tunnel, Manchester Road, Heron Lane, Brown Hill, Grandpa Green's and Butterhouse. Subsequently, the finalisation of the compound list prompted another site visit on 13 June 2025 to undertake external assessment of a former railway goods warehouse on Plevins Compound.
- 3.7.4 Site visits were also undertaken for built heritage along the Order Scheme on 21-22 May 2024, 1 July 2024 and 28 August 2024. Designated online assets, and those assets which warrant consideration due to potential for impact on setting given their proximity to Scheme were visited to assess the potential for impact from the Order Scheme.

3.8 Assumptions and Limitations

- 3.8.1 The historic environment assessment takes into account a number of assumptions and limitations. These have arisen from the extent of the Order Scheme design, including construction design, knowledge and understanding of the historic environment and responses from stakeholders.
- 3.8.2 Detailed assessments of Scheme impacts on the fabric and setting of listed railway structures are detailed in a series of Heritage Statements presented in Volume 3, Appendix 5A of this Report [NR14]. This report does not seek

to replicate the content of these reports, but focuses on the wider historic environment, and particularly buried archaeological remains.

Assumptions

- 3.8.3 The understanding of extent, survival and significance of non-designated heritage assets (both identified on the HER and from historic maps) has been based on available information and professional judgment.
- 3.8.4 Broad historic landscape types have been taken from the Greater Manchester Historic Landscape Characterisation and have considered their current use and how this reflects historic character. The significance of each broad historic landscape type within each route section has been based on professional judgment.

Limitations

- 3.8.5 The HER data and information contained therein relating to each non-designated heritage asset is reliant on GMHER for its accuracy. The assessment has relied upon data and records provided by third parties, and therefore it has been assumed that this information is accurate and up to date at the time of reporting.
- 3.8.6 The assessment has been undertaken using the available design for the Order Scheme and the maximum likely extents of land required for its construction, operation and maintenance.
- 3.8.7 Whilst the locations for compounds have been determined at this time, the proposed layout and methodology for their establishment has not been developed at this stage. As such, the assessment of impact has used the precautionary principle and assumed maximum impact to heritage assets including ground disturbance and demolition of existing structures.
- 3.8.8 No archaeological evaluations have yet been undertaken to inform this historic environment assessment. Assessment of archaeological potential has been based on desk-based assessment at this time.

4. BASELINE

4.1 Overview

- 4.1.1 This Section describes the baseline historic environment conditions within the study area and its environs. These form the baseline upon which Scheme impacts are assessed within this document and going forwards.

4.2 Previous Investigations in the Study Area

- 4.2.1 There has been a moderate amount of historical and archaeological investigation across the study area of the Order Scheme. These have

primarily been site walkover survey and built heritage studies although there have also been desk-based assessments and archaeological excavations.

- 4.2.2 A focus of prior investigation has been around Pule Hill and Warcock Hill, c.3km northeast of the southern portal of the Standedge Tunnel at Diggle, where large concentrations of lithic scatters have been recorded, identified through systematic field walking, chance finds and excavations. These concentrations have been investigated by P.R. Preston who considered the range of lithic scatters indicated a 'persistent place', an area repeatedly visited by Mesolithic hunter-gatherer groups and often for a short duration for a range of different tasks (Preston 2013).
- 4.2.3 Castleshaw Roman fort (NHLE 1017837) scheduled monument is located outside the study area, however is considered here due to its significance in the wider landscape. It is located c. 1.6km northwest of the southern portal of the Standedge Tunnel. It has been subject to repeated archaeological investigation to determine the date and nature of the internal buildings of the fort and fortlet, as well as the sequence of construction and abandonment. Excavations were published in 1908 and 1911 and later more fully interpreted by I. A. Richmond in 1925 (Richmond 1926). Further investigations from 1957 to 1964 defined the position and function of many interior buildings. The fort and fortlet were extensively re-excavated from 1984 to 1988, with a programme of restoration completed in 1989. Further exploration of areas outside the forts was carried out during 1995 and 1996. The investigations have removed localised areas of archaeological remains within the Scheduled Monument but much of the settlement has been left undisturbed.
- 4.2.4 There have been surveys and investigations of several post-medieval mills within the study area. Knoll Mill (EGM4470), which was subject to an archaeological watching brief and strip, map and sample recording, and Castle Street Mills (EGM4823, EGM5165), had trial trenching undertaken prior to redevelopment.

4.3 Site Conditions

Geology

- 4.3.1 The region between Stalybridge and Greenfield is part of the Pennine Basin which is characterised by sedimentary rocks formed in the Carboniferous period, 298–358 million years ago. The bedrock geology between Stalybridge and Mossley comprises bands of sedimentary formations including Pennine Lower Coal Measures Formation, Rough Rock Sandstone, Rossendale Formation (Mudstone and Sandstone), Fletcher Bank Grit (Sandstone), Marsden Formation - Mudstone and siltstone. North of Mossley the Order Scheme passes through areas of Upper Kinderscout Grit (Sandstone), Hebden Formation - Mudstone and siltstone and Lower Kinderscout Grit - Sandstone. At Diggle and entering the Standedge

Tunnel, the Order Scheme passes through Shale Grit – Sandstone (BGS 2024).

- 4.3.2 The superficial deposits encompass a variety of glacial and post-glacial formations formed in the Quaternary period. It comprises glaciofluvial sheet deposits, characterised by well-sorted sands and gravel, as well as alluvium, clay and sand/gravel along the course of the River Tame and the Diggle Brook (BGS 2024).

Soils

- 4.3.3 The soils between Stalybridge and Greenfield exhibit a diverse range, from slowly permeable seasonally wet soils to freely draining soils. They are observed to be acidic in nature with texture being loamy and clayey. This also results in the region having low fertility making it suitable for selective few crops along with lower yield in some areas (stony and shallow areas). Some very acid loamy upland soils with a wet peaty surface are present, particularly on the moors from Dobcross northwards to the A63 north of Diggle, and around Heyrod. There are also large areas of unclassified soils, often in previously industrial or urban areas (Cranfield University 2024).

Topography

- 4.3.4 The railway broadly follows the contours of an east-facing hillside between Stalybridge and Heyrod. Stalybridge Station lies at c. 116 m AOD, and the track rises towards Heyrod, which is at c. 130 m AOD. From Heyrod to Mossley, the route is cut into the hillside and in tunnel. Mossley Station lies at c. 150 m AOD, and the railway is in cutting; several bridges span the cutting, linking Mossley's streets above and then passes through the south-east of Grasscroft. Greenfield Station and Uppermill lie at c. 180 m AOD.
- 4.3.5 Land rises to the west and east of the route, towards hills forming part of Saddleworth Moor. North-west of Heyrod, land rises to c. 247m AOD at Luzley End Farm. West of Mossley, land rises steeply to c.308 m AOD. Wharmton (348 m AOD), rises to the west of Greenfield Station. The brow of Harrop Edge overlooks Diggle, rising to c. 348 m AOD.
- 4.3.6 To the east of the route is the Peak District and Saddleworth Moor. Key summits include Alphin Pike east of Mossley (469 m AOD) and Broadstone Hill, east of Diggle (454 m AOD). Some areas of the Order Scheme offer sweeping views across the Tame Valley towards the high moorlands to the east. Local landmarks include the obelisk (Saddleworth War Memorial, Grade II, NHLE 1163991) at the top of Dick Hill, east of Uppermill and Greenfield.
- 4.3.7 For the southern extent of Scheme, from Stalybridge to Dobcross, the River Tame and the Huddersfield Narrow Canal lie to the east of the Order Scheme. Uppermill Viaduct (MVL3/31) crosses both watercourses just to the east of Dobcross where the River Tame heads west towards Delph and

onwards to its source at Denshaw. The Huddersfield Narrow Canal then remains to the west of the route up to Diggle where the railway continues alongside the canal and through the Standedge Tunnels.

- 4.3.8 There are numerous springs in the hills that feed minor watercourses; some of these are tributaries of the Tame, and others have been diverted to feed mills in the valley. The north of the route crosses the Diggle Brook, a tributary of the Tame.
- 4.3.9 The A670 broadly follows the Tame Valley, running parallel to the railway between Stalybridge and Mossley, and north of Greenfield Station. The Order Scheme is crossed by numerous minor roads, often carried over railway cuttings via historic bridges. There are many footpaths including the Tame Valley Way, the Tameside Trail, the Pennine Bridleway and the Standedge Trail, which link to the long-distance Pennine Way.

4.4 Historic Environment Baseline

Palaeolithic – c. 14,000 to 10,000 BC

- 4.4.1 The earliest human occupation of Britain dates to c. 900,000 years ago. Finds from East Anglia such as animal bone and flint tools suggest that humans would have been present alongside animals such as mammoths. There are very few known deposits that might contain evidence of early human occupation in the Lower or Middle Palaeolithic periods. There is evidence for human activity in the region in the Upper Palaeolithic period, in the form of lithic scatters recovered from fieldwalking (surface artefact collection) in upland peat environments and from excavations in caves and rock shelters (NWRRF 2020).
- 4.4.2 The Late Upper Palaeolithic (c. 11,000 to 8000 BC) represents the final stages of the Devensian glaciation. The archaeological evidence is sparse but certainly demonstrates the presence of human groups in the region during this time. As the ice retreated and the climate became warmer in the Late Devensian interstadial period, the vegetation on the drier land developed and was ultimately replaced by more open grassland. Environmental changes resulted in a general rise in sea-level as the ice cap melted, an increase in rainfall.
- 4.4.3 On the eastern periphery of the Order Scheme, particularly around Pule Hill and Warcock Hill, c.3km northeast of the southern portal of the Standedge Tunnel at Diggle, several flint scatters have been recorded via fieldwalking. The HER data has attributed some elements of these clusters to the Lower Palaeolithic period, however, the dating of these is unconfirmed.
- 4.4.4 There are no Palaeolithic finds within the 250 m study area around the Order Scheme.

Mesolithic – c. 10,000 to 4,000 BC

- 4.4.5 The post-glacial reoccupation of the Pennines occurred after c. 8,000 BC as remnant patches of snow and ice melted.
- 4.4.6 The main evidence for Mesolithic activity across the region comprises scatters of lithic material characterised by the distinctive microlithic flint tools and tool-making debris, picks and axe-heads of mobile hunter-gatherers. The distribution of Mesolithic findspots includes coastal areas, river corridors and areas that are now upland moorland. The Mesolithic finds of the central Pennines uplands can be considered to be of national importance (GMAU 2012).
- 4.4.7 Extensive upland scatters have been recorded between Saddleworth and Marsden east and north of the Order Scheme, with slopes between 366 and 457 m AOD being favoured localities overlooking spring head' (Barnes 1982, Spikins 1999). Excavations of upland sites have identified hearths and stake-holes near areas of chipped stone tool-making debris, perhaps indicating campsites (Hodgson & Brennand 2007). Swineshaw Moor, located c. 2.5 km east of Stalybridge, has yielded numerous Late Mesolithic finds and features, including evidence of re-cutting and re-use of hearth pits (NWRRF 2020).
- 4.4.8 To the north-east of the study area, 41 findspots or scatters of struck stone tools and tool-making debris have been recorded as dating from the Mesolithic period. The area around Pule Hill has been defined by P.R. Preston in his thesis as a 'persistent place', a cluster of sites which were repeatedly visited by Mesolithic hunter-gatherer groups (Preston 2013) and of national archaeological importance given the density of significant Mesolithic artefacts. the Order Scheme intersects the north-western extent of this 'persistent place'. The Central Pennines have been subject to extensive flint collecting since the 19th century, with this area subject to collection in the 1920s and 1930s by Francis Buckley (Buckley 1921, Buckley 1924) and by Pat Stonehouse from 1967–1997 (Stonehouse 2001). The large collections of flint that have resulted from these activities may over-emphasise the importance of this location relative to other areas. It is likely that railway construction will have removed any deposits in the vicinity of the Order Scheme.
- 4.4.9 Five Mesolithic assets are recorded north-west of the Order Scheme: four lithic findspots and a crescent-shaped microlith. A Mesolithic flint workshop (1089.1.0) is also recorded approximately 745 m north-west of the study area.

Neolithic – 4,000 to 2,200 BC

- 4.4.10 The Neolithic period marked a transition from hunter-gatherer lifestyle to more settled cultivation and livestock farming, with some seasonal migration. In the Greater Manchester area, the archaeological evidence indicates the establishment of farming communities, the construction of burial mounds and megalithic structures.

- 4.4.11 Several assets dating to the Neolithic period have been recorded in the vicinity of the Order Scheme. A small grey stone hammer (5903.1.0) was discovered by a member of the public near Uppermill Station, in gravel along the River Tame c. 190 m east of the Order Scheme. Similarly, another grey stone hammer (479.1.0) which was found during the excavation of a well was recorded within the boundary of the Order Scheme, and a pebble hammer (or possible weight or spindle whorl) (487.1.0) was discovered below the surface of Stalybridge Station, c.40 m west of the study area.

Bronze Age – 2,600 to 700 BC

- 4.4.12 The Bronze Age represents a period marked by significant changes in technology, trade and societal organization. Metallurgy developed with the use of copper and copper alloys for making weapons, tools and personal ornaments. During this period woodland clearance accelerated, allowing more extensive cultivation on lower ground, along valleys and along the woodland edges. Cattle pasturing on the uplands was more extensive. In the Bronze Age, the seasonal migration patterns of the Neolithic changed; hut circles and field systems developed. By the later Bronze Age, enclosed settlements and fortified settlements were being constructed.
- 4.4.13 A Scheduled Bronze Age cairn, round cairn west of Hollingworthhall Moor (NHLE 1011682), is located to the east of Stalybridge, c. 2.3 km from the Order Scheme. Despite some minor mutilation of the monument's top and southern side by the erection of an Ordnance Survey column and a drystone wall, the round cairn west of Hollingworthhall Moor survives reasonably well, with the mound of stones up to 0.8 m high with maximum dimensions of c. 19 m by 18 m. It is located on the elevated ground of Wild Bank Hill.
- 4.4.14 A possible barrow (1096.1.0) is recorded on Brown Hill, approximately 30m east of the Order Scheme boundary. It was dug by quarrymen in 1844 and its contents were mostly destroyed. Two urns (found at a depth of 4ft 6" [1.37 m] from the top the barrow) and a broken perforated celt were uncovered at the site. There is no trace of a barrow in the vicinity of Brown Hill now.
- 4.4.15 The previously mentioned lithics clusters to the east of the Order Scheme around Pule Hill also contain concentrations of Bronze Age lithics. Although the focus of activity in this location appears to have been during the Mesolithic period, the area was evidently also in use during the Bronze Age.

Iron Age – c. 800 BC to AD 43

- 4.4.16 The Iron Age witnessed further transformation in material culture, settlement arrangements and societal frameworks. The period marked a gradual shift from the usage of bronze tools and weapons to their iron

counterparts, resulting in technological changes in agriculture, construction and craft production.

- 4.4.17 Increase in land enclosure, for fields, livestock and settlement, indicates the growing importance of agriculture and securing sustenance. Historical evidence suggests that hillforts were strategically situated in the landscape serving as defensive positions and vantage points that could survey territories and also as constructions tied to local identity and resilience.
- 4.4.18 There is very limited evidence of Iron Age activity recorded within the vicinity of the Order Scheme. A smithing hearth (8241.1.0) is noted approximately 1.8 km to the east of the Order Scheme, immediately north of Walkerwood Reservoir. It was 0.75 m wide and 0.15 m deep, lined with slag and filled with a mixture of charcoal and slag. It was believed to be of Iron Age or Roman origin. Two carved stones in the shape of a head were recorded at 146 Carr Lane (9017.1.0), 90m west of the Order Scheme. They are now missing and there is no 146 on Carr Lane.

Roman – AD 43 to 410

- 4.4.19 The conquest by Emperor Claudius brought significant changes to the landscape, culture and governance of the region. Fortifications and roads were established. There is a fort at Castleshaw (*Rigodunum*), c. 1.6 km north-west of the Order Scheme's northern extent at the Standedge Tunnel. A sequence of Roman forts were located in strategic positions on high ground overlooking the Castleshaw Valley and the Roman road from Chester to York, defending and patrolling the road in this area as it approached the western Pennines.
- 4.4.20 North of Standedge, the Standedge Tunnel lies south of the route of the Roman road that connected Manchester to Castleshaw, part of the wider Roman road from Chester (Deva) to York (Eboracum) (Margary Road 712). At Standedge Ridge, despite considerable erosion, the road can be seen to have been more than 6.7 m wide. It has been investigated elsewhere along its route, with remains of a cambered, rough gritstone surface being recorded.
- 4.4.21 Castleshaw Roman forts (NHLE 1017837) are located approximately 1.6 km to the west of the Order Scheme. This Scheduled Monument includes a sequence of Roman forts, together with the remains of a settlement outside the ramparts of the forts and a section of the aforementioned Roman road leading to the forts from the south-west. The earliest fort on the site dates to AD 79 and the settlement appears to have been abandoned in AD 125. The site has been extensively excavated over the last 100 years. A civilian settlement developed outside the fort.

- 4.4.22 There is no other evidence of Roman activity recorded within the study area.

Early Medieval – 410 to 1066

- 4.4.23 The early medieval period in the region was characterised by significant socio-political changes following the withdrawal of Roman governance, which the region may have fragmented into a number of small kingdoms. During the 7th century these smaller kingdoms were subsumed within the Kingdom of Northumbria. With waning political power and influence from the later 8th century onwards, the region appears to have remained politically unstable until the Norman Conquest. Scandinavian and Hiberno-Norse incursions and evidence of associated settlements have been noted. There is no recorded evidence of early medieval activity within the study area for the Order Scheme, however places such as Rochdale and Oldham bear names with Old Norse origin, attesting to the Norse influence in the area.

Medieval – 1066 to 1540

- 4.4.24 There is limited evidence of medieval presence in the vicinity of the Order Scheme.
- 4.4.25 A Scheduled Monument, Buckton Castle (NHLE 1015131), is located approximately 1.6 km east of the Order Scheme near Mossley. The site has previously been interpreted as a Romano-British earthwork fort and a late Iron Age promontory fort but it is now believed, based on a more detailed survey in 1991, to date to the medieval period. The monument includes a ringwork castle and the remains of a bailey on the northern side; located on elevated land on Buckton Moor, it commands a view over the River Tame, the Carr Brook and the surrounding landscape.
- 4.4.26 The HER records two medieval assets within the study area of the Order Scheme. Located adjacent to the Heyrod Hall temporary compound, Heyrod Hall (751.1.0) was owned around 1422 by John del Heyrod. Rent was paid to Sir John de Assheton, later passing to the Duckenfield family. The hall was rebuilt or moved by RW in 1638. Two carved stones in the shape of a head (9003.1.0), one female and one male, were recorded c.145m east from the Order Scheme, near Churchill Playing Fields, although they may be confused with another set of carved heads (9003.1.1) which date from the Victorian period and found near the same location.
- 4.4.27 Some seven settlements have been recorded within the study area. Approximately 100 m north-west of the Order Scheme is Shaw Hall Settlement (6255.1.0), a medieval historic core recorded on historic

mapping. These buildings are no longer extant but place names, including ‘Shaw’ meaning ‘wood’, attest to the early medieval and medieval presence in this area. Further evidence of medieval settlement has been recorded in Stalybridge (3583.1.0), where historic mapping identified development along the River Tame. The first record of the place name, Stauelegh, is attested in a 13th century document and means ‘*clearing where the staves are*’ (Mills 2011).

Post-medieval – 1540 to 1901

- 4.4.28 There is significant evidence of post-medieval activity within the study area with a recorded 228 non-designated offline and online assets.
- 4.4.29 There are 135 listed buildings within the study area dated to the medieval period, of which 14 assets are located within the Order Scheme boundary. There are eight conservation areas within the study area, two of which fall within the Order Scheme boundary (Uppermill Conservation Area, and Stalybridge Town Centre Conservation Area). There are no scheduled monuments or registered parks and gardens within the study area.
- 4.4.30 The post medieval period was shaped by improvements in technology, including water-power, and in infrastructure, the development of railways and canals, which enabled the rapid development of industrial activity leading to urbanisation of the labour force and the construction of extensive housing that can be seen across the study area.

Historic Settlements along Route Section W2B

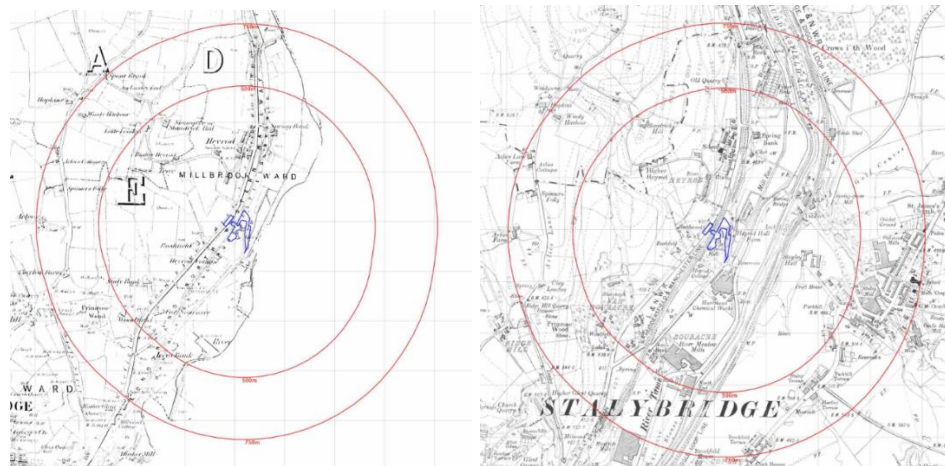
- 4.4.31 The Transpennine route follows the alignment of the former Huddersfield & Manchester Railway which passes through a series of small towns, the majority of which gained prominence during the Industrial Revolution and the industrialisation of textile production from the late 17th to 19th centuries. The arrival of the railway and some stations in the mid-19th century helped to further grow and expand the industry through improving the mobility of people and goods including coal, slate and timber, which contributed towards the expansion of these towns (Barrow *et al.*, 2023).
- 4.4.32 Within the Saddleworth region, cloth output increased from 8640 coarse cloths in 1740 to 36,639 in 1791 and the textiles produced here were renowned for their quality (Barrow *et al.* 2023, p.1). During the Great Exhibition of 1851 in London, the Saddleworth area was acknowledged for its ‘*remarkable ... manufacture of Saxony Flannels especially those of very fine make which have been very much admired in London and other markets*’ (Barrow *et al.*, 2023, p.2). The following section presents a brief background history of each settlement, to provide contextual narrative for the wider route.

Stalybridge

- 4.4.33 Stalybridge is located on the western extent of the Order Scheme within the River Tame valley. The Staveleigh family occupied Staley Hall during the reign of Edward III (UK Genealogy Archives n.d.). The origins of the contemporary town lie primarily in its post medieval contribution to the textile industry expanding throughout the region. The manufacture of cloth in Stalybridge started in the 16th century and would have been undertaken domestically before the opening of the first cotton mill in 1776 and the first steam engine in 1795 (UK Genealogy Archives n.d.). By 1814 there were a reported 12 mills which expanded to 33 by 1844 (UK Genealogy Archives n.d.).
- 4.4.34 The arrival of the railway in Stalybridge improved its connectivity and fostered further economic and developmental growth. The area accommodated the intersection of three railway lines; Manchester, Sheffield and Lincolnshire; Manchester and Leeds; and the Huddersfield & Manchester Railway (UK Genealogy Archives n.d.). Along with the Huddersfield Canal and improved road network. These important communication routes together with its proximity to Manchester, enabled Stalybridge to continue to grow and expand throughout the 20th and 21st century into the town that is recognised today.

Millbrook

- 4.4.35 Millbrook is located to the north of Stalybridge on the south-western extent of the Pennine landscape. On the six-inch OS Map of 1848, the western extent of the settlement was labelled as 'Millbrook Ward' and would have encompassed the hamlet of Heyrod. At this time, the area was not characterised by industrial activity but the presence of detached buildings, cottages and halls, albeit the Hartshead Print Works was established further to the south. In the six-inch OS Map 1848 (Insert 4-1), the settlement is shown to have developed to the east of the Huddersfield Canal and the railway corridor with some mills, religious institutions and residential development and the former 'Millbrook Ward' is no longer annotated. At this time, there is a station named after the village, known as the 'Staley & Millbrook Station' which accommodated the Stalybridge & Diggle Loop Line of the LNWR.



**Insert 4-1 Ordnance Survey 1:10,560 County Series Map of 1848 showing Millbrook Ward (left)
1:10,560 County Series Map 1918, Millbrook is shown to the east (right)**

- 4.4.36 In the early 20th century, the area underwent considerable growth, particularly to the south blurring the boundary between Millbrook and Stalybridge. Both the railway and station associated with the Stalybridge & Diggle Loop Line are no longer extant, and the industrial structures have been removed.

Mossley

- 4.4.37 Mossley derives its placename from its wooded environment ('moss') and relationship with the River Tame ('lea') (Mills 1976, p.113). A known prehistoric route, which was reused and paved during the Roman period passes through the village (Mossley Heritage 2019) and likely connected the forts at Melandra and Castleshaw (Curry 2015). Mossley was first recorded in 1309 whilst under the ownership of William de Mossley (Mossley Heritage 2019). Despite its early medieval origins, Mossley as it is known today, is the result of the post-medieval industrialisation of the woollen and cloth industry and transportation improvements.
- 4.4.38 Woollen production was initially undertaken domestically in weaver's cottages owned by wealthier farmers (Holt 1974, p.49). The industrialisation of textiles enabled numerous mills to be established, predominantly along the valley bottom (Curry 2015). Andrew Mill was the first to be built in 1765, and by 1830 there were some 20 mills in Mossley (Holt 1974, p.50). John and George Mayall were prolific industrialists from Mossley who acquired and established numerous mills and became important employers in the town (Holt 1974, p.52-53).
- 4.4.39 The growing textile industry in conjunction with the improvement in road, canal and railway transportation resulted in a phase of expansion between 1750 and 1850 (Holt 1974, p.49). Mossley developed using locally quarried stone which is a key aspect of the character of the area, similar to other villages in the Pennines (Curry 2015). The establishment of the railway

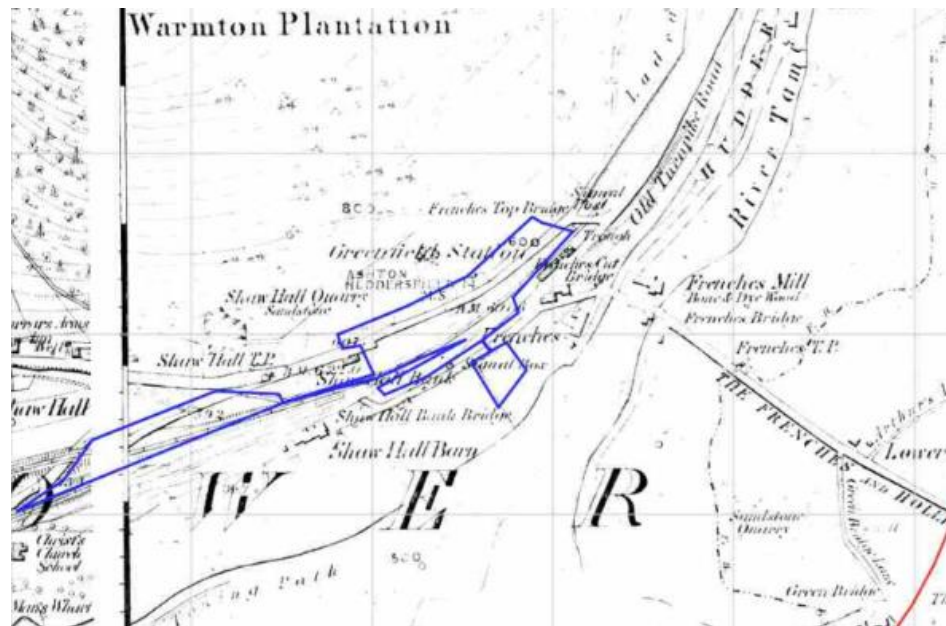
through the village and the opening of a station here were contributing factors towards the growth of the town. The 25-inch OS Map from 1894 (not reproduced here) illustrates a dense concentration of mills and terrace rows near the river and canal, whilst the main town centre developed further to the north. Throughout the 20th century, development continued to expand and supersede the former open landscape creating a more suburban and developed town.

- 4.4.40 A small industrial neighbourhood to the north of Mossley known as Roughtown also developed out of the industrial prosperity of the textile industry. Mills including Carr Hill and Wood End Mill were established along the river and canal embankment to the east of the neighbourhood centre along with early 18th century houses and cottages (Barrow *et al.* 2023, p.106). Though the railway helped to improve the woollen market in this area, it also resulted in the removal of nine cottages and a dozen cottage gardens (Holt 1974, p.61).
- 4.4.41 The regional decline in the textile industry from the late 19th century onwards resulted in the closure of various mills throughout the 20th century. Some have remained upstanding and contribute to the historic character and industrial heritage of Mossley, however a number have been demolished.

Greenfield

- 4.4.42 Greenfield is a small village located to the west of Oldham within the banks of the River Tame valley and the Pennine landscape. A Roman road from Castleshaw Fort passed through the area, however Greenfield only developed in the post-medieval period. The Standedge to Oldham Turnpike (now Chew Valley Road) was established in 1799, but the demand for better connectivity by local millowners instigated the establishment of the Shepley Lane Head Turnpike in 1824 (Barrow *et al.* 2023, p.113).
- 4.4.43 Despite the relatively late arrival of the turnpike roads, the growing demand for loom weavers and industrialisation resulted in the 18th and 19th century development of the village. Terraced houses were built between 1820-60 near mills to house the influx of workers (Belmore 2021). Wellington Mills were landmark structures in Greenfield which was owned by James Shaw (Barrow *et al.* 2023, p.110). By 1885, there were a recorded 85,000 spindles and by 1920 this had increased to 92,000 (Barrow *et al.* 2023, p.110). The mill was devastated by a fire in 1955 and was no longer in use as a mill although the structure remains upstanding (Barrow *et al.* 2023, p.118).
- 4.4.44 Improvement in transportation included the establishment of the turnpike roads, canal and railway. The opening of Greenfield Station and associated goods warehouse bolstered economic development through increased access to the area (Barrow *et al.* 2023, p.110). These transport networks are depicted in the six-inch OS map 1854 Insert 4-2at which time the area

is predominantly rural with some scattered development flanking the main turnpiked roadways including French Mill and buildings named ‘Shaw’.



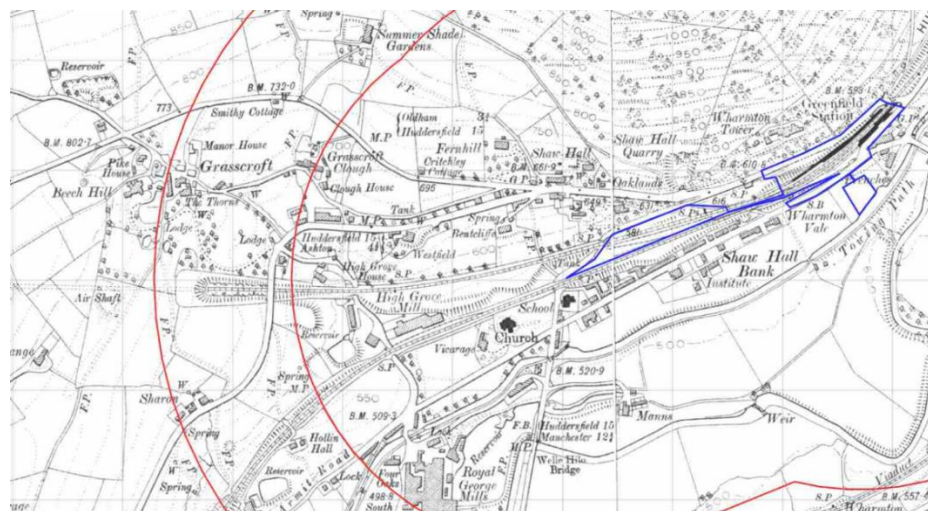
Insert 4-2 Ordnance Survey 1:10,560 County Series Map of 1854

- 4.4.45 Development continued along the turnpike through the late 19th century to the mid-20th century. The turnpike, renamed Chew Valley Road, is the main axis through the town along which development branches to the north and south.
- 4.4.46 The decline of the textile industry in the 20th century resulted in the subsequent suburban growth of Greenfield. The closure of the textile industry resulted in the repurposing of Greenfield Woollen Mill into a paper mill before its closure in 2001 and demolition of Knoll Mill for a new Tesco Store (Belmore 2021).

Grasscroft

- 4.4.47 Grasscroft village lies to the north of Route Section W2B on an area of relatively lower-lying ground. In 1599 the Grasscroft Estate was purchased by the Buckley family, and the estate was subdivided in 1606 (Barrow *et al.* 2023, p.83). Grasscroft largely developed as a result of the woollen industry in the post medieval period. By 1799 Oak View Mill was established under William Whitehead. Gibbs Mills, later called Royal George Mill, was established near Shaw Hall in 1786 by James Harrop and Sons and employed 62 in fulling and scribbling mills. It was built using stone from land occupied by Mrs Whitehead of Shaw Hall. Royal George Mill was bought by the Whitehead family in 1835 (Barrow *et al.* 2023, p.86). In 1837 the Whiteheads let out Oak View Mill, concentrating their efforts on Royal George Mill.

- 4.4.48 Late in 1840, Angus Reach who was a special correspondent reporting for the Morning Chronicle and made a number of observations on Grasscroft including, what he described as the beautifully situated country factory of Royal George Mills in the deep cleft of a wooded glen and scattered around it are the cottages of the workpeople. Other observations included one interesting branch of the organisation being devoted to flag making [for the navy], those working on this being exclusively women and was an anomaly given their location with the hills of Yorkshire. They would dye, spin and weave the bunting which was then cut into the proper pattern and sewn together in the mill or in the cottages around (Littlewood 2019, pp.17-18).
- 4.4.49 In 1849 the Whiteheads purchased land from the L.& N.W. Railway Company upon which Christ Church Friezland (NHLE 1356701) was built in 1850. This is of local interest for its association with local architect George Shaw (Barrow *et al.* 2023, p.88). The Whiteheads then gifted the church to the community.
- 4.4.50 In the 25-inch OS Map of 1893 (not illustrated here), Grasscroft is mostly a rural area with some development flanking Oldham Road and some scattered development further west. Initially, development was sparse, largely limited to Church Road, Shaw Hall Bank Road and Oldham Road, all of which were closely located to the railway, however into the 20th and 21st century, development expanded westwards along Oldham Road in which the presence of the railway helped in this expansion (Insert 4-3).



Insert 4-3 Ordnance Survey 1:10,560 County Series Map 1904, Grasscroft shown the east of the railway corridor

- 4.4.51 The village has since adopted a suburban character due to the decline of the textile industry. The Royal George Mill latterly made felt for piano hammerheads, prior to its closure and conversion to houses and apartments, albeit its upstanding presence in the town helps recall the industrial heritage of the area.

Uppermill

- 4.4.52 Uppermill is located within the valley corridor of the River Tame, flanked by the Pennine hills to the east and west. The main development of Uppermill occurred as a result of the improvements in transportation and industrialisation of the textile industry in the post medieval period (Kirkbride 2022). In the late 18th century, only two farmsteads and one mill were recorded in historic maps of Uppermill (Barrow *et al.*, p.147). However, the opening of the turnpike road fuelled commercial activity and in conjunction with powerful local families, the Buckleys and Shaws, considerable entrepreneurial activity in Uppermill (Barrow *et al.*, p.147). This was later accentuated by the impact of the canal and later the railway enabled transport between Lancashire and Yorkshire and as far as Liverpool and Hull (Barrow *et al.* 2023, p.147).
- 4.4.53 Uppermill was also influenced by the textile industry which was initially undertaken domestically, before the industrialisation of this process and the establishment of mills wherein lighter materials such as shawls and flannels were produced (Barrow *et al.* 2023, p.147). It is likely that the placename is derived from textile activities and suggests that there were mills in both the upper and lower parts of the town (Kirkbride 2022). The railway and station helped to further support and expand the industrial activity in Uppermill. Due to the challenging topography in this area, a 23 span viaduct was built to accommodate the railway (Uppermill Viaduct (MVL3/31)). The viaduct became a prominent landscape feature whose grandeur and robust character testified to the industrial character of Uppermill. Such infrastructure and already prominent industrial and commercial activity resulted in the expansion of Uppermill with amenities for the resident workers and families.
- 4.4.54 Similarly to other villages, the decline of the textile industry resulted in the redundancy of industrial buildings in the area. Although Uppermill is amongst the larger villages along the railway route, there is no longer a prevailing textile industry or station in the area (Theakston 2017). The character of the village recalls its industrial heritage with weaver's cottages and textile mills present amongst the worker's cottages. The viaduct and canal remain landmark features enabling evidencing the importance of transport and communications to the development and history of Uppermill.

Dobcross

- 4.4.55 Dobcross is located in a hilly and woodland area north-west of Uppermill, along the River Tame. Dobcross was established at an ancient cross-roads and is recorded to have been the first village in the Saddleworth area (Barrow *et al.* 2023, p.63). The current configuration of the town dates to the post-medieval industrial growth of the region.
- 4.4.56 Early improvements to connectivity include the 1756 bridge over the River Tame that was built for packhorses, and buildings established along Woods

Lane (Barrow *et al.* 2023, p. 65) Dobcross was at the centre of commercial activity in the Saddleworth area in the early 19th century along with Delph (Kelly Directories 1822). Activity established here included businesses, inns, magistrate's court, banks, chapel, post office, stamp office, warehouse and tradesmen workshops established here (Barrow *et al.* 2023, p.63). However development in Uppermill shifted the commercial centre away from Dobcross (Barrow *et al.* 2023, p.63).

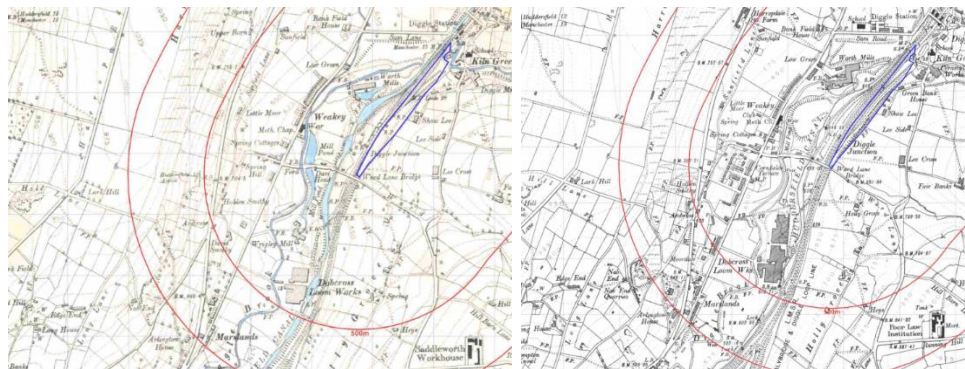
- 4.4.57 In the six-inch OS map from 1854 (not reproduced here), Dobcross is depicted as a scattered settlement along the turnpike road, nucleated around the main intersection whilst mills and quarries are also shown in the environs of the town along with open/rural fields. The area manufactured 'fancy' woollen cloths such as shawls and flannels, such as those made by John Hirst and Sons 1881 (Kelly Directories 1881). A notable mill in the area was Walk Mill, recorded as one of the oldest mills in the area and run by the Lawton Family (Belmore 2020).
- 4.4.58 Throughout the 20th century, Dobcross underwent a period of growth and expansion originating at its core and extending eastwards which has blurred the boundary between Dobcross and Uppermill. Similarly to elsewhere in the area, the decline of the textile industry resulted in the removal of numerous mills. Its core has undergone minimal change since its time as the hub of the Saddleworth area in the 18th century, and retains much of its historic character as a post medieval industrial village, best seen in the cobbled village square.

Diggle

- 4.4.59 Diggle is located north of Uppermill and Dobcross and was an area of scattered hillside farmsteads below the open moorland owned by the Kirklees Nunnery (Barrow *et al.* 2023, p.49). Diggle appears in the 1822 Kelly's Directory and is recognised as a manufacturing hamlet with a corn mill (Kelly Directories 1822). Improvements in transportation were made to Diggle from the late 18th century which included road turnpiking and the establishment of the Huddersfield Narrow Canal and Standedge Tunnel. The establishment of Standedge Tunnel was a great engineering achievement at this time due to its length and challenge of connecting two villages on different topographical levels and passing under the Standedge escarpment to the north of Diggle. That being said, these transportation improvements did not have a large developmental impact on the village. Until the 18th century, Diggle was a large area of open communal pasture for livestock, some farms and communal meadow (Barrow *et al.* 2023, p.49).
- 4.4.60 Diggle largely developed from the industrialisation of the woollen industry during the post medieval period. A weaving district along Hanging Gate was established as a small hamlet along the Standedge to Oldham turnpike road to Diggle in the 18th century (Barrow *et al.* 2023, p.57). Warth Mill and

Diggle Mill were both powered by a waterwheel, the latter was the second largest waterwheel in the UK, capable of providing an output of 130 horsepower (Belmore 2020).

- 4.4.61 The railway contributed towards facilitating the movement of goods and people, whilst the former Diggle Station, located to the south of Standedge Tunnel would have contributed towards the expansion of the village. The character of the settlement which developed during this period took the form of terraced workers' houses made of locally quarried stone to accommodate the influx of workers (Barrow *et al.* 2023, p.49).
- 4.4.62 In the 25-inch OS Map of 1890 (Insert 4-4) Diggle is a largely scattered settlement with no focal point and open fields on either side of the railway alignment. Development increased, as demonstrated in the 25-inch OS Map of 1933 (Insert 4-4) as can be seen in the new terrace rows and expansion of the mills in the area, including Wrath Mill. In the second half of the century residential development in Diggle between Standedge Road and Huddersfield Road was established.



Insert 4-4 1:10,560 County Series Map of 1890 showing the area of Diggle (left) 1:10,560 County Series Map of 1933 showing the area of Diggle (right)

- 4.4.63 Diggle is now a linear settlement which is mostly suburban in character. The decline of the woollen industry resulted in the redundancy of various mills in the area including Warth Mill which was rebuilt following a fire in 1915 (Barrow *et al.* 2023, p.55 and 60). It has been converted to office use since becoming redundant as a mill (Theakston 2017).

Huddersfield Narrow Canal

- 4.4.64 The Huddersfield Narrow Canal, stretching 20 miles from Ashton-under-Lyne to Huddersfield, was constructed to connect the Ashton Canal in the west with the Huddersfield Broad Canal in the east. Envisioned as part of a mid-18th-century plan for direct Transpennine waterways, Acts authorising its construction were passed in 1794. Despite a relatively short length, the canal posed significant engineering challenges, particularly the Standedge Tunnel, which at 3.1 miles is Britain's longest, highest, and deepest canal tunnel. Its construction, fraught with difficulties, claimed around 50 lives and

delayed the canal's opening to 1811. Originally intended for 70ft narrowboats, the canal faced logistical complications as goods had to be transhipped to wider vessels on the Huddersfield Broad Canal. This inefficiency, coupled with competition from the Huddersfield & Manchester Railway, led to the canal's decline. It was purchased by the railway in 1844 and used to assist in constructing the railway tunnel at Standedge. By the early 20th century minimal traffic was seen on the canal and it was officially abandoned in 1944 but retained as a water channel.

- 4.4.65 Efforts to restore the canal began in the 1970s, culminating in its reopening in 2001 after a £30 million restoration project. The work, driven by the Huddersfield Canal Society and funded by groups including the Millennium Commission, transformed the "impossible restoration" into a celebrated success. Today, it features 74 locks and significant historical structures like Britain's oldest navigable cast iron aqueduct at Stalybridge, designed by Benjamin Outram in 1801.
- 4.4.66 A total of 22 designated assets associated with the Huddersfield Narrow Canal have been recorded by the HER within the study area. These have been tabulated in Table 4-1:

Table 4-1 Designated assets associated with Huddersfield Narrow Canal

NHLE	Name	Designation
1240125	Huddersfield Narrow Canal, Milestone at SD 979 030	Grade II listed building
1253529	Huddersfield Narrow Canal Milestone at SD 987 043	Grade II listed building
1261184	Huddersfield Narrow Canal, Milestone set in Boundary Wall at SJ 968 988	Grade II listed building
1261754	Huddersfield Narrow Canal Milestone at SD 9990 0677	Grade II listed building
1240125	Huddersfield Narrow Canal, Milestone at SD 979 030	Grade II listed building
1067432	Huddersfield Narrow Canal No. 84 Aqueduct	Grade II listed building
1067433	Huddersfield Narrow Canal No. 66 Bridge	Grade II listed building
1068037	Huddersfield Narrow Canal Winterford Bridge and Lock Number W14	Grade II listed building
1162961	Huddersfield Narrow Canal Scout Tunnel, South Entrance	Grade II listed building
1163263	Huddersfield Narrow Canal Lock No 22W (Dunge Booth Lock)	Grade II listed building

NHLE	Name	Designation
1253530	Huddersfield Narrow Canal Lock adjacent to Ward Road Bridge	Grade II listed building
1253531	Huddersfield Narrow Canal Halls Bridge and Lock 20W at SD 994 049	Grade II listed building
1253532	Huddersfield Narrow Canal Moorgate Bridge	Grade II listed building
1261182	Huddersfield Narrow Canal, Lock 16W Tail Bridge at SD 982 035	Grade II listed building
1261183	Huddersfield Narrow Canal, Black Rock Bridge at SD 976 004	Grade II listed building
1261755	Huddersfield Narrow Canal Subway Under Canal After Lock 30 W	Grade II listed building
1309242	Huddersfield Narrow Canal No. 69 Bridge	Grade II listed building
1309457	Huddersfield Narrow Canal Scout Tunnel North Entrance	Grade II listed building
1309462	Huddersfield Narrow Canal Division Bridge	Grade II listed building
1356465	Huddersfield Narrow Canal Stakes Aqueduct and Tow Path Bridge (Aqueduct Bridge) Over River Tame	Grade II listed building
1356719	Huddersfield Narrow Canal, Lock No.23 (Lime Kiln Lock and Adjoining Tailbridge No.75 And Aqueduct No. 74)	Grade II listed building
1390053	The Royal George Canal Bridge	Grade II listed building

4.4.67 There are an additional 16 non-designated assets recorded in the HER and associated with the Huddersfield Narrow Canal within the study area. These are tabulated in Table 4-2:

Table 4-2 Non-designated assets associated with Huddersfield Narrow Canal

HER Preferred Reference	Name
17812.1.0	Huddersfield Narrow Canal Lock No.4W
17813.1.0	Huddersfield Narrow Canal Lock No.5W
17814.1.0	Huddersfield Narrow Canal: Melbourne Street Bridge

HER Preferred Reference	Name
17815.1.0	Huddersfield Narrow Canal Lock No.6W
17817.1.0	Huddersfield Narrow Canal: Knowl Canal Bridge
17818.1.0	Huddersfield Narrow Canal: boundary stone
17819.1.0	Huddersfield Narrow Canal Lock No.8W
17820.1.0	Swing bridge (remains of)
17821.1.0	Huddersfield Narrow Canal Lock No.9W
17822.1.0	Huddersfield Narrow Canal Lock No.11W
17823.1.0	Huddersfield Narrow Canal Lock No.12W
17919.1.0	Huddersfield Narrow Canal Lock No.15W (Roaches Lock)
17924.1.0	Huddersfield Narrow Canal Lock No.17W
237.1.0	Standedge Canal Tunnel
205.1.0	Kiln Green Aqueduct (Huddersfield Canal)
17910.1.0	County boundary stone (former)

Huddersfield and Manchester Railway

- 4.4.68 The railway connecting Stalybridge to Huddersfield 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’. Between 1845 and 1852 the railway network expanded from 2,345 miles to 7,272 miles and included the Stalybridge to Leeds line. 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 its authorisation. These difficult landscape conditions resulted in the need to build several major viaducts and tunnels. These included Standedge

Tunnel through the Pennines, which was constructed alongside the 1811 canal tunnel.

- 4.4.69 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 the 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 OS 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 Harropdale, with settlements such as Mossley and Dobcross gradually expanding.
- 4.4.70 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 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. He died in a fatal accident upon the opening of the second portion of that line.
- 4.4.71 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.
- 4.4.72 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.
- 4.4.73 The Oldham branch of the LNWR was opened in 1856, six years after the Huddersfield & Manchester Railway. This line branched westwards from the Huddersfield & Manchester Railway in the Friezland area, running into Lydgate Tunnel towards Lees.
- 4.4.74 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

Goods Station was established on the Micklehurst Loop to the south of Mossley including a large goods warehouse and coal yard, whilst the east of the Order Scheme, additional sidings were established in Diggle to service the loop. 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.

- 4.4.75 Piecemeal change has occurred, 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.
- 4.4.76 The history and significance of the Transpennine rail route is discussed at more length in the Route-Wide Statement of Significance (Alan Baxter Associates 2024). This was produced to characterise the overall heritage significance of the Transpennine route as a whole.
- 4.4.77 Historic railway structures survive along the Order Scheme including overbridges and underbridges ranging in date from the mid-19th to late 20th century, and the building of Mossley Station¹⁴ which was constructed contemporarily with the Huddersfield & Manchester Railway.

Textile industry

- 4.4.78 The HER records 68 mills within the study area. Many of these have been identified from historic records and maps and are no longer extant. However, some structures remain such as the grade II Brownhill Bridge Mill (NHLE 1309426) and 24 non-designated mills (13850.1.0, 18088.1.0, 18990.1.0, 3301.1.0, 3306.1.0, 3307.2.0, 3312.1.0, 3337.1.0, 3338.1.0, 3368.1.0, 3376.1.0, 3382.1.0, 3476.1.0, 5592.1.0, 6045.1.0, 6094.1.0, 6097.1.0, 6098.1.0, 6104.1.0, 6105.1.0, 6109.1.0, 6110.1.0, 6342.1.0, 6360.1.0). Britannia Mill (still extant; 3307.1.0), River Mill (3308.1.0), Queen Street Mill (3305.1.0), and Longlands Mill (still extant; 3306.1.0) were located within 200 m of the Order Scheme in Mossley. This concentrated arrangement could be the result of the advantageous proximity to the River Tame. A similar cluster is visible in Stalybridge, within 500 m of the Order Scheme.

Other Post-medieval activity

- 4.4.79 There are a total of 77 other, non-listed historic structures in the study area (outlined in full in the Gazetteer in Annex A). These have been identified on the GMAAS HER as potential candidates for local listing. The oldest buildings date back to the 18th century, including 1 Diglea (19004.1.0), 3

¹⁴ Mossley Station is located outside the Order Scheme boundary and is considered as an offline asset for the purpose of this assessment.

- Digglea (19003.1.0), and Bloomer Cottage (19005.1.0). The 19th century saw a significant increase in construction, with buildings like Grove House (18986.1.0), Albert House (17828.1.0), Midge Hall (487.1.0), Spring Cottages (2180.1.0) and Annville Terrace (17917.1.0), as well as mills.
- 4.4.80 Several public houses were also established during this time, such as The Rising Sun (17908.1.0), The Britannia Inn (17875.1.0), The Shears Inn (17903.1.0), the Commercial Inn (17870.1.0), The Gate Inn (19001.1.0), The Church Inn (17906.1.0) and The Roaches Lock (17920.1.0)
- 4.4.81 The turn of the 20th century brought about the construction of civic buildings like Stalybridge Fire Station (2184.1.0) and Mossley Police Station (2175.1.0), as well as the creation of seven schools such as Friezland School (19058.1.0), Diggle Primary School (19002.1.0), Kiln Green School (19000.1.0), Milton St John's School (17911.1.0), St Joseph's School (17891.1.0), and Livingstone Primary & Nursery School (17866.1.0). The Palace Cinema (2179.1.0) also opened its doors in the early 20th century. Finally, more modern structures like Mitre House (17825.1.0) were built in the 20th century for the Bury Street Working Men's Club, reflecting changing social and economic needs.
- 4.4.82 There are 121 post-medieval listed buildings recorded within the vicinity of the Order Scheme, as well as Close Gate Bridge (1005797), a scheduled monument located approximately 980m north-west of the Order Scheme. These listed buildings are primarily focused around the settlements of Stalybridge, Mossley, Uppermill and Dobcross. These assets are predominantly post-medieval houses built for workers, however the large number of listed structures associated with canal and railway infrastructure and demonstrates how increased mobility transformed the landscape.

Historic Landscape Character

- 4.4.83 The information in this section is from the Greater Manchester Historic Landscape Characterisation survey data (Redhead 2012, Lun *et al.* 2017), as well as the local Oldham and Tameside landscape character studies (GMAU 2012a, 2012b). It considers broad historic landscape types and features located within the 250 m study area.
- 4.4.84 The Order Scheme itself is a historic landscape, comprising a number of railway lines including a section of the Manchester, Sheffield & Lincolnshire line between Audenshaw and Stalybridge (HGM39393), the Huddersfield & Manchester Line between Stalybridge & Mossley (HGM39387) and between Scout Tunnel & Woodend, Mossley HGM39392), between Mossley and Grasscroft (HGM39390), from Grasscroft to Shaw Hall (HGM17331), at Shaw Hall (HGM17330; HGM17329), Uppermill (HGM17327), Uppermill Viaduct at Dobcross (HGM17326), Dobcross former Saddleworth Station (HGM17325) and Diggle to Standedge tunnel, including Diggle Station and sidings (HGM16980). The HLC notes the Delph Branch Line ("Delph Donkey") at Brown Hill, Uppermill which closed

1955 and survives as an earthwork (HGM17153). Other key transport features include the River Tame and the Huddersfield Narrow Canal, opened in 1811.

- 4.4.85 To the east of the Order Scheme are numerous industrial heritage assets, including historic mills once powered by the River Tame. These include Tameside Mill at Stalybridge (HGM44609; MGM4268), immediately south-east of the Order Scheme, a surviving mill complex built by 1775 as a cotton mill and later, a paper mill. To the north, also adjacent to the Order Scheme, is the site of large factory originating as part of Riverside Mills, built by 1911 and expended to the north after 1956 (HGM44603; MGM6940). There are further industrial buildings at Souracre on the site of a demolished 19th century mill, River Meadow Mill (HGM44577; MGM4158; MGM4159; MGM4160). South of Mossley is the 19th century Weir Mill (HGM42445) now the Chicago Powder Coating Works and the Mossley Electro Platers (Works), situated in buildings that originated as a row of terraces possibly associated with Weir Mill (HGM42442). The 20th century New Scout Mill, Mossley replaces the original Scout Mill, a fulling mill c. 1777 and a cotton mill from 1793 to 1935 (HGM42438; MGM7397). East of the route at Grasscroft is the site of the 19th century Lower Grove Print Works; the reservoir is extant and the ground undisturbed (HGM17758). North of the Order Scheme at Grasscroft is the site of a reservoir, west of High Grove Road (HGM18142); this is probably associated with the Charlotte Mill (cotton), built in 1791. North of Uppermill Viaduct (MVL3/31), industrial sites are separated from the railway by the Huddersfield Narrow Canal.
- 4.4.86 There are large bands of regenerated woodland and scrub adjacent to the railway, as well as urban and suburban residential development, industrial areas, and allotments. The railway passes through some areas of complexity, including:
- The Heyrod Estate, noted in 15th century records; Heyrod Old Hall may have been located immediately east of the Order Scheme boundary (MGM1113). Heyrod Hall was rebuilt in the 19th century after the construction of the railway through the estate (HGM44542; MGM1114). To the west of the railway, housing was built on part of the grounds of the Hall in the 1950s (HGM44008). To the east, Hartshead Power Station operated east of Heyrod from 1926 until it was demolished in the 1980s; some buildings survive (HGM44414; HGM44566).
 - Mossley, the Order Scheme passes a car park opposite 43 Manchester Road, which has a retaining wall formed of the wall of a railway goods shed (HGM42424). Victorian terraces centred around Stanhope Street developed around central yards or greens (HGM42308). South of Mossley Station, the mid-19th century cottages at 12 to 56 Manchester Road back onto the railway cutting (HGM42284; Mossley Cottages). The Commercial public house on Manchester Road (HGM42636) may

date to the mid-18th century (HGM42636); shops at 60 to 62 Manchester Road & 3 Old Brow were originally three-storey back to backs added to the adjacent public house by 1894 (HGM42638).

- South of Wright's Overbridge (MVL3/23) (MGM19523) at Grasscroft is the former site of a 19th century detached house, Hollin Hall and Hollin Barn, Low Grove Lane, with the building footprint preserved in the land boundaries (HGM17757).

4.4.87 Land adjacent to the Order Scheme includes agricultural land between settlements, particularly in the north of the Order Scheme; much of this is pastureland located on relatively steep slopes. North of Mossley are areas of assarts, early post-medieval enclosures reclaimed from moorland and large regular fields used for rough pasture. At Diggle, there is an area of possible former drained wetland at Marshlands, East of Huddersfield Road.

4.4.88 The Order Scheme passes through stands of regenerated woodland, sometimes growing on former 19th century terraces or industrial sites, and on land isolated by the construction of the railway and the canal. This includes woodland south of Heyrod Villa on land isolated by the development of the railway to the west and industrial sites to the east (HGM44570), on the site of demolished 19th century dwellings, Heyrod (HGM44420). There is semi-natural woodland on the western slopes of the River Tame West of Scout Mill, Mossley (HGM42434). There is woodland on the slope between the railway and Manchester Road, Mossley on the site of demolished terraces (HGM42939).

4.4.89 Areas of former 19th and earlier 20th century quarrying include quarries north of Stalybridge, at Heyrod, Mossley and the Ladcastle Quarries, Dan Quarries and Moorgate Quarry, West of Oldham Road, Uppermill and Brownhill Bridges, Dobcross.

4.4.90 There are 20th century sewage works adjacent to the route at Blackrock (HGM44400; HGM44401) and at Weir Mill, Mossley (HGM42449).

4.5 Significance of Heritage Assets

Online Heritage Assets: Designated Heritage assets

4.5.1 Designated heritage assets that are located on Route Section W2B are identified in this assessment as 'online' structures.

4.5.2 There are 14 online designated assets. These are outlined in Table 4-3 below, and mapped in Figures 5.1.1 – 5.1.9. These were erected for the Huddersfield & Manchester Railway and the LNWR in the mid-19th and late 19th century. These structures comprise over and under bridges, a viaduct (Uppermill Viaduct (MVL3/31)), and tunnel portals. All 14 designated online assets are grade II listed and are assessed to be of medium significance.

Table 4-3 Online Designated Heritage Assets

NHLE Ref	NR Ref	Asset Name	Designation
1449242	MVL3/7	Heyrod Hall Overbridge	Grade II listed building
1452382	MVL3/8	Springbank Lane Footbridge	Grade II listed building
1449241	MVL3/9	Springbank Lane Overbridge	Grade II listed building
1452392	MVL3/10	Manchester Road Underbridge	Grade II listed building
1452399	MVL3/11	Railway tunnel portal, MVL3/11 Scout Tunnel (south end)	Grade II listed building
1452405	MVL3/17	Roughtown Road Overbridge	Grade II listed building
1452406	MVL3/20	Wright's Mill Overbridge	Grade II listed building
1452409	MVL3/23	Wright's Overbridge	Grade II listed building
1451848	MVL3/25	Royal George Overbridge	Grade II listed building
1451852	MVL3/26	Shaw Hall Bank Road Footway	Grade II listed building
1451853	MVL3/28	Oldham Road Overbridge	Grade II listed building
1451854	MVL3/29	Wickens Underbridge	Grade II listed building
1068120	MVL3/31	Uppermill Viaduct	Grade II listed building
1452141	MVL3/41	Diggle Portal, Standedge Tunnel west portal	Grade II listed building

4.5.3 Of the listed online structures identified above, 12 are subject to works to facilitate the Order Scheme in order to accommodate electrification and increased line speed. The assessment for these structures has been undertaken in their respective Heritage Statements prepared in advance of listed building consents. Those assets which are covered in their separate listed building consent applications comprise:

- Heyrod Hall Overbridge (MVL3/7) (NHLE 1449242);
- Springbank Lane Footbridge (MVL3/8) (NHLE 1449241);
- Springbank Lane Overbridge (MVL3/9) (NHLE 1449241);
- Manchester Road Underbridge (MVL3/10) (NHLE 1452392);
- Roughtown Road Overbridge (MVL3/17) (NHLE 1452405);
- Wright's Mill Overbridge (MVL3/20) (NHLE 1452406);
- Wright's Overbridge (MVL3/23) (NHLE 1452409);
- Royal George Overbridge (MVL3/25) (NHLE 1451848);
- Shaw Hall Bank Road Footway (MVL3/26) (NHLE 1451852);
- Oldham Road Overbridge (MVL3/28) (NHLE 1451853);

- Wickens Overbridge (MVL3/29) (NHLE 1451854); and
- Uppermill Viaduct (MVL3/31) (NHLE 1068120).

4.5.4 These online designated heritage assets are also recognised for their inherent group value with each other given their association with A. S. Jee and the Huddersfield & Manchester Railway built between 1845 and 1849. These structures are of significance for their individual architectural and historic value, as well as their value as a group.

4.5.5 Jee's coherent approach to design remains evident in the use of a common design language across the masonry structures, using segmental or semi-circular arches, rusticated stepped voussoirs, stringcourses and quarry-faced stonework, executed using high quality craftsmanship, elevating these structures above the purely functional. These structures form a group with other listed masonry bridges and viaducts erected by Jee for the Huddersfield & Manchester Railway outside the Route Section W2B¹⁵. These comprise:

- Heyrod Hall Overbridge (MVL3/7) (grade II listed, NHLE 1449242);
- 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 Overbridge (MVL3/20) (grade II listed, NHLE 1452409);
- Wright's Mill Overbridge (MVL3/23) (grade II listed, NHLE 1452406);
- Royal George Underbridge (MVL3/25) (grade II listed, NHLE 1451848);
- Shaw Hall Bank Road Footway (MVL3/26) (grade II listed, NHLE 1451852);
- Oldham Road Overbridge (MVL3/28) (grade II listed, NHLE 1451853);
- Wickens Underbridge (MVL3/29) (grade II listed, NHLE 1451854);
- 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);

¹⁵ 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.

- 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)¹⁶.

- 4.5.6 An outlier within the structures erected for the Huddersfield & Manchester Railway, Royal George Underbridge (MVL3/25) (NHLE 1451848) has a cast iron span, springing from stone abutments, the balustrades of which are ornamented with gothic detailing. This bridge forms a group with a small number of surviving cast iron structures erected for the Leeds, Dewsbury & Manchester Railway under Thomas Grainger between 1845 and 1847. These include the large-scale structures of Calder and Hebble Canal Bridge (MDL1/6) (grade II listed, NHLE 1183783) and River Calder Bridge (MDL1/8) (grade II listed, NHLE 1313646), as well as more modest structures such as Toad Holes (MDL1/12, NHLE 1049912), Ming Hill (MDL1/14, NHLE 1451887) and George Street (MDL1/16, NHLE 1451888).
- 4.5.7 The designated online bridges are not innovative for their period, but are good examples of their type and time. As a group they have been subject to limited alteration and today provide an understanding of the wider trends and engineering achievement which characterise both the Huddersfield & Manchester Railway and the Heroic Age (1841-50) of railway building. 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 travelling along the railway line, or near it) as coherent features of a single historic route.
- 4.5.8 The outstanding engineering feature of the Huddersfield & Manchester Railway is Standedge Tunnel. The first bore was constructed in 1847 – 1848, and worked from the adjacent tunnel for the Huddersfield Narrow Canal, with eight ventilation shafts required along the tunnel's passage through the Pennines for a distance of over three miles. The addition of two further bores in the 1860s and 1890s created a complex of interconnected tunnels which together with the canal tunnel illustrate the evolution and expansion of the transport network across the Pennines (Alan Baxter Associates 2024, p.39). The east and west tunnel portals (MVL3/40 & MVL3/41) are designated as grade II in recognition of their historic and architectural value, and group value with the canal tunnel.

Online Heritage Assets: Non-designated heritage assets

¹⁶ 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.

- 4.5.9 Online non-designated assets identified in the historic environment baseline are characterised as heritage assets that have no formal designation, but are recorded in the HER or have been identified through research and assessment undertaken for the TRU project (Alan Baxter Associates 2024) and are located on the alignment of the Transpennine route. These are shown on Figures 5.1.1 – 5.1.9.
- 4.5.10 A total of 24 non-designated online heritage assets have been identified, all of which comprise historic structures associated with the railway. These include underbridges, overbridges, pipe-bridges, tunnel portals, culverts and a signal box. The construction typologies of bridges in this group include arch, beam, and girder bridges. The majority of these were constructed for the Huddersfield & Manchester between 1845 and 1849, under the engineer A.S. Jee. When built, these structures were of similarly high-quality design, detailing and construction as their designated counterparts. These structures have, however, been subject to substantial alteration during the later 19th or 20th centuries, reducing their significance to low or negligible depending on the survival of historic fabric. Of interest within this group is Manchester Road Footbridge (MVL3/10A), which was erected for the LNWR in the later 19th century, and survives as an example of an LNWR footbridge with enriched detailing.
- 4.5.11 It is considered likely that the original construction of the Huddersfield & Manchester Railway will have removed any archaeological remains within railway cuttings. Horizons which may contain archaeological remains will be buried, in places, beneath embankments which may have compressed deposits, but may also form a protective and sacrificial buffer layer. Within the Order Scheme boundary, it is likely that elements of evidence for 19th century railway construction and a palimpsest of subsequent repairs and modifications survive. It is therefore considered that the likelihood of impacts upon archaeological remains within the Order Scheme boundary are low.
- 4.5.12 These non-designated online heritage assets are considered to be of low or negligible significance, based on their limited heritage significance, the extent to which they have been altered and extent of survival of historic fabric.

Offline Heritage Assets: Designated heritage assets

- 4.5.13 Offline designated heritage assets identified in the historic environment baseline constitute designated heritage assets identified within the 250 m study area, excluding those located on the Transpennine route.
- 4.5.14 There are 129 offline designated heritage assets identified within the 250 m study area of the Order Scheme. These are summarised in Table 4-4 below and shown on Figures 5.2.1-5.2.9:

Table 4-4 Significance of offline designated heritage assets

Designation	Significance	Count
Scheduled monuments	High	0
Grade I listed building	High	0
Grade II* listed building	High	1
Grade II listed building	Medium	120
Grade II registered parks & gardens	Medium	0
Conservation areas	Medium	8

4.5.15 There are no World Heritage Sites, scheduled monuments, registered parks and gardens or registered battlefields identified within the study area.

4.5.16 All offline designated heritage assets identified within the study area date from the post-medieval period, largely from the 18th and 19th centuries. This reflects the historic development of settlements along the route during this period. The character of the designated heritage assets also reflects the development of the region during this period, with buildings of industrial character surviving throughout the area, as well as infrastructure relating to the canal and railway.

4.5.17 There are 21 grade II designated assets relating to the Huddersfield Narrow Canal. These are assessed to be of medium significance given their inherent historic and architectural values. These include:

- Bridges: Huddersfield Narrow Canal No. 66 Bridge (NHLE 1067433) and No. 69 Bridge (NHLE 1309242), Winterford Bridge (NHLE 1068037), Moorgate Bridge (NHLE 1253532), Black Rock Bridge (NHLE 1261183), Division Bridge (NHLE 1309462), the Stakes Aqueduct and Tow Path Bridge (NHLE 1356465), and The Royal George Canal Bridge (NHLE 1390053).
- Tunnel entrances: Scout Tunnel, south entrance (NHLE 1162961), and north entrance (NHLE 1309457).
- Locks: Lock No. 22W (Dunge Booth Lock) (NHLE 1163263), Lock Adjacent to Ward Road Bridge (NHLE 1253530), Lock 20W at Halls Bridge (NHLE 1253531), Lock 16W Tail Bridge (NHLE 1261182), Lock

No. 23 (Lime Kiln Lock and Adjoining Tailbridge No. 75 and Aqueduct No. 74) (NHLE 1356719).

- Aqueducts: the Huddersfield Narrow Canal No. 84 Aqueduct (NHLE 1067432)
- Subways: Subway Under Canal after Lock 30W (NHLE 1261755)
- Milestones: milestone at SD 979 030 (NHLE 1240125), at SD 987 043 (NHLE 1253529), set in a boundary wall at SJ 968 988 (NHLE 1261184), and at SD 9990 0677 (NHLE 1261754).

4.5.18 There is one offline designated heritage asset considered to be of High significance. This comprises the grade II* listed war memorial in Stalybridge (1163074). The remaining offline designated heritage assets, comprising grade II listed buildings and conservation areas are considered to be of medium significance. The scheduled monuments previously discussed, including Buckton Castle (NHLE 1015131) are outside of the 250 m study area, and have been assessed to be of high value.

4.5.19 Eight conservation areas have been identified through this assessment. All are assessed to be of medium value.

4.5.20 Designated as a conservation area in 1991, Stalybridge town centre (DGM2201) is an industrial Pennine town with a significant historic character shaped by its transport routes and mill buildings (see 4.4.33 above). The conservation area is characterised by buildings from the late 18th and 19th centuries, constructed from local stone and aligning along streets such as Market Street, Melbourne Street, and Grosvenor Street. The town's organic development follows the valley's contours, creating varied vistas and connecting closely with the Pennine landscape. Panoramic views of Hollingworth Moor contribute to its character, grounding it in its location within the Pennine landscape. The conservation area is included on Historic England's Heritage At Risk Register 2024 due to its poor condition. To address this, Historic England and TMBC initiated projects between 2020 and 2024 as part of the Heritage Action Zone (HSHAZ), which focused on restoring the Civic Hall, historic shop fronts, and developing a Heritage Walk along Market Street.

4.5.21 Millbrook Conservation Area was designated in 1991. The conservation area is established along the north-east to south-west axis of Huddersfield Road and encompasses the planned Victorian industrial village of Millbrook, set within natural topography of the Swineshaw Valley. The area developed around key mills in the area; Staley (Howard), Staley (Kernshaw) and Oakwood mills, which were prominent features in the establishment of the industrial character. Millstone grit is the predominant building material used throughout Millbrook, contributing towards a unified townscape and forming a key element of the area's overall character and appearance. The millstone setts are considered to be an important feature in the area. Stone terrace houses dating from c. pre-1850 with internal

courtyards to the west of Huddersfield Road, are also key features. Larger buildings such as St James's Church and School, Oakwood Mill and mill owner/managers houses flank Huddersfield Road and help frame the route through the conservation area. Situated within the Swineshaw Valley on the lower slopes of the eastern side of the Tames Valley, the conservation area benefits from distinctive viewshed. The views into and out of the conservation area capture the industrial character of Millbrook against the Pennine landscape in the surrounding area and contributes towards its overall appearance.

- 4.5.22 Designated as a conservation area in 1982, Royal George Mills (DGM3182) covers 15.41 hectares and lies between the River Tame and the Huddersfield Narrow Canal, west of Greenfield. Originally known as Gibbs Mills, it was built in 1786 and renamed in 1800 to honour King George III. The Whitehead Brothers acquired the mills in 1835, leading to their growth and influence in the local area. Initially focused on wool production, the mills later specialised in felt making. The complex, recently converted to residential use, has significant historical importance for its role in the local economy and industry.
- 4.5.23 Designated as a conservation area in 1977, Uppermill (DGM3166) covers 30.41 hectares and is situated in a picturesque rural location surrounded by dramatic moorland hills. The village is characterised by post medieval buildings, with public and commercial buildings along High Street and residential areas behind. A characteristic feature of the settlement is the use of natural stone, transitioning from traditional elongated window openings and stone flag roofs to square window openings and Welsh blue slate roofs during the 19th century. The area is home to an intact collection of domestic stone buildings, showcasing historical Pennine design. Significant landmarks include the Huddersfield Narrow Canal, completed in 1811, and the nearby Uppermill Viaduct (MVL3/31) from 1849. The canal, once a busy transport route, now forms a valuable leisure route through the conservation area evidencing the role of communications in the history of the settlement. The conservation area boundary aligns with the 19th-century village limits, excluding later suburban expansion.
- 4.5.24 Dobcross (DGM3168), designated as a conservation area in 1972 and located west of the A670, covers 5.74 hectares. The settlement is situated between Uppermill and Diggle. The settlement follows the Pennine moorland pattern, with buildings clustered along narrow roads forming irregular squares. Notable features include the Ramsden Memorial and the Church of the Holy Trinity, built in the 1780s. The buildings, constructed of blackened local gritstone, have mullion windows and slate roofs, with few timber elements. The area includes mature trees, open spaces, and interesting vistas, emphasising its organic growth and strong community ties.

- 4.5.25 Holly Grove Conservation Area was designated in 1988 and encompasses a small rural small hamlet with structures dating from the 18th to 20th centuries. The majority of these structures are grade II listed and include farmhouses, houses, cottages and a wool wall. The presence of a wool wall indicates the domestic production of woollen cloth in the area. Construction in the conservation area is characterised by the use of hammer-dressed watershot stone with graduated stone slate roofs for residential structures, and rubble sandstone masonry for the wool wall. The setting of the conservation area is rural, views into and out of the conservation area framed by trees and stone boundary walls with distant views of the Pennines, particularly from the approach along Butterhouse Lane.
- 4.5.26 The historic character of Delph, Saddleworth (DGM3169) stems from its mix of building types, reflecting its development during the Industrial Revolution. The central area focused around King Street, is the oldest part and features a dense grid of streets with shops, houses, workshops, and community facilities. The outer areas are characterised by linear, residential terraces along major roads like Stoneswood, Grains, Denshaw, and Delph Lane, dating from the 19th and 20th centuries. These residential corridors are separated by open spaces that preserve the village's small-scale, rural character. The Valley Mills complex, linking Delph with New Delph, contrasts with the smaller-scale development. The setting of the conservation area is defined by surrounding hills, with significant views from King Street towards Heights Chapel and across the valley. Modern growth formed by post-war housing is present outside but adjacent to the conservation area.
- 4.5.27 Harrop Green (DGM3171), designated a conservation area in 1972 and covering 0.78 hectares, is located north-west of Diggle, near the Pennine Moors and the Peak District. Most buildings within the conservation area date to the 18th century or earlier, with evidence of the handloom textile industry visible in the presence of weaver's windows across the upper storeys, horizontal multiple windows which illuminated textile workshops. The construction of the Huddersfield Narrow Canal and the Huddersfield & Manchester Railway separated Harrop Green from Diggle. The settlement is characterised by the position of buildings integrated into the hillside, resulting in varying storey heights. The organic layout provides unexpected vistas, with hard floorscapes and stone walls separating public and private spaces. The use of local gritstone and grey slate, along with mullion windows, reflects the settlement's adaptation to the Pennine climate. Open spaces with mature trees play a key role in the area's character.
- 4.5.28 Diggle (DGM3172), also designated in 1972, spans 1.33 hectares and lies north-west of Diggle Village, near the Peak District and Pennine Moors. Buildings date predominantly from the 18th century, though some may be older. Originally a farming hamlet, Diggle and Harrop Green were separated by the construction of Huddersfield Narrow Canal and the Huddersfield & Manchester Railway. The settlement follows the Pennine

moorland pattern, with structures set into the hillside, creating varied roof lines. This introspective layout features corners and sudden level changes that frame long-distance views. The use of local gritstone, grey slate roofs, and mullion windows highlights the adaptation to harsh conditions. Open spaces at route junctions contain mature trees, contributing to the village's scene. The area is characterised by the presence of a hard floorscape with stone walls defining private gardens.

Offline Heritage Assets: Non-designated Heritage assets

- 4.5.29 Offline non-designated heritage assets identified in the historic environment baseline comprise those non-designated heritage assets recorded on the Greater Manchester HER and identified during the walkover surveys within the 250 m study area.
- 4.5.30 There are 201 offline non-designated heritage assets located within the 250 m study area. The location of these in relation to the Order Scheme, are shown on Figures 5.3.1-5.3.9.
- 4.5.31 The offline non-designated heritage assets identified within the historic environment baseline include historic buildings or structures and the sites thereof, buried archaeological remains, and evidence relating to place names or historic mapping suggesting archaeological potential. The non-designated heritage assets are primarily of post-medieval date, comprising particularly industrial buildings and 19th century houses. There are no non-designated assets identified within the study area dating to the Romano-British or early medieval periods.
- 4.5.32 The significance of historic landscape character areas and components vary, depending on the degree to which they are intact, their scale, legibility, linkage to extant heritage assets and their capacity to address regional research agendas. Landscape values such as amenity and tranquillity are not considered within this heritage-specific assessment. The historic landscape is considered to have negligible significance for modern and intrusive developments, and low or medium significance for elements of medieval and post-medieval agricultural, industrial and transport landscapes that are intact, legible and contribute to historic character and .
- 4.5.33 The majority of the non-designated assets identified in the study area are considered to be of low or negligible significance, based on their heritage significance, local interest and extent of survival.
- 4.5.34 The HER records a number of archaeological find spots considered to have been removed or destroyed. These sites are not considered heritage assets in themselves, as there cannot be impacts on archaeological finds which have been removed. However, they provide evidence of the potential for as-yet unknown archaeological deposits within the study area.

- 4.5.35 Archaeological remains may survive in areas of compounds, haul roads and laydown areas. Their survival depends on the depth of remains and the extent of any previous ground truncation caused by previous development.

5. DEVELOPMENT PROPOSALS & IMPACT ASSESSMENT

- 5.1.1 The following designated assets within the Order Scheme boundary are subject to their own assessment in a series of Heritage Statements (Network Rail 2025) prepared for listed building consent. As such, impacts upon these structures and their group value are not assessed within this report:

- Heyrod Hall Overbridge (MVL3/7) (NHLE 1449242);
- Springbank Lane Footbridge (MVL3/8) (NHLE 1449241);
- Springbank Lane Overbridge (MVL3/9) (NHLE 1449241);
- Manchester Road Underbridge (MVL3/10) (NHLE 1452392);
- Roughtown Road Overbridge (MVL3/17) (NHLE 1452405);
- Wright's Mill Overbridge (MVL3/20) (NHLE 1452406);
- Wright's Overbridge (MVL3/23) (NHLE 1452409);
- Royal George Overbridge (MVL3/25) (NHLE 1451848);
- Shaw Hall Bank Road Footway (MVL3/26) (NHLE 1451852);
- Oldham Road Overbridge (MVL3/28) (NHLE 1451853);
- Wickens Overbridge (MVL3/29) (NHLE 1451854); and
- Uppermill Viaduct (MVL3/31) (NHLE 1068120).

5.2 Impact Assessment

- 5.2.1 Potential effects arising from construction and operation of the Order Scheme could comprise both physical impacts to buried archaeological remains and online non-designated historic structures, as well as changes to the setting of heritage assets.
- 5.2.2 Within the Order Scheme boundary, any intrusive groundworks, vegetation clearance or topsoil stripping may expose surviving non-designated archaeological remains associated with railway and canal infrastructure, or temporary site facilities and camps associated with railway construction. These may be damaged by rutting, crushing and compaction caused by the movement of plant and vehicles. Groundworks have the potential to truncate or wholly remove any remains present within the footprints of excavations.
- 5.2.3 At offline compounds, haul roads, working areas and laydown areas, intrusive groundworks or topsoil stripping may expose any surviving

underlying archaeological remains, which may be damaged by rutting, crushing and compaction caused by the movement of plant and vehicles. Groundworks have the potential to truncate or wholly remove any remains present within the footprints of excavations.

Non-designated built heritage assets

- 5.2.4 The TWAO works would result in physical impacts on six non-designated online heritage assets. These comprise:
- Demolition of Stamford Road Pipebridge ((MVL3/12A); negligible value);
 - Reconstruction of three bridges (Manchester Road Footbridge (MVL3/10A), Roughtown Road Footbridge (MVL3/18), Ward Lane Overbridge (MVL3/36); all of negligible value), resulting in total loss of significance;
 - Partial reconstruction of one bridge (Station Road Overbridge (MVL3/39); negligible value); and
 - Addition of a concrete saddle to Standedge Canal Tunnel (MVL3/39A; low value).
- 5.2.5 Reconstruction would result in total loss of significance for Manchester Road Footbridge (MVL3/10A), Roughtown Road Footbridge (MVL3/18), Ward Land Overbridge (MVL3/36), all of which have been assessed to be of negligible value.
- 5.2.6 The partial reconstruction of Station Road Overbridge (MVL3/39) and minor alterations of Standedge Canal Tunnel (MVL3/39A) would result in some harm to significance, however their historic form and function would continue to be understood.

Non-designated archaeological remains

- 5.2.7 It is anticipated that the construction of the railway in the mid-19th century, and subsequent maintenance activities, is likely to have removed earlier archaeological deposits within the railway corridor.
- 5.2.8 A number of offline areas are required for the TWAO, such as compounds, laydown areas, vehicle, plant and materials access routes, road and PRoW upgrades, works areas and areas of drainage and utility works.
- 5.2.9 Archaeological remains may survive in some of these areas. Their survival and condition depends on factors including the depth of remains and the extent of any previous ground truncation caused by previous development.
- 5.2.10 The archaeological walkovers undertaken in in 2024 and 2025 identified that much of the land-take for the Order Scheme has already been subject to modern ground disturbance and previous construction impacts, with

several areas on terraced or levelled ground, particularly immediately adjacent to the railway.

- 5.2.11 The design of these offline elements is still in development, and therefore potential impacts upon archaeological deposits, if present, cannot currently be determined in all cases. However, some areas of offline works have been scoped out of assessment. These include areas of existing hardstanding where no intrusive groundworks will take place, and areas where the construction or upgrade of elements such footpaths, fencing or shallow drainage works would result in superficial groundworks that will not affect deeper horizons with potential to contain archaeological remains.
- 5.2.12 Historic surfaces such as stone setts, as well as stone walls and gateposts may be affected by compound construction, equipment storage, vehicle collision and crushing beneath heavy vehicles.
- 5.2.13 The Code of Construction Practice (CoCP Part B) [NR16] supports the TWAO application and will be secured via planning condition. It outlines how Network Rail will manage construction impacts. The CoCP provides for a programme of archaeological work to secure mitigation commitments. This will identify the methodology for any investigation required. It will also set out control measures to enable the protection of areas of archaeological potential during construction works, and provisions for the investigation of any unexpected archaeological discoveries.
- 5.2.14 As the design of these elements progresses, further consultation will be undertaken with GMAAS to advise on design measures and construction controls to limit impacts, and to determine the scope and nature of any programme of archaeological work.
- 5.2.15 A summary assessment of offline areas of potential impact included within the TWAO is set out in Table 5-1, with more detailed assessment set out in Annex B.

Table 5-1 Summary of archaeology and built heritage potential of offline area of potential impact and likely mitigation works

Offline area of potential impact	Archaeological potential	Anticipated mitigation works
Printworks Work Main Compound, Millbrook	Relatively steep slope, medieval or post-medieval farming. Low potential for significant archaeological remains.	Depending on impacts, a staged programme of archaeological investigation may be required.
Printworks Office Compound, Millbrook	Ruins and buried remains of the medieval Souracre Farm, Woodfield. High potential for archaeological remains of low or medium significance.	Depending on impacts, historic building recording and a staged programme of archaeological investigation may be required.

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Offline area of potential impact	Archaeological potential	Anticipated mitigation works
Heyrod Hall Compound	Archaeological remains relating to the development of Heyrod Hall in the medieval and post medieval period. Moderate potential for archaeological remains of low or medium significance.	Depending on impacts, a staged programme of archaeological investigation may be required.
Wakefield Road Compound, Millbrook	Former railway sidings. Low potential for significant archaeological remains.	No archaeological mitigation works anticipated.
Scout Tunnel Site Compounds: Scout West Ramp and Laydown areas	Scout West Laydown: low potential for significant archaeological remains. Scout West Ramp: Low potential for archaeological remains of low or medium significance, associated with C18th and C19th Scout Mill, such as mill leats.	Scout West Laydown area: No archaeological mitigation works anticipated. Scout West Ramp Site: Depending on impacts, a staged programme of archaeological investigation may be required.
Manchester Road: Scout West Spoil Hold Site	Moderate potential for archaeological remains of demolished terraced housing of low significance. Low potential for archaeological remains of low or medium significance, associated with C18th and C19th Scout Mill, such as mill leats.	Depending on impacts, a staged programme of archaeological investigation may be required.
Scout East Ramp Works	Low potential for significant archaeological remains.	No archaeological mitigation works anticipated.
Plevins Site Compound Works	Site was formerly used as Micklehurst Goods Station on the 'Micklehurst Loop', c. 1881-1966. The Goods Warehouse remains extant.	Depending on impacts, historic building recording and a staged programme of archaeological investigation may be required.
Egmont Street Compound	Buried remains of the C19th Albert Mill may survive beneath areas of modern hardstanding. Moderate potential for archaeological remains of low or medium significance.	Depending on impacts, a staged programme of archaeological investigation may be required.
Relocated Mossley Station West Site Compound	Formerly former railway sidings, signal posts, and allotment gardens. Low potential for significant archaeological remains.	No archaeological mitigation works anticipated.
Mossley Station Relocation Works (Mossley Station Compound)	Formerly a railway siding with a coal depot. Non-listed ashlar gateposts and wall. Low potential for significant archaeological remains.	Historic building recording of surfaces, gateposts of boundary wall. Depending on impacts, a staged programme of archaeological investigation may be required.

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Offline area of potential impact	Archaeological potential	Anticipated mitigation works
New Earth Street Compound	Low potential for significant archaeological remains.	No archaeological mitigation works anticipated.
Roughtown Road Overbridge (MVL3/17) Works	Low potential for significant archaeological remains.	Roughtown Road Railway Overbridge (MVL3/17) will be protected via construction controls set out in the CoCP. No archaeological mitigation works anticipated.
Heron Lane Site Compound	Low potential for archaeological remains of low significance.	No archaeological mitigation works anticipated.
Armit Road Site Compound	Low potential for significant archaeological remains.	No archaeological mitigation works anticipated.
Stockport Road Level Crossing Diversion	Low potential for significant archaeological remains.	No archaeological mitigation works anticipated.
Royal George Underbridge (MVL3/25) and Compound Works	Former location of C19th Sunday School. Low potential for significant archaeological remains.	No archaeological mitigation works anticipated.
Oaklands Road Site Compound Works	Former railway sidings. Low potential for significant archaeological remains.	No archaeological mitigation works anticipated.
Greenfield Compound Works	Low potential for significant archaeological remains.	No archaeological mitigation works anticipated.
Wickens Underbridge (MVL3/29) Laydown Area & Prow Upgrade	Low potential for significant archaeological remains.	No archaeological mitigation works anticipated.
Former Saddleworth Station Site Compound	Previously used as a quarry. Low potential for significant archaeological remains.	No archaeological mitigation works anticipated.
Brownhill Lane Access	Nearsite of Brown Hill Bronze Age barrow (1096.1.0) and 19th century quarrying. Low to moderate potential for prehistoric archaeology of low to medium significance, associated with Bronze Age or later burials	Depending on impacts, a staged programme of archaeological investigation may be required.
Old Railway Tunnel Compound,	Low potential for significant archaeological remains.	No archaeological mitigation works anticipated.

Offline area of potential impact	Archaeological potential	Anticipated mitigation works
Saddleworth (Butterhouse Tunnel)		
Ward Lane Satellite Compound	Low potential for significant buried archaeological remains.	No archaeological mitigation works anticipated.
Grandpa Green Compounds 1 & 2	Low potential for significant archaeological remains.	No archaeological mitigation works anticipated.
Diggle Compound	Low potential for significant buried archaeological remains. Strengthening of south end of the Standedge Canal Tunnel (MVL3/39A) would not result in any alteration to the fabric of the portal.	No archaeological mitigation works anticipated.

Impacts on the setting of heritage assets

- 5.2.16 Construction of the Order Scheme is likely to have temporary impacts on the settings of surrounding heritage assets due to additional traffic, noise, dust, vibration and light emissions, particularly in more rural areas with open views and limited intervening vegetation or built screening.
- 5.2.17 Designated assets located directly outside of the Order Scheme boundary may be susceptible by the temporary impacts. These include 7,9, 11 and 11a Midge Hill (grade II, NHLE 1162827), 7, 9, 11 and 11a, Midge Hill (1162827); Christ Church, Friezland (1356701); and Huddersfield Narrow Canal, Lock no 23 (Lime Kiln Lock and adjoining tailbridge No 75 and Aqueduct No 74 (1356719). These impacts would cease at the end of the construction phase.
- 5.2.18 Construction would also result in temporary noise and visual intrusion on the setting of the Huddersfield Narrow Canal and heritage assets associated with it.
- 5.2.19 The Order Scheme involves upgrading a historic railway located in a landscape with areas of upland moorland, woodland flanking some parts of the railway, fields, small urban settlements and historic industrial areas in the Tame valley. The historic landscape character, which includes the course of the railway itself, will not alter significantly due to the Order Scheme.
- 5.2.20 No long-term or permanent impacts are predicted on the settings of designated or non-designated heritage assets from operation of the Order Scheme.

5.3 Mitigation Measures

- 5.3.1 Mitigation has been used in two separate ways: embedded mitigation and additional mitigation measures.
- 5.3.2 Embedded mitigation occurs within the design stage and is intended to include elements within the design that avoid or substantially reduce negative change to the significance of a historic asset. There may also be changes that enhance or improve a historic asset.
- 5.3.3 Embedded mitigation has been incorporated as an integral part of the design proposals for the designated online structures and includes measures such as:
- Use of natural stone masonry for new construction;
 - Retention and reuse of historic fabric where possible;
 - The use of a consistent design approach to masonry bridge reconstructions;
 - Referencing existing architectural features in the design of the bridge reconstructions; and
 - Use of natural stone copers to achieve required parapet heights for electrical protection works.
- 5.3.4 With regard to archaeological remains, the construction design for compounds, laydown areas, spoil area and haul roads will be finalised during the detailed design phase, after determination of the TWAO. Design mitigation measures, such careful siting, minimising land-take, utilising areas subject to previous ground disturbance, sensitive foundation design and drainage/utilities runs and applying construction methods that limit intrusive groundworks may be applied as part of this process to minimise the potential for impact on archaeological remains within areas of where potential for the presence of significant archaeological remains has been identified (Table 5-1 and Annex B).
- 5.3.5 Consultation will be undertaken with the Local Planning Authority Archaeological Adviser when details of construction methodologies for these areas are available to determine requirements for archaeological mitigation works.
- 5.3.6 It is anticipated that the design development process for the Order Scheme would identify further mitigation measures. Network Rail commits to undertaking such additional mitigation measures as part of the implementation of the construction of the Order Scheme in compliance with legislation and NR/L2/ENV/015, Volume 3, Appendix 1A of this Report [NR14]. For archaeological remains, it is anticipated that most work would take place within the site setup and initiation clearance phase of work. Investigations may include:

- Targeted excavation;
 - Watching brief on groundworks; and
 - Construction controls such as protection of any remains preserved in situ.
- 5.3.7 These works would be secured through Section 5 of the Code of Construction Practice (CoCP) Part B and an associated planning condition attached to the deemed planning permission applicable to the relevant works elements of the Order Scheme.
- 5.3.8 For designated and non-designated online structures impacted by the Order Scheme, historic building recording would be undertaken in accordance with guidance published by Historic England, Understanding Historic Buildings: A Guide to Good Recording Practice (Historic England 2016). This sets out four main levels of record:
- Level 1: Basic visual record, typically consisting of photography, a brief written account, and sketches. Generally of exteriors only.
 - Level 2: Descriptive record analysing its development and use. Both the exterior and interior of the building will be seen, described and photographed.
 - Level 3: Analytical record of the evolution and change a building has undergone, including a systematic account of the building's origins, development and use. Supported by all drawn and photographic records that may be required to illustrate the building's appearance and structure and to support an historical analysis.
 - Level 4: Comprehensive analytical record of a building, a full historical and architectural analysis, supported by a comprehensive drawn and photographic record.
- 5.3.9 Historic building recording would provide a permanent documentary record of the structures in their current condition which would be submitted to the Greater Manchester Historic Environment Record. Based on the works proposed to a number of structures by the Order Scheme, the proposed levels of recording for each structure is identified in Table 5-2 below:

Table 5-2 Proposed additional mitigation for designated and non-designated built heritage assets

NHLE reference	Asset	Name	Designation	Historic Building Record
1449242	MVL3/7	Heyrod Hall Overbridge	Grade II listed building	Level 3
1452382	MVL3/8	Springbank Footbridge	Grade II listed building	Level 1

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1449241	MVL3/9	Springbank Overbridge	Lane	Grade II listed building	Level 1
N/A	MVL3/10A	Manchester Footbridge	Road	None	Level 1
1452392	MVL3/10	Manchester Underbridge	Road	Grade II listed building	Level 1
1452405	MVL3/17	Roughtown Overbridge	Road	Grade II listed building	Level 1
1452406	MVL3/20	Wright's Mill Overbridge		Grade II listed building	Level 3
1452409	MVL3/23	Wright's Overbridge		Grade II listed building	Level 3
1451848	MVL3/25	Royal George Underbridge		Grade II listed building	Level 3
1451852	MVL3/26	Shaw Hall Bank Road Footway		Grade II listed building	Level 1
1451853	MVL3/28	Oldham Road Overbridge		Grade II listed building	Level 3
1451854	MVL3/29	Wickens Underbridge		Grade II listed building	Level 1
1068120	MVL3/31	Uppermill Viaduct		Grade II listed building	Level 1

- 5.3.10 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. Further engagement with stakeholders with respect to the content of the interpretation would be undertaken during the detailed design phase.
- 5.3.11 A public engagement framework for archaeology and heritage will be developed and implemented as part of the project's wider commitment to delivering social value. This framework will create meaningful opportunities for communities to actively engage with the rich archaeological and historical narrative of the Transpennine Route. It will foster connections between people and the evolving landscape of the Tame Valley, helping to reveal and celebrate its past through inclusive, accessible, and educational initiatives.
- 5.3.12 Temporary interpretation would also be installed on the hoardings around construction sites for the Order Scheme which would be in place during the construction phase.
- 5.3.13 Toolbox talks would disseminate best practice for reducing potential impacts in relation to construction activity to help avoid accidental damage.

6. CONCLUSIONS

- 6.1.1 This Historic Environment Desk-Based Assessment has identified impacts on a number of designated and non-designated heritage assets from the Order Scheme. These include listed buildings, conservation areas, non-designated historic structures and archaeological remains.
- 6.1.2 Listed building consent will be required for proposed works to twelve designated online structures comprising grade II listed railway bridges dating to the 19th century. Full details of the proposed alterations and the resulting impacts to these heritage assets are set out in the heritage statements prepared to accompany the listed building consent applications (Volume 3, Appendix 5A of this Report [NR14]).
- 6.1.3 Construction of the Order Scheme would result in impacts to non-designated online structures comprising altered railway bridges dating from the 19th century. Historic building recording in accordance with Historic England guidance is recommended to be undertaken to provide a permanent record of these structures in advance of the construction.
- 6.1.4 Construction of the Order Scheme has the potential to truncate or remove buried archaeological remains as a result of intrusive groundworks. Impacts may also occur to historic structures, surfaces, gate piers and stone walls as a result of construction works.
- 6.1.5 Further consultation will be undertaken with consultees including the Local Planning Authority Archaeological Adviser when detailed design information is available to determine any requirement for archaeological mitigation in areas where there is potential for archaeological remains to be present
- 6.1.6 In addition, a programme of heritage interpretation at Greenfield Station, alongside a wider public engagement framework, will offer opportunities for the public to engage with the heritage of the Huddersfield & Manchester Railway, and to explore the history and archaeology of the Tame Valley.

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ANNEX A – GAZETTEER OF HERITAGE ASSETS

A.1 Online Designated Heritage Assets

NR Reference	NHLE Reference	Easting	Northing	Designation	Name	Description	Period
MVL3/7	1449242	397200	399786	Grade II Listed Building	Heyrod Hall Bridge	Road bridge over the Huddersfield & Manchester Railway line, mid-late 1840s, by A S Jee. Rock-faced sandstone with ashlar dressings.	Post-Medieval
MVL3/8	1452382	397333	400119	Grade II Listed Building	Railway overbridge MVL3/8, Heyrod Footbridge	Railway overbridge and flight of steps, 1845-1849, with later parapets, by AS Jee for the Huddersfield & Manchester Railway.	Post-Medieval
MVL3/9	1449241	397325	400199	Grade II Listed Building	Heyrod Bridge	Road bridge over the Huddersfield & Manchester Railway line, mid-late 1840s, by A S Jee.	Post-Medieval
MVL3/10	1452392	397306	400477	Grade II Listed Building	Railway underbridge MVL3/10, Manchester Road	Railway underbridge, 1845-1849, by AS Jee for the Huddersfield & Manchester railway.	Post-Medieval
MVL3/11	1452399	397291	401240	Grade II Listed Building	Railway tunnel portal, MVL3/11 Scout Tunnel (south end)	Railway tunnel portal, 1845-1849, by AS Jee for the Huddersfield & Manchester Railway.	Post-Medieval
MVL3/17	1452405	397723	402833	Grade II Listed Building	Railway overbridge MVL3/17, Roughtown Road	Railway overbridge, 1845-1849, by AS Jee for the Huddersfield & Manchester railway.	Post-Medieval
MVL3/20	1452406	397859	403652	Grade II Listed Building	Railway overbridge MVL3/20, Wright's Mill	Railway overbridge, 1845-1849, by AS Jee for the Huddersfield & Manchester Railway.	Post-Medieval
MVL3/23	1452409	398107	404133	Grade II Listed Building	Railway overbridge MVL3/23, Wright's	Railway overbridge, 1845-1849, by AS Jee for the Huddersfield & Manchester Railway.	Post-Medieval
MVL3/25	1451848	398598	404393	Grade II Listed Building	Royal George Underbridge	Railway underbridge for the Huddersfield & Manchester Railway. Mid-late 1840s by A S Jee.	Post-Medieval
MVL3/26	1451852	398942	404525	Grade II Listed Building	Railway accommodation underbridge MVL3/26, Footway	Accommodation underbridge for the Huddersfield & Manchester Railway. Mid-late 1840s for the railway line with A S Jee as lead engineer.	Post-Medieval
MVL3/28	1451853	399202	404728	Grade II Listed Building	Railway overbridge MVL3/28, Oldham Road	Railway overbridge for the Huddersfield & Manchester Railway. Mid-late 1840s by A S Jee.	Post-Medieval
MVL3/29	1451854	399465	405409	Grade II Listed Building	Railway accommodation underbridge MVL3/29, Wickens	Accommodation underbridge for the Huddersfield & Manchester Railway. Mid-late 1840s by A S Jee.	Post-Medieval
MVL3/31	1068120	399578	406310	Grade II Listed Building	Uppermill Viaduct	Railway viaduct. 1849. By AS Jee Huddersfield and Manchester Railway Co. Rock-faced stone. Total of 23 arches.	Post-Medieval
MVL3/40	1224282	403928	411860	Grade II Listed Building	Railway tunnel portals MVL3/40, east end of Standedge Tunnel	Three railway tunnel portals at the east end of Standedge Tunnel; the centre portal built in 1845-1849 by the contractor Thomas Nicholson and engineer Alfred Stanistreet Jee for the Huddersfield & Manchester Railway line, the south portal built at the same time, in advance of a tunnel excavated in 1868-1871, and the north portal built in 1890-1894 for the London & North Western Railway.	Post-Medieval
MVL3/41	1452141	400777	408129	Grade II Listed Building	Railway tunnel portals MVL3/41, west end of Standedge Tunnel	Three railway tunnel portals at the west end of Standedge Tunnel; the centre portal built in 1845-1849 by the contractor Thomas Nicholson and engineer Alfred Stanistreet Jee for the Huddersfield & Manchester Railway line, the south portal built at the same time, in advance of a tunnel excavated in 1868-1871, and the north portal built in 1890-1894 for the London & North Western Railway.	Post-Medieval

A.2 Online Non-Designated Heritage Assets

Reference	Easting	Northing	Name	Description	Period
MVL3/5	396943	399360	Printworks Road Underbridge	Underbridge constructed for the Huddersfield & Manchester Railway (1845-1849). Barrel arched, in rock faced masonry with raked wing walls extend straight along railway embankment to either side to terminate in piers. Impost band and ashlar parapet band over, with later stone parapets above.	Huddersfield & Manchester Railway (1845-9)
MVL3/6	397132	399687	Heyrod Road Footbridge	This footbridge may have been built during the construction of the Huddersfield & Manchester Railway (1845-9) with piers of squared and coursed quarry-faced stone, but it was reconstructed in 2004 and now has a steel span	Huddersfield & Manchester Railway (1845-9) / 2004
MVL3/10A	397250	400698	Manchester Road Footbridge	This is a two-span footbridge with a central engineering brick pier supporting a single riveted wrought iron deck with lattice girder parapets and a timber deck. At the west end it meets the side of the cutting; at the east end there is a set of stairs with decorative cast-iron balusters. From historic drawings, it appears the footbridge was erected by the LNWR between 1898 and 1900 to enable a level crossing to be closed. At that time there was a siding west of the two running lines, which explains the wide span.	1898-1900 (LNWR)
MVL3/11	397271	401179	Scout Tunnel	Scout Tunnel is situated between Stalybridge Station and Mossley Station and is 202 yards (185m) long. The tunnel was constructed by the Huddersfield & Manchester Railway (1845-49) under engineer A.S. Jee. The north portal is faced in coursed and square, however is much simpler than the southern portal (grade II, 1452399). The parapet on the northern portal collapsed in December 2012 and has since been stabilised and rebuilt in concrete.	Huddersfield & Manchester Railway (1845-9)
MVL3/12	397284	400590	Abney Footbridge	This footbridge was built during the construction of the Huddersfield & Manchester Railway (1845-9) from squared and coursed quarry-faced stone, but has been reconstructed in 2008 and now has a steel span.	Huddersfield & Manchester Railway (1845-9) / 2008
MVL3/12A	397352	402003	Stamford Road Pipebridge	A pipe-bridge supported on masonry abutments, thought to date to c.1900.	c.1900
MVL3/13	397352	402003	Stamford Road Overbridge	Stamford Bridge is a stone overbridge which was constructed for the Huddersfield & Manchester Railway (1845-9), which has been altered significantly by the postwar substitution of a pre-cast concrete span.	Huddersfield & Manchester Railway (1845-9) / 20th century
MVL3/14	397363	402003	Mossley Station Footbridge	Mossley Station Footbridge is a single span footbridge consisting of two wrought iron warren trusses with cross beams and timber decking. The detailing is extremely utilitarian. This footbridge is a typical and utilitarian structure of unknown but not early date.	Unknown
MVL3/15	397469	402558	Mill Lane Underbridge	Mill Lane is a stone semi-circular arch underbridge constructed for the Huddersfield & Manchester Railway (1845-9). Both faces are similar. Designed by A.S. Jee, the bridge has a semi-circular arch of rusticated v-jointed gritstone voussoirs which continue as quoins to the soffit. These have tooled margins, and spring from an ashlar impost band. The projecting wing walls are raked, and these and the spandrels are of squared and coursed quarry-faced limestone. The arch is topped by a squared ashlar string course, above which is several courses of masonry, and squared ashlar coping. The arch soffit is comprised of narrow courses of masonry, with tooled detailing. Twentieth-century additions of a concrete parapet and safety railings feature on both sides. Mill Lane has good quality stonework and dates to the heroic phase of railway development, but its design is unexceptional and it has been altered.	Huddersfield & Manchester Railway (1845-9) / 20th century
MVL3/16	397600	402700	New Earth Footbridge	Mill Lane is a footbridge with riveted wrought iron girders spanning the railway, which rest on masonry abutments and dates to the construction of the Huddersfield & Manchester Railway (1845-9). The bridge started life as a stone segmental overbridge, similar to others on the line, but was reconstructed in 1884 by London & North Western Railway and the span was replaced in wrought iron.	Huddersfield & Manchester Railway (1845-9) / 1884
MVL3/18	397760	402890	Roughtown Road Footbridge	This is a footbridge with riveted wrought iron girders with cross-braced panels spanning the railway, which rest on masonry abutments and date to the construction of the Huddersfield & Manchester Railway (1845-9). The bridge started life as a stone segmental overbridge, similar to others on the line, but was reconstructed in 1896 by the London & North Western Railway and the span was replaced in wrought iron.	Huddersfield & Manchester Railway (1845-9) / 1896
MVL3/19	397851	403403	Midge Hall Underbridge	Midge Hall is a semi-circular arch underbridge, on the Huddersfield & Manchester Railway (1845-9). The arch is of stepped, rusticated quarry-faced voussoirs with a continuous tooled margin and springs from an ashlar impost band. The soffit has been line in concrete. The quoins to the abutments are quarry-faced with a tooled margin to each block. The spandrels are of squared and coursed quarryfaced sandstone. The straight wing walls are raked and splayed, with a squared ashlar coping. The parapet is of squared ashlar topped by C20 railings, with square terminating piers.	Huddersfield & Manchester Railway (1845-9) / 20th century

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

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Reference	Easting	Northing	Name	Description	Period
				Although this bridge has good quality stonework and dates to the heroic phase of railway development, the arch has been unsympathetically reinforced in concrete and the design type and engineering are commonplace for the date.	
MVL3/21	397878	403738	Water Trough	A water trough supported on masonry abutments, thought to date to c.1900. The span was replaced c.2005 with a steel replacement.	London & North Western Railway c.1900 / 2005
MVL3/22	398191	404111	Hobbe Hole Underbridge	Hobble Hole Underbridge is shown on Historic Map published in 1854, and is likely to be contemporaneous with the Huddersfield & Manchester Railway. The bridge has been subject to works since to the underside of the arch.	Huddersfield & Manchester Railway (1845-9)
MVL3/24	398296	404269	Charlotte Street Underbridge	Charlotte Street is a single-span underbridge carrying the railway over a small road. It was constructed for the Huddersfield & Manchester Railway (1845-9), but significantly altered in the late twentieth century, when the span was removed and replaced with reinforced concrete deck beams.	Huddersfield & Manchester Railway (1845-9) / late 20th century
MVL3/27A	399189	404712	Greenfield Station Footbridge	Greenfield Station Footbridge is a riveted wrought iron footbridge with cross bracing, lattice girders and a timber deck. This footbridge is likely to date to c.1900, and would have been built by the London & North Western Railway. The footbridge was moved to Greenfield Station in the late 20th century when some of the balusters were reinstated in fibreglass.	London & North Western Railway c.1900 / 20th century
MVL3/30	399648	406475	Den Quarry Underbridge	Den Quarry is a segmental skewed accommodation underbridge, on the Huddersfield & Manchester Railway (1845-9). The arch is of stepped, rusticated quarry-faced voussoirs with a continuous tooled margin to the ring of the arch. It springs from an ashlar impost band. The bridge has been extended, during the widening of the line by the London & North Western Railway (c.1900). The soffit is of stone, but has been partially recovered with Armco sheeting. The quoins to the abutments are quarry-faced with a tooled margin to each block. The spandrels are of squared and coursed quarry-faced sandstone. The straight wing walls are raked and splayed, with a squared ashlar coping, and the bridge accommodates a steep change of level. Although this bridge has good quality stonework and dates to the heroic phase of railway development, the arch has been unsympathetically reinforced in concrete.	Huddersfield & Manchester Railway (1845-9) / 1900
MVL3/32	400300	407100	Subway	This is a underbridge for a footpath which appears to have been completely refaced in engineering brick, which is likely to date to the quadrupling of the line, c.1890.	Huddersfield & Manchester Railway (1845-9) / 1890
MVL3/34	400262	407272	Subway	This is a stone subway which has been widened with engineering brick. It is likely to date to the construction of the Huddersfield & Manchester Railway (1845-9), but has been significantly altered which is likely to date to the quadrupling of the line, c.1890.	Huddersfield & Manchester Railway (1845-9) / 1890
MVL3/36	400339	407530	Ward Lane Overbridge	Ward Lane Overbridge is a single span footbridge comprising two cast iron girders with a brick jack arch spanning between the girder bottom flanges. The parapets are of iron panels. The deck spans between stone abutments of squared and coursed quarry-faced stone. The wing walls and approach walls are of quarry-faced stone construction and may date to the construction of the Huddersfield & Manchester Railway (1845-9).	Huddersfield & Manchester Railway (1845-9)
MVL3/37	400495	407779	Diggle Brook	This is a underbridge carrying the railway over Diggle Brook. Each side is different, with one brick arch and one quarry-faced stone, and it is likely that the bridge has been extended during the quadrupling of the line (1888-91).	Huddersfield & Manchester Railway (1845-9) / 1888-91
MVL3/39	400720	408050	Station Road Overbridge	Diggle Road is a three-span road bridge carrying Station Road over the two rails of the MVL3 line. The two tracks run beneath the Western span, and beneath the central span is an access track leading to two disused portals of Standedge Tunnel.	Huddersfield & Manchester Railway (1845-9)
MVL3/39A	400824	408222	Standedge Canal Tunnel	The structure is a single-span underbridge carrying three lines (Huddersfield & Manchester Railway, 1845-9, and a later siding) over the Huddersfield Narrow Canal. The structure consists of a brickwork arch on the downside for an approximate length of 95m, followed by concrete deck beams. The concrete section is owned by Network Rail, and the remainder is owned and maintained by the Canals & Rivers Trust.	Huddersfield & Manchester Railway (1845-9)
18983.1.0	400390	407630	Diggle Signal Box	Diggle Junction Signal Box, originally Diggle No1 signal box, opened in 1885 near the western portal of the Standedge Tunnels. It was equipped with 59 levers and was extended to 81 levers in 1891 on closure of Diggle No2 signal box near the station. Initially it controlled traffic on one down line (away from London) and one up line. Second lines were added in 1886 when the Micklehurst loop line from Stalybridge was opened. The signal box also controlled a single line that served the Dobcross Loom Works, which had their own engine 'The Foundry Rocket.' The building is a good example of a large London & North Western Railway Type 4 signal box, comprising a timber-framed box mounted on a brick base. It features a slate-covered gabled roof, introduced by the LNWR in 1876.	Later 19 th century

A.3 Offline Designated Heritage Assets

NHLE / GMHER Ref	Easting	Northing	Designation	Name	Description	Period
1005797	402873	412099	Scheduled Monument	Close Gate Bridge	No entry available for this asset	Post-Medieval
1011681	398013	407461	Scheduled Monument	Bowl barrow 190m NNE of Knarr Barn	The monument includes a bowl barrow located on a local high point 190m NNE of Knarr Barn. It includes a slightly oval earthen mound up to 0.5m high with maximum dimensions of 18m by 17m. Limited excavation of the barrow by Wrigley in 1911 located pieces of charcoal and fragments of burnt stone. The monument was again subjected to limited excavation during the 1980s; on this occasion the topsoil only was removed from a single trench. No finds were recorded.	Prehistoric
1015131	398905	401634	Scheduled Monument	Buckton Castle: a ringwork and site of 17th century beacon 350m north east of Castle Farm	The monument includes a medieval ringwork castle and the remains of a bailey on the northern side. The monument is on a shoulder of Buckton Moor commanding a view of the valleys of the River Tame and the Carr Brook where they meet. The ringwork is constructed as a raised platform measuring 35m by 40m and is roughly rectangular. The site is enclosed by a bank which is in fact a collapsed wall of mortared blocks of stone with a mortared rubble core.	Medieval
1017837	399838	409547	Scheduled Monument	Castleshaw Roman forts, 250m west of Castle Shaw Farm	A sequence of Roman forts at Castle Shaw, together with the remains of a settlement outside the ramparts of the forts and a section of Roman road leading to the forts from the south west. The forts and the remains of a civilian settlement have been extensively excavated over the last 100 years.	Roman
1338882	396125	398463	Grade II Listed Building	Castle Street Mills	Marked on maps (1,2) as a cotton mill and as a cotton waste mill on map (3). Spinning mill No.1: "1820" datestone, brick build, of 4 storeys and 23x4 bays. Gable slate roof.	Post-Medieval
1162957	396259	398964	Grade II Listed Building	Church of St George	Church, 1838–40, built by Sharpe for the church commissioners. Nave and aisles under one roof with small chancel and west tower. 7-bay aisles and 1-bay chancel, 3-stage tower and a clock, aperture in stage two.	Post-Medieval
1240077	396265	398636	Grade II Listed Building	Thorn House	Electricity generating company offices and generating station. 1903–04 with C20 alterations.	Modern
1261179	396331	398527	Grade II Listed Building	Former Sunday School	Sunday school with facilities for adult classes. 1904-5. The school collaborated with the Mechanics' Institute and adult classes were addressed by various notable figures; John Bright endowed the library.	Modern
1067987	396350	398593	Grade II Listed Building	Portico of Former Stalybridge Town Hall	Portico arch, formerly the entrance portico to the former town hall of 1831, modified in the late 1980s.	Post-Medieval
1163074	396354	398554	Grade II* Listed Building	War Memorial	War memorial, c.1920, FV Blundstone, sculptor. Bronze statuary group on ashlar plinths. Walls which are segmental in plan are terminated on either side of Trinity Street in piers with statues	Modern
1356470	396357	398540	Grade II Listed Building	Victoria Bridge	Road bridge, date 1867. 2 wrought iron girders spans on central rock-faced stone pier with cast iron parapet walls.	Post-Medieval
1389352	396371	398527	Grade II Listed Building	Post Office on Trinity Street, Stalybridge	This building, which opened in 1901, illustrates the use of architectural embellishment for the larger post offices.	Post-Medieval
1356492	396382	398506	Grade II Listed Building	Stalybridge Public Library	Public library built 1897–1901, by J Medland Taylor. Total of 6 bays; 2 storeys, tile roof.	Post-Medieval
1346235	396627	398562	Grade II Listed Building	18, 20 and 22, Portland Place	Terrace of houses. Early C19 (pre-1840). Rubble, coursed to front; stone slab roof. 3 storeys.	Post-Medieval
1261184	396780	398719	Grade II Listed Building	Huddersfield Narrow Canal, Milestone set in boundary wall at SJ 968 988	Milestone. 1794–97. Rectangular stone post with curved head, round indented face with the inscription "18 miles"	Post-Medieval
1067986	396978	399556	Grade II Listed Building	Toll Bar Cottage	Toll bar cottage, c.1800. 1 x 2 rooms deep with 1 storey (2 at the rear), gable onto road and C20 additions to left. The central door has a pointed arch, fanlight and square-cut stone surround.	Post-Medieval
1356467	397139	400089	Grade II Listed Building	Moorfield House	3-storey house and a 2-storey extension to left, late C18. Central square-cut door surround obscured by C20 porch. The extension to left is in a similar style.	Post-Medieval

NHLE / GMHER Ref	Easting	Northing	Designation	Name	Description	Period
1162781	397240	402718	Grade II Listed Building	Number 18 and adjoining cottages 1 and 3, Carrhill Road	House and 2 cottages with workshop on top floor, formerly used as a school. Late 18th century. Double-depth 1-bay house to right, back-to-back cottages to left. Second storey is a single workshop with separate access at the rear, which has a flight of stone steps giving access. One brick and one stone ridge chimney stacks.	Post-Medieval
1163008	397250	400161	Grade II Listed Building	14, 16, and 18, John Street	3 houses. Nos.14 and 16 are dated 1788 on door lintels, and No.18 dated 1796. Double-depth, 3-storey with a 2-storey C20 garage extension recessed to the left of No.18. Each house has a square-cut stone door surround.	Post-Medieval
1068044	397280	402049	Grade II Listed Building	Former Mossley Town Hall	Town hall, originally private house, 1862. Large asymmetrical plan of 8 bays and 2 storeys executed in an Italianate style.	Post-Medieval
1309347	397282	400166	Grade II Listed Building	Holly Cottage	2 houses, late C18. Each house is double-depth and has 3 storeys.	Post-Medieval
1162871	397299	402050	Grade II Listed Building	War Memorial in Front of Former Town Hall	War Memorial circa 1920. Marble statue on polished granite base. Robed female figure holding a book in one hand standing on a tapering square stone plinth. Inscription: "Erected on behalf of the town by Alderman and Mrs. J. A. Bottomley". Surrounded by plain iron railings.	Modern
1162961	397340	401023	Grade II Listed Building	Scout Tunnel South Entrance	Tunnel entrance built between 1794 and 1797. Engineer Benjamin Outram; elliptical arch retaining wall which is curved and has square terminating piers.	Post-Medieval
1309457	397464	401161	Grade II Listed Building	Huddersfield Narrow Canal Scout Tunnel North Entrance	Tunnel entrance built 1794–97. Benjamin Outram engineer. Skew bridge, elliptical arch and curved parapet walls which have round-topped coping stones and are terminated in battered square piers.	Post-Medieval
1261183	397485	400480	Grade II Listed Building	Huddersfield Narrow Canal, Black Rock Bridge at SD 976 004	Accommodation bridge at the tail of lock 10W. 1795–98. Humpbacked bridge of rustic coursed stone.	Post-Medieval
1162836	397558	402943	Grade II Listed Building	1, Quickwood	Early C19. 2-storey house, formerly schoolmaster's house. Graduated slate roof with central door and square-cut surround.	Post-Medieval
1068041	397564	402939	Grade II Listed Building	Garden Wall to Numbers 3, 4, 5 and 6 Manor House	4 houses, formerly the manor house with two cottages at rear, late C17, extended to the rear in C19.	Post-Medieval
1309435	397586	402932	Grade II Listed Building	2; 7-17 Quickwood	7 cottages, various dates from early 18th-century to early 19th-century. Formerly a terrace of 2-storey single-depth cottages, but extended at the rear in the 19th century, probably when No.2 was built.	Post-Medieval
1356439	397615	402994	Grade II Listed Building	Church of St John The Baptist	Church: 1878–79 (Wild and Collins). Rock-faced stone with slate roof. Nave and chancel under one roof with south aisle. South-west tower, 3-stage with east door. Twin-gabled vestry	Post-Medieval
1356441	397622	402199	Grade II Listed Building	Huddersfield Narrow Canal Micklehurst Bridge and Lock Number W13	Lock and tail bridge. Between 1794 and 1797. Benjamin Outram engineer. Hammer-dressed stone.	Post-Medieval
1162773	397646	401908	Grade II Listed Building	Inglenook	2 houses, formerly three cottages. Built during the late 17th, early 18th, and mid-18th centuries. 2 storeys, long single-depth, incorporating a barn in bay 1 (Now part of the house).	Post-Medieval
1068042	397661	402838	Grade II Listed Building	Summerhill Cottage	2-storey house, mid-18th century. 2 bays, 1-room depth with central door, square-cut surround. 2 brick chimney stacks, chamfered floor beams.	Post-Medieval
1162827	397686	403564	Grade II Listed Building	7, 9, 11 and 11a, Midge Hill	3 houses and a flat, mid- to late 18th century. Each house is double depth with 3 storeys, totalling 8 bays in length. Doors at rear give access to the top storeys of Nos.11a and 9 and a taking-in door with square-cut surround. Venetian type attic window.	Post-Medieval
1068037	397703	402559	Grade II Listed Building	Huddersfield Narrow Canal Winterford Bridge and Lock Number W14	Lock and adjoining roving bridge, built between 1794 and 1797. Benjamin Outram engineer.	Post-Medieval
1268030	397734	402621	Grade II Listed Building	Woodend Mill	Marked on maps (1,2) as a cotton mill. A very large site. The spinning mill is early to mid-C19, of 5 storeys (plus basement) and 18x5 bays. It is built of rustic stone with brick internal structure. Gable roof.	Post-Medieval

NHLE / GMHER Ref	Easting	Northing	Designation	Name	Description	Period
1356440	397748	402909	Grade II Listed Building	32 and 34, Greenhill Cottages	Two houses, dating from the late C18. Each house is 1 bay wide, of double depth and of 3 storeys.	Post-Medieval
1068038	397766	402774	Grade II Listed Building	Woodend Toll Bar Cottage	Former early 19th-century toll bar cottage.	Post-Medieval
1240125	397969	402939	Grade II Listed Building	Huddersfield Narrow Canal, Milestone at SD 979 030	Milestone. 1794–97. Rectangular stone post with curved head, round indented face with the inscription "15 miles".	Post-Medieval
1309462	398096	403693	Grade II Listed Building	Huddersfield Narrow Canal Division Bridge	Roving bridge, built between 1794 and 1797. Benjamin Outram engineer. Skew bridge, elliptical arch and curved parapet walls, which have round-topped coping stones	Post-Medieval
1067432	398128	403774	Grade II Listed Building	Huddersfield Narrow Canal No. 84 Aqueduct	Aqueduct over the river Tame. "1797 IW" carved on stone. Benjamin Outram engineer.	Post-Medieval
1356714	398186	404438	Grade II Listed Building	Throstle Nest Mill (former)	Water-powered scribbling and spinning mill, now a house. 1791 for Henry Buckley.	Post-Medieval
1390053	398319	404111	Grade II Listed Building	The Royal George Canal Bridge	Canal bridge. 1798 with later widening, associated with the Huddersfield Narrow Canal. Possibly by Benjamin Outram, engineer.	Post-Medieval
1309579	398458	404280	Grade II Listed Building	Christ Church Vicarage	c.1850. By G Shaw. Snecked stone with decorative clay tile roof. 4 bays and 2 storeys. Gothic revival.	Post-Medieval
1356701	398508	404320	Grade II Listed Building	Christ Church, Friezland	c.1850 with additions of 1860s. By George Shaw. Snecked stone with slate roof. Nave and chancel with north-west tower, south transept, north aisle, organ chamber and vestry, all of later date. Gothic revival.	Post-Medieval
1253529	398609	404251	Grade II Listed Building	Huddersfield Narrow Canal Milestone at SD 987 043	Milestone. 1794–97. Rectangular stone post with curved head, round indented face with the inscription "14 miles".	Post-Medieval
1068153	399013	404670	Grade II Listed Building	Wharmton Tower	House. c.1861. By George Shaw for John Dicken Whitehead. Ashlar with slate roof. 8 bays with 2 and 3 storeys and conservatory to right.	Post-Medieval
1067470	399195	404617	Grade II Listed Building	Wharf Cottages	3 houses. Mid- and late C18 and mid-C19 but incorporating a house of early C18. Watershot hammer-dressed stone with graduated stone slate roof	Post-Medieval
1068147	399349	406509	Grade II Listed Building	Lower Cottage	Hammer-dressed stone house with graduated stone slate roof. 17th century but with later addition dated "IWAW 1742" on lintel. Two storeys. Two ridge chimney stacks	Post-Medieval
1068187	399351	406519	Grade II Listed Building	Hillcot	Early/ mid-18th century hammer-dressed watershot stone house with graduated stone slate roof. 2 storeys.	Post-Medieval
1163751	399371	406505	Grade II Listed Building	Hillside Cottage	Hammer-dressed watershot stone house with graduated stone slate roof and "W H 1765" datestone. Two storeys.	Post-Medieval
1067469	399375	404568	Grade II Listed Building	Toll House	Toll cottage, now house. c.1820. Watershot hammer-dressed stone with graduated slate roof and an extension in rendered brick. On branch of Oldham–Standedge Turnpike. Single storey, Gothic windows, central chimney.	Post-Medieval
1253531	399410	404928	Grade II Listed Building	Huddersfield Narrow Canal Halls Bridge and Lock 20W at SD 994 049	Accommodation bridge and lock combination, Early 19th century with later alterations. Probably designed by Benjamin Outram.	Post-Medieval
1309426	399479	406397	Grade II Listed Building	Brownhill Bridge Mill	Water-powered woollen mill, now workshop and house. 1772.	Post-Medieval
1356719	399550	406309	Grade II Listed Building	Huddersfield Narrow Canal, Lock No.23 (Lime Kiln Lock and Adjoining Tailbridge No.75 and Aqueduct No.74)	Lock, tail bridge and adjoining aqueduct over the river Tame. Between 1794 and 1799. Benjamin Outram engineer. Hammer-dressed stone.	Post-Medieval

NHLE / GMHER Ref	Easting	Northing	Designation	Name	Description	Period
1253532	399577	405647	Grade II Listed Building	Huddersfield Narrow Canal Moorgate Bridge	Early C19. Probably designed by Benjamin Outram. Hammer-dressed coursed stone. Semi-elliptical arch with voussoirs.	Post-Medieval
1163263	399589	406093	Grade II Listed Building	Huddersfield Narrow Canal Lock No 22W (Dunge Booth Lock)	Lock. Between 1794 and 1799. Benjamin Outram engineer. Hammer-dressed stone with tooled markings.	Post-Medieval
1467726	399659	405689	Grade II Listed Building	St Chad's War Memorial, Uppermill	First World War memorial, 1921, with Second World War additions.	Modern
1163181	399674	405715	Grade II Listed Building	St Chads House	House. Now library. 1798 with façade of mid-19th century and with 20th-century additions. Façade by G Shaw.	Post-Medieval
1356425	399682	406756	Grade II Listed Building	No. 27 and Left Bay Only of No. 29	House, now 2 houses. Late C18.	Post-Medieval
1164900	399683	406766	Grade II Listed Building	Numbers 29 (Right Hand Bay) 31A and 31C	House, now 3 houses. Late C18 with wing to rear of early C19.	Post-Medieval
1309706	399686	406324	Grade II Listed Building	Lower Brownhill House	Late C18. Hammer-dressed watershot stone with graduated stone slate roof. Single and double-depth 2-bay house with 3 storeys.	Post-Medieval
1164207	399690	405746	Grade II Listed Building	12, St Mary's Gate	House, now shop. Late C18.	Post-Medieval
1068089	399691	406771	Grade II Listed Building	33 and 35, Wool Road	House, now 2 houses. Early C19.	Post-Medieval
1356407	399693	405753	Grade II Listed Building	Building Between Nos. 10 and 12	House but converted to a workshop in C19. Late C18.	Post-Medieval
1068134	399695	405761	Grade II Listed Building	10, St Mary's Gate	House. Late C18.	Post-Medieval
1068133	399698	405770	Grade II Listed Building	8 and 6, Saint Mary's Gate	2 houses. Late C18.	Post-Medieval
1163642	399703	405776	Grade II Listed Building	Manor Yard	House. Late C18. Hammer-dressed watershot stone with slate roof. One room on each of 2 floors.	Post-Medieval
1356406	399706	405769	Grade II Listed Building	4, St Mary's Gate	House. Early C19.	Post-Medieval
1068132	399715	405766	Grade II Listed Building	2, Saint Mary's Gate	2 houses and a shop. Early C19 and late C18.	Post-Medieval
1356716	399717	405697	Grade II Listed Building	The Hare and Hounds public house	Public house. 18th century. Hammer-dressed stone with graduated stone slate roof.	Post-Medieval
1067427	399721	405778	Grade II Listed Building	Uppermill Conservative Club	House, now club. 18th century. Hammer-dressed watershot stone with slate roof.	Post-Medieval
1163720	399782	405786	Grade II Listed Building	Nos. 1-13, New Street	Row of 7 houses. Early C19.	Post-Medieval
1356393	399806	405789	Grade II Listed Building	15 New Street	House. 1820s.	Post-Medieval
1067440	399865	407049	Grade II Listed Building	25, Huddersfield Road	House. Mid- to late C18. Hammer-dressed watershot stone with graduated stone slate roof.	Post-Medieval

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1261754	399898	406759	Grade II Listed Building	Huddersfield Narrow Canal Milestone at SD 9990 0677	Milestone. 1799–1810. Rectangular stone post with curved head, round indented face with the inscription "12 miles".	Post-Medieval
1067465	399970	406561	Grade II Listed Building	Butterhouse Lindum Cottage	House, now 2 cottages, mid-18th century. Squared rubble and hammer-dressed watershot stone with graduated slate roof.	Post-Medieval
1356410	400043	407584	Grade II Listed Building	No. 5 and Adjoining Barn	House and barn. Post-1822. Hammer-dressed watershot stone with slate roof to house and graduated stone slate to barn. 2- bay house of 2 and 3 storeys with barn set at right-angles to rear	Post-Medieval
1068129	400067	406506	Grade II Listed Building	Ryefields and Ryefields Cottage	House and cottage. Late C18 with early C19 alterations. Hammer-dressed watershot stone with graduated stone slate roof. Double-depth plan with a total of 6 bays and 3 storeys and with later wing to rear.	Post-Medieval
1068167	400097	407193	Grade II Listed Building	W.H.Shaw Ltd. Dobcross Works Office Building	Dobcross loom works, office building. 1890 for Huchinson and Hollingworth.	Post-Medieval
1309242	400168	407074	Grade II Listed Building	No.69 Bridge, Huddersfield Narrow Canal	Footbridge. Completed by 1811. Benjamin Outram engineer.	Post-Medieval
1164775	400239	407568	Grade II Listed Building	1, Ward Lane	House. Mid-C18 with later alterations. Squared rubble and watershot hammer-dressed stone with graduated stone slate roof. Single-depth plan with 4 bays and 2 storeys.	Post-Medieval
1067430	400242	406761	Grade II Listed Building	Hollin Greave Farmhouse	18th-century laithe house of hammer-dressed watershot stone, double-depth, central entrance and two storeys. Separate barn of same materials.	Post-Medieval
1261755	400245	407395	Grade II Listed Building	Huddersfield Narrow Canal Subway Under Canal after Lock 30 W	Subway beneath the canal. Early C19.	Post-Medieval
1356718	400255	406728	Grade II Listed Building	Cottage adjoining north of Holly Grove Cottage	Early 19th-century hammer-dressed watershot stone house with graduated stone slate roof. Three storeys.	Post-Medieval
1067429	400256	406757	Grade II Listed Building	Bont	Late 18th century, but incorporating earlier work. 3 storeys.	Post-Medieval
1163218	400261	406753	Grade II Listed Building	Lane Side	Late 18th-century house incorporating earlier work. Hammer-dressed watershot stone with graduated stone slate roof. 3 storeys.	Post-Medieval
1356717	400268	406749	Grade II Listed Building	Hollin Grove	Mid-18th century, hammer-dressed watershot stone house with graduated stone slate roof. 2 storeys, ridge chimney stack, square cut door surround to the right is of later date.	Post-Medieval
1309262	400277	406745	Grade II Listed Building	Hollin Greave	Mid- to late 18th-century hammer-dressed watershot stone house with graduated stone slate roof. Quoins, 2 storeys, gable chimney stack.	Post-Medieval
1067433	400280	407546	Grade II Listed Building	Huddersfield Narrow Canal No. 66 Bridge	Road bridge. Completed by 1811. Benjamin Outram engineer.	Post-Medieval
1253530	400294	407575	Grade II Listed Building	Huddersfield Narrow Canal Lock Adjacent to Ward Road Bridge	Narrow pond lock, originating 1799-1810, by Benjamin Outram. Restored 1991.	Post-Medieval
1268291	400299	406800	Grade II Listed Building	Wool Wall at SE 003 068	Wool wall. Early C19. Rubble sandstone masonry wall of drystone construction.	Post-Medieval
1068169	400302	407890	Grade II Listed Building	Warth Cottages	Hammer-dressed watershot stone with graduated stone slate roof. Double-depth house with 2 bays and 3 storeys	Post-Medieval
1068183	400399	407126	Grade II Listed Building	Holly Grove Cottage (Southern-Most Building in Group of 3)	Mid- to late 18th century. Hammer-dressed watershot stone with graduated stone slate roof. 1-bay 2-storey plan with gable entrance.	Post-Medieval
1309266	400417	407122	Grade II Listed Building	Holly Grove Cottage	Mid-18th-century hammer-dressed watershot stone house with 20th-century tile roof. 2 storey.	Post-Medieval

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1163651	400428	407150	Grade II Listed Building	Northern-most Building of Group of 3 (To North of Holly Grove Cottage)	Mid-18th century and later. Hammer-dressed watershot stone with graduated stone slate and slate roof. 3-bay single-depth house with 2 storeys.	Post-Medieval
1164788	400439	407223	Grade II Listed Building	Holly Grove Farm Cottage	House. Mid-C18. Hammer-dressed watershot stone with graduated stone slate roof. 2-unit 2-storey plan with gable entrance and C20 extension to west.	Post-Medieval
1356404	400449	407380	Grade II Listed Building	Holly Grove House	House. c.1800. For Sykes of Wrigley Mill. Hammer-dressed watershot stone with slate roof. Double-depth central-staircase plan with 3 storeys, and a 1-storey wing to right.	Post-Medieval
1163050	400579	408161	Grade II Listed Building	7, 8 and 18 Harrop Green	Part of Harrop Green Group (see also HER 1126.1.1, 1126.1.2 & 1126.1.3). 3 houses. Early and late 18th century. Hammerdressed stone, watershot in parts, with a graduated stone slate roof. 3-bay, 3-storey house.	Post-Medieval
1067420	400584	408178	Grade II Listed Building	17, Harrop Green	Part of Harrop Green group [see HER 1126.1.0, 1126.1.1 & 1126.1.2]. Early 19th century. Hammer-dressed watershot stone with 20th-century tile roof. Double-range plan with 2 storeys.	Post-Medieval
1163053	400592	408182	Grade II Listed Building	15, Harrop Green	Part of Harrop Green Group [see also 1126.1.0, 1126.1.1 & 1126.1.3]. House, said formerly to have been a public house and a farmhouse. Single-depth 2-bay house with 19th century range added at rear.	Post-Medieval
1067460	400594	408166	Grade II Listed Building	11, Harrop Green	House. Late C18. Hammer-dressed watershot stone with graduated stone slate roof. 2-bay double-depth 2-storey house.	Post-Medieval
1163637	400632	407519	Grade II Listed Building	Lee Cross House	House. Early C19. Hammer-dressed watershot stone with graduated stone slate roof. Central-staircase plan with 2 storeys and 3 bays.	Post-Medieval
1309447	400808	408024	Grade II Listed Building	Ivy Cottage	Late 18th, early 19th century with large 20th century extension. Hammer-dressed stone with graduated stone slate roof. 3 storeys with one room on each floor and large extension to right.	Post-Medieval
1162882	400838	408032	Grade II Listed Building	No. 7 and Heather Cottage	Two houses. Late 18th century. Hammer-dressed watershot stone with graduated stone slate roof. Each house is one bay wide with three storeys and 20th-century extension to rear.	Post-Medieval
1356728	400874	408039	Grade II Listed Building	13 Diglea	2 houses, now one house. Early C19 with later addition. Large dressed stone blocks with graduated stone slate roof. The addition is in watershot stone. 2-bay single-depth plan with 2 storeys and a 2-bay C19 extension to left.	Post-Medieval
1162884	400877	407898	Grade II Listed Building	Waterside	House. Late C18, altered 1973. Hammer-dressed watershot stone with graduated stone slate roof. Single-depth plan with slightly later rear wing, now incorporated in house. Dressed quoins. Three storeys, one bay.	Post-Medieval
1067450	400881	408017	Grade II Listed Building	Raid House	Early and late 18th century. Hammer-dressed stone, most of which is watershot. Graduated stone slate roof. 2-bay single-depth house with 3 storeys.	Post-Medieval
1067451	400930	408038	Grade II Listed Building	Prestbury Cottage	House and cottage. Late 18th and 19th century. Hammer-dressed watershot stone with graduated stone slate roof. Double-depth 2-bay house with 3 storeys.	Post-Medieval
1067461	401413	408578	Grade II Listed Building	Diggle Edge Farmhouse and adjoining Barn and Cottages	Laithe-house and adjoining cottages. House 1770s. Cottages c.1800. Hammer-dressed watershot stone with graduated stone slate roof. Single-depth 2-storey house with barn to right, lean-to against left gable and cottages to extreme right.	Post-Medieval
1266896	402093	410092	Grade II Listed Building	Thieves Clough Bridge	C18. Packhorse bridge. Single span semicircular arched bridge in roughly coursed dry rubble over Thieves Clough. On former Trans-Pennine packhorse route from Mount Road, Marsden to Lancashire.	Post-Medieval
1224052	402525	410207	Grade II Listed Building	Engine House, Engine Pit and Bye Pit, Red Brook	Between 1798 and 1811. Engineer: Benjamin Outram (1764-1805). Engine house containing 2 pits. Deeply coursed rubble. Roof removed. Situated at roughly centre point of Standedge canal tunnel.	Post-Medieval
1278371	403864	411895	Grade II Listed Building	Ainsley Cottage	Early to mid C18. House. Hammer dressed stone. Quoins. Pitched stone slate roof. Coped gable to east, chamfered. Moulded footstones. Chimney stack at east (original fireplace to east is still apparent) with water tabling.	Post-Medieval
1217288	403944	411674	Grade II Listed Building	Intake Head Farmhouse	Early to mid C18 Farmhouse	Post-Medieval
1266901	403959	411912	Grade II* Listed Building	Entrance Portal to Standedge Canal Tunnel	1798-1811. Canal tunnel portal. Engineer Benjamin Outram. Semicircular ashlar arch forms entrance to stone vaulted tunnel. Coursed rubble walling with string course and ashlar coping. The tunnel is 3 miles 171 yards long, 3 yards wide and 17 feet high. Water level is 8 feet.	Post-Medieval

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1243464	403962	411935	Grade II Listed Building	Huddersfield Narrow Canal Tunnel End Cottages at SE 039 119	Pair of semi-detached former Tunnel Keeper's cottages, now a visitor's centre. Early C19 with late C20 alterations. Two-storey, four bays.	Post-Medieval
1217287	403968	411684	Grade II Listed Building	Intake Head Cottages	Early to mid-19th century	Post-Medieval
1230922	404003	412080	Grade II Listed Building	Waterfall Cottages	1848 (datestone). Terrace. Hammer dressed coursed stone. Pitched stone slate roof. Gabled copings on moulded footstones.	Post-Medieval
1234422	404019	411960	Grade II Listed Building	Huddersfield Narrow Canal Bridge 62 and Access Duct	1794-8 - Rebuilt probably by railway company in mid C19. Single span with towpath going around outside of bridge.	Post-Medieval
1243465	404078	411984	Grade II Listed Building	Huddersfield Narrow Canal Waterways Depot at SE 0407 1198	Waterways depot, formerly Huddersfield Canal Company warehouse. Early C19, with later alterations.	Post-Medieval
1338882	396140	398467	Grade II Listed Building	Castle Street Mills	Former cotton spinning mill (for hosiery yarn), now in various uses. Founded by George Cheetham; first factory 1805 with builds of 1820-21, 1827 and later alterations. The site's development is well documented.	Post-Medieval
1346235	396627	398563	Grade II Listed Building	18, 20 And 22, Portland Place	Terrace of houses. Early C19 (pre-1840).	Post-Medieval
1356468	397682	401153	Grade II Listed Building	Kershaw Hey Farmhouse	House. Early/mid C18. Hammer-dressed and watershot stone with slate and graduated stone slate roofs.	Post-Medieval
1162773	397645	401910	Grade II Listed Building	Inglenook	2 houses, formerly several cottages. Late C17, early C18 and mid C18. Hammer-dressed stone with slate and asbestos slate roof.	Post-Medieval
1068043	398041	401640	Grade II Listed Building	71, 73, 75 And 77, Staley Road	4 cottages. "JLB 1802" on door lintel of No. 77, the others added soon afterwards. Hammer-dressed stone with slate roof.	Post-Medieval
1356716	399718	405696	Grade II Listed Building	The Hare And Hounds Public House	Public house. Late C18. Hammer-dressed stone with graduated stone slate roof. Double-depth plan with 3 bays and 3 storeys.	Post-Medieval
1163181	399675	405718	Grade II Listed Building	St Chads House	House G.V. II House, now library. 1798 with facade of mid C19 and with C20 additions. Facade by G. Shaw. Watershot hammer-dressed stone with ashlar facade and graduated stone slate roof.	Post-Medieval
1164207	399688	405746	Grade II Listed Building	12, Saint Mary's Gate	G.V. II House, now shop. Late C18. Hammer-dressed watershot stone with graduated stone slate roof.	Post-Medieval
1356407	399694	405754	Grade II Listed Building	Building Between Nos. 10 And 12	Building between Nos. 10 - and 12 G.V. II House but converted to a workshop in C19. Late C18. Hammer-dressed watershot stone with graduated stone slate roof.	Post-Medieval
1068134	399695	405761	Grade II Listed Building	10, St Mary's Gate	No. 10 - G.V. II House. Late C18. Hammer-dressed watershot stone with graduated stone slate roof.	Post-Medieval
1068133	399698	405769	Grade II Listed Building	8 And 6, Saint Mary's Gate	Nos. 8 and 6 - G.V. II 2 houses. Late C18. Hammer-dressed watershot stone with graduated stone slate roof.	Post-Medieval
1356406	399708	405770	Grade II Listed Building	4, Saint Mary's Gate	No. 4 G.V. II House. Early C19. Hammer-dressed watershot stone with graduated stone slate roof.	Post-Medieval
1068132	399714	405772	Grade II Listed Building	2, Saint Mary's Gate	No. 2 - G.V. II Includes No. 73 High Street (west side) Uppermill. 2 houses and a shop. Early C19 and late C18. Hammer-dressed watershot stone with graduated stone slate roof.	Post-Medieval
1163642	399705	405776	Grade II Listed Building	Manor Yard	No. 1 - G.V. II House. Late C18. Hammer-dressed watershot stone with slate roof.	Post-Medieval

NHLE / GMHER Ref	Easting	Northing	Designation	Name	Description	Period
1067427	399723	405778	Grade II Listed Building	Uppermill Conservative Club	Uppermill Conservative - Club G.V. II House, now club. 1790s. Hammer-dressed watershot stone with slate roof. Double-range plan with 2 storeys.	Post-Medieval
1068147	399349	406510	Grade II Listed Building	Lower Cottage	Lower Cottage - G.V. II House. Hammer-dressed stone with graduated stone slate roof. Late C17 but with an addition dated "IWAW 1742" on lintel (Winterbottom).	Post-Medieval
1068146	399313	406516	Grade II Listed Building	Bridge House	Bridge House 29/6/78 G.V. II House. Late C18. Hammer-dressed watershot stone with graduated stone slate roof partly replaced by slate. 3-bay U-shaped range with 3 storeys and 1-storey wing to right.	Post-Medieval
1068187	399352	406518	Grade II Listed Building	Hillcot	G.V. II House. Early/mid C18. Hammer-dressed watershot stone with graduated stone slate roof.	Post-Medieval
1356718	400255	406726	Grade II Listed Building	Cottage Adjoining North Of Holly Grove Cottage	Cottage adjoining north - of Holly Grove Cottage G.V. II House. Early C19. Hammer-dressed watershot stone with graduated stone slate roof.	Post-Medieval
1309262	400277	406746	Grade II Listed Building	Hollin Greave	G.V. II House. Mid/late C18. Hammer-dressed watershot stone with graduated stone slate roof. Double-depth central-entrance plan with 2 storeys.	Post-Medieval
1356717	400270	406750	Grade II Listed Building	Hollin Grove	G.V. II House. Mid C18. Hammer-dressed watershot stone with graduated stone slate roof.	Post-Medieval
1163218	400261	406753	Grade II Listed Building	Lane Side	G.V. II House. Late C18 but incorporating earlier work. Hammer- dressed watershot stone with graduated stone slate roof.	Post-Medieval
1067429	400256	406756	Grade II Listed Building	Bont	G.V. II House. Late C18 but incorporating earlier work. 3-storey 1- bay house. Door obscured by C20 porch.	Post-Medieval
1067430	400243	406761	Grade II Listed Building	Hollin Greave Farmhouse	Farmhouse G.V. II Laithe-house. c.1800. Hammer-dressed watershot stone with graduated stone slate roof.	Post-Medieval
1268291	400294	406783	Grade II Listed Building	Wool Wall At Se 003 068	Wool Wall. Early C19. Rubble sandstone masonry wall of drystone construction. Approx. 50 metres long and 1.7 metres high, aligned north-west/south-east, with near vertical north-east face and sloping,	Post-Medieval
1067440	399864	407050	Grade II Listed Building	25, Huddersfield Road	No. 25 - - II House. Mid to late C18. Hammer-dressed watershot stone with graduated stone slate roof.	Post-Medieval
CA12 DGM3166	339701	405900	Conservation Area	Uppermill, Saddleworth	Designated a conservation area in 1977, Uppermill is a Saddleworth village characterised by its 19th-century industrial origins and largely intact domestic stone-built architecture. The village developed around the textile industry, utilising the River Tame for power, and features mills, residential areas, and public buildings aligned along the High Street. Key historical infrastructure includes the Huddersfield Narrow Canal, completed in 1811, and the 1849 railway viaduct. The conservation area preserves the 19th-century village core, with its natural stone buildings, while excluding later suburban expansion.	Post-Medieval
DGM2201	396335	398538	Conservation Area	Stalybridge Town Centre	Stalybridge town centre, designated a conservation area in 1991, reflects its 19th-century growth as a mill town shaped by the cotton industry, the River Tame, and the Huddersfield Narrow Canal. Its built environment, largely constructed from local stone, includes industrial and domestic buildings along streets like Market, Melbourne, and Grosvenor, which follow the valley contours and integrate with the Pennine landscape. While the area retains its historic character, challenges such as economic decline, modern alterations, and street clutter have led to its inclusion on the 'At Risk' Register. A Heritage Action Zone (2020–2024) aims to address these issues through restoration projects and heritage-focused initiatives.	Post-Medieval

NHLE / GMHER Ref	Easting	Northing	Designation	Name	Description	Period
CA02 DGM3168	399200	406587	Conservation Area	Dobcross	Dobcross was designated a Conservation Area in 1972, and extends over an area of 5.74 hectares. The settlement of Dobcross lies on a moderately sloping site to the west of the A670 (Wool Road), between the villages of Uppermill and Diggle. To the south are the River Tame and Dobcross New Road (A6052), which links the A670 with the A62 in Delph. To the north the land rises up to Harrop Edge and the Pennine Moors beyond. Prior to the Industrial Revolution Dobcross was a small hamlet on one of the main packhorse routes over the Standedge Moors. The origin of the name Dobcross is somewhat obscure, although it is thought that it could be derived from the situation of the settlement at a point where ancient trans-Pennine routes met to cross the marshy land of the Tame Valley. With the increase in trade and communication Dobcross began to grow around a natural route junction at the confluence of the two valleys of the River Tame and the Diggle Brook, until by 1800 it was the main commercial centre of Saddleworth. At this time the textile industry was in the process of transformation, with domestic workshops giving way to large factories, the looms being mainly driven by water power. Evidence of the earlier domestic handloom textile industry is provided by the large strip windows at first and second floor levels in the earlier dwellings. To the east of the original settlement between Sugar Lane and Sandy Lane are the more recent council estates of Briarfield and Southgate, while to the west is the Nudger Green private housing estate. The settlement form follows the traditional Pennine moorland pattern with the buildings clustered closely together along the narrow roadways. Towards the centre the positioning of the buildings is such as to create a series of irregularly shaped squares linked by narrow roadways and passages. This, together with the somewhat oddly shaped buildings and different roof heights etc., emphasises the organic growth of the settlement and reflects the close-knit community living around which it was built. The layout is basically introspective with unexpected corners and rapid changes in level providing interesting vistas with occasional dramatic long-distance views between buildings, to Ladcastle and across the Tame Valley. The square in the centre of the settlement, although surrounded by attractive buildings, is dominated by the Ramsden Memorial, erected in 1901 in memory of Dr. WHF Ramsden, the local country doctor. Another interesting building is the Church of the Holy Trinity, built in the Italian Style in the 1780s. Walls in the settlement are of local gritstone, blackened by the atmospheric pollution of the Industrial Revolution, with long and short stonework at the corners and door openings. Roofs are of grey stone slate laid to a shallow pitch. Windows are basically of the mullion type and the general absence of timber features on the buildings emphasises the attention paid to the rigours of the climate.	Post-Medieval
CA03 DGM3171	400591	408155	Conservation Area	Harrop Green	Harrop Green was designated a Conservation Area in 1972 and extends over an area of 0.78 Hectares. Harrop Green is a physically distinct hamlet to the north west of Diggle Village. The Diggle Brook flows along the valley to the south to join the River Tame between the villages of Uppermill and Dobcross. To the north of the settlement marginal agricultural land sweeps up to merge into the Pennine Moors while to the east is the bleak Pennine section of the Peak District National Park. Most of the buildings date back to the 18th Century although it is thought that some may be considerably older. Originally Harrop Green and the neighbouring conservation area of Diggle were small farming hamlets clustered around route junctions but the large strip windows at first and second floor levels provide evidence of the hand loom textile industry. The route pattern was radically altered and the hamlets physically separated by the construction of the Huddersfield Narrow Canal and the later Trans-Pennine railway line which enters the Standedge tunnels at this point. The settlement form of Harrop Green follows the traditional Pennine moorland pattern with the main block running with the contours and the buildings virtually set into the hillside producing, in some cases, a 3 storey building on one side and a 2 or single storey building on the other. Standing nearly 700 feet above sea level on the windward side of an exposed hillside the buildings huddle together as if to provide a united front against the elements. The layout of the interior of the dwellings, with part of one directly above another etc., emphasises the close-knit community living around which the settlements were built. The layout is basically introspective with unexpected corners and turning providing interesting vistas with occasional long distance views, between buildings, down the Diggle Valley and up to the hills around. Sudden changes in level can result in an interesting roof line almost at eye level, while the irregularity of the roof patterns emphasises the organic growth of the settlement. Walls are of local gritstone with long and short stone work at corners and door openings. Roofs are of grey slate at a fairly shallow pitch although some buildings have been re-roofed in concrete tiles. Windows are basically of the mullion type and the general absence of timber features in the buildings emphasises the attention paid to the rigours of the climate. Harrop Green has areas of open space at route junctions, probably village greens originally, containing clumps of mature trees and other individual mature trees which play an important part in the village scene. The basic floorscape is hard, with house walls back and front coming up to, and alongside, the public roadways while stout stone walls divide public from private open space where individual garden plots have been developed.	

NHLE / GMHER Ref	Easting	Northing	Designation	Name	Description	Period
CA01 DGM3172	400858	408043	Conservation Area	Diglea	Diglea was designated a Conservation Area in 1972. It extends over an area of 1.33 hectares. Diglea is a physically distinct hamlet to the north west of Diggle Village. The Diggle Brook flows along the valley to the south to join the River Tame between the villages of Uppermill and Dobcross. To the north of the settlement marginal agricultural land sweeps up to merge into the Pennine Moors, while to the east is the bleak Pennine section of the Peak District National Park. Most of the buildings date back to the 18th century although it is thought that some may be considerably older. Originally Diglea and the neighbouring Conservation Area of Harrop Green were small farming hamlets clustered around route junctions, but the large strip windows at first and second floor levels provide evidence of the handloom textile industry. The route pattern was radically altered and the hamlet physically separated by the construction of the Huddersfield Narrow Canal and the later Trans-Pennine railway line, which enters the Standedge tunnels at this point. The settlement form of Diglea follows the traditional Pennine moorland pattern with the main block running with the contours and the buildings virtually set into the hillside producing, in some cases, a 3- storey building on one side and a 2- or single-storey building on the other. Standing nearly 700 feet above sea level on the windward side of an exposed hillside, the buildings huddle together as if to provide a united front against the elements. The layout of the interior of the dwellings, with part of one directly above another etc., emphasises the close-knit community living around which the settlements were built. The layout is basically introspective with unexpected corners and turnings providing interesting vistas with occasional long distance views, between buildings, down the Diggle Valley and up to the hills around. Sudden changes in level can result in an interesting roof line almost at eye level, while the irregularity of the roof patterns emphasises the organic growth of the settlement. Walls are of local gritstone with long and short stonework at corners and door openings. Roofs are of grey slate at a fairly shallow pitch although some buildings have been re-roofed in concrete tiles. Windows are basically of the mullion type and the general absence of timber features in the buildings emphasises the attention paid to the rigours of the climate. Diglea has areas of open space at route junctions, probably village greens originally, containing clumps of mature trees and other individual mature trees which play an important part in the village scene. The basic floorscape is hard, with house walls back and front coming up to, and alongside, the public roadways while stout stone walls divide public from private open space where individual garden plots have been developed.	
CA15 DGM3182	398409	404078	Conservation Area	Royal George Mills, Greenfield	Royal George Mills was designated a Conservation Area in 1982 and extends over an area of 15.41 Hectares. Royal George Mills The Royal George Mills comprise a self-contained and isolated industrial complex lying between the River Tame and the Huddersfield Narrow Canal two thirds of a mile to the west of Greenfield. The Royal George Mills were originally called Gibbs Mills and were built in 1786 with local stone. The present name dates from 1800 and was intended as a compliment to King George III. The acquisition of the mills in 1835 by the Whitehead Brothers began a period of growth whereby the Whiteheads acquired considerable land interests in the Grasscroft and Friezland area. The Royal George Mills were the cornerstone of the Whitehead's 'empire' and hence one of significant local historical importance. The mills were originally concerned with the woollen trades. This was continued for some time although the Whiteheads were renowned as flag makers. With increasing demand for specialisation the firm entered the business of felt making and produced fine quality felts of all varieties. The complex has recently been converted to residential use.	
CA25 DGM3186	400317	406712	Conservation Area	Holly Grove, Diggle	Holly Grove Conservation Area was designated in 1988. The conservation area encompasses a small hamlet with a few structures which date from the 18 th to 20 th century. A significance majority of these structures are grade II listed and include farmhouses, houses, cottage and a wool wall. The presence of a wool wall indicated the domestic production of woollen cloth in the area. On historic maps from the mid to late 19 th century, the small hamlet is located at the intersection of Moor Lane and Butterhouse Lane with various footpaths connecting the area to surrounding roads and structures. The former London, Midland and Scottish Railway tunnel was established underlead the small hamlet. The conservation area appears to have undergone minimal change and intervention since its depiction in historic maps, and remains legible as a 18 th to 20 th century hamlet. The materiality used across the conservation area include hammer-dressed watershot stone with graduated stone slate roof for the residential structures, and rubble sandstone masonry for the wool wall. The area is located within a rural setting, with a western slop towards the Huddersfield Narrow Canal and Diggle Brook. Trees and stone boundary walls surround Moor Lane and Butterhouse Lane and frame the views into and out of the conservation area with distant views of the Pennines in the distance. The approach from Butterhouse Lane enables for expansive views of the western landscape and looks down upon the open fields, Diggle and the Pennines.	
CA	397820	399634	Conservation Area	Millbrook	Millbrook Conservation Area was designated in 1991, and was later subject to a boundary review (n.d.). The conservation area is established along the north-east to south-west axis of Huddersfield Road and encompasses the planned Victorian	

NHLE / GMHER Ref	Easting	Northing	Designation	Name	Description	Period
DGM2202					<p>industrial village of Millbrook, set within natural topography of the Swineshaw Valley. The area developed around key mills in the area; Staley (Howard), Staley (Kernshaw) and Oakwood mills, which were prominent features in the establishment of the industrial character. Millstone grit is the predominant building material used throughout Millbrook, contributing towards a unified townscape and forming a key element of the area's overall character and appearance. It was used in the construction of houses, St Jame's Church and school, boundary wall along Huddersfield Road and the stone setts on the street surfaces. The setts are considered to be an important feature in the area. Stone terrace houses dating from c. pre-1850 with internal courtyards to the west of Huddersfield Road, are also key features. Larger buildings such as St James's Church and School, Oakwood Mill and mill owner/managers houses flank Huddersfield Road and help frame the route through the conservation area.</p> <p>Situated within the Swineshaw Valley on the lower slopes of the eastern side of the Tames Valley, the conservation area benefits from distinctive viewshed. The views into and out of the conservation area capture the industrial character of Millbrook against the Pennine landscape in the surrounding area and contributes towards its overall appearance.</p>	

A.4 Offline Non-Designated Heritage Assets

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order
NR14 - Environmental Report – Volume 3 Appendices
November 2025

HER PrefRef	Easting	Northing	Type	Name	Description	Period
1000.1.0	396907	399433	Historic Building	Woodfield Farmhouse	Range of farmhouse and cottages, mid-C17 to mid-C18. 2-unit, 2-storey farmhouse.	Post-Medieval
1000.1.1	396899	399456	Historic Building	Barn at Woodfield Farm (former) (rebuilt?)	Barn, C17 cruck frame with walls and roof of squared rubble. 4-bay, single aisle, with lean-to additions to east, central door to the gable which has stone quoins, and a left hatch. Survived on site until 1990 when dismantled with a view to re-erection.	Post-Medieval
10426.1.0	397270	402557	Historic Building	Unitarian Church (former)	Low gabled front, two doorways with heavily rusticated arches and five-light window between. Tablet in gable "Christian Church and Sunday School built 1852".	Post-Medieval
13849.1.0	399737.282	406689.6405	Historic Building	Woolroad Bridge canal warehouse (former)	Canal warehouse, belonging to Nevell's Class II (1). Constructed of stone with two taking-in archways at ground-floor level and a possible taking-in door at first-floor level on the western frontage.	Post-Medieval
13850.1.0	399574	406613	Historic Building	Woolroad Canal Warehouse (at Stone Bottom Mills)	Canal warehouse, belonging to Nevell's class IV. A single-storey shed built flush with the canal with the roof projecting over the canal.	Post-Medieval
173.1.0	399613	406426	Historic Building	Saddleworth Station (former)	At north end of Saddleworth Viaduct, closed 1968; on west are 2-storey station buildings with gable and bay window, ornamental roof, veranda with cast-iron pillars, in use as residence.	Post-Medieval
17825.1.0	397429	401494	Historic Building	Mitre House	Built for the Bury Street Working Men's Club in 1900 at a cost of £3,000. Substantial multi-storey stone building, unusually shaped at one end like a bishop's mitre, where the main entrance used to be. Name and date carved into the stonework above original entrance. In the 1950s, it was used to house French, Italian and Irish workers brought over to work in the mills. (Milton Mill, Brunswick Mill and Carrhill Mills) owned by the Spinning and Wool Combing Company, locally known as 'The French Firm'. Then the Company used it as a children's nursery in the 1960s. Converted to apartments c.1997. (1)	Modern
17827.1.0	397420	401713	Historic Building	Post office (former)	Single-storey building of brick construction with tiled roof. Round-arched windows and doorway. Built in a corporate post office style rather than attempting to blend in with local buildings of stone construction. Constructed c.1930 in the garden of Albert House, to which it was attached, possibly with connecting access. Building now used as business premises.	Modern
17828.1.0	397423	401726	Historic Building	Albert House	Former mill owner's house constructed from stone in a plain style. Two storeys plus attic. Large rectangular windows with stone lintels and sills. Round-arched window to stairs at rear. Constructed pre-1860 with south-facing frontage and entrance onto garden and short carriage drive. Occupied by Robert Buckley, who built the Albert Mills on the land between the house and the river Tame. Robert died in 1870, at the age of 62, only three years after the completion of the mills. The mills were then run by his sons until they got into financial difficulties in 1896, when the mills were sold to the Egmont Spinning Company. Cotton production ceased in 1933. Around 1930 a post office [HER 17827.1.0] was built in the garden of Albert House, attached and possibly with a connecting access via the former main entrance to the house. The house is now a private residence again. The west side of the house, which faces Manchester Road, was originally a side wall.	Post-Medieval to Modern
17864.1.0	397406	401869	Historic Building	Best of Brass public house	Two-storey public house with access to basement from the rear. Constructed of stone with a slate roof. An extension into the corner between the roads is in brick that has been painted cream. The building occupies a wedge-shaped site with a depth of around one metre at the south end. Built in the 1830s in the awkward angle between Manchester Road and Smith Hill (later Waggon Road).	Post-Medieval to Modern
17865.1.0	397294	401866	Historic Building	Apsley House	Very large Victorian house, built in 1848 with extensions added by 1890. Now divided into three separate dwellings: front of house overlooking carriage drive (northern section) retains name of 'Apsley House'; south-west section, which had contained the library, now called 'Apsley Cottage'; south-east section, which had been the servants' quarters, now called 'Apsley Side'. Gothic style. Stone construction with steeply pitched slate roof and overhanging eaves. Small slate-clad steeple. Some windows with round or pointed arches. Stone porch on main entrance from carriage drive. Built in 1848 with extensions added by 1890 with slight differences in style. Built by mill owner George Mayall for his daughter Hannah when she married mill manager George Andrew in 1848. Hannah died in 1877. George Andrew was elected as the first mayor of Mossley in 1885. He died in 1890.	Post-Medieval to Modern
17866.1.0	397093	401929	Historic Building	Livingstone Primary & Nursery School	Opened in 1915 as Livingstone Council School. It was built partly to take pupils from Abney British School, which closed that year. It was described as "an open-air school for education and health". The classrooms were arranged around three sides of an open courtyard with a veranda at one end, giving opportunities for outdoor lessons. The classrooms had windows on both sides, designed so as not to let wind in when they were open. Inside the school was a bust of David Livingstone, after whom the school was named. He was seen as a good role model, having started work aged 10 in a cotton mill. A plaque referring	Modern

HER PrefRef	Easting	Northing	Type	Name	Description	Period
					to David Livingstone is situated near the entrance door. Single-storey building of brick construction with stone bands and a slate roof. Originally built around three sides of an open courtyard; extensions have since been added on the fourth side.	
17867.1.0	397249	401972	Historic Building	Brambles Lodge	Lodge, built c.1862 as gatehouse at one of the entrances to Mossley Hall, originally 'White Hall', built for mill owner George Mayall. The carved stone symbolic eagle on the front gable is from the Mayall family self-styled coat of arms. Single-storey house of stone construction with stone banding, quoins, pediment and decorative features. Slate roof. Symmetrical design but with added glazed porch to left.	Post-Medieval to Modern
17869.1.0	397319	402003	Historic Building	Royal Bank of Scotland (former)	Substantial imposing building of four storeys plus basement, previously a bank, built in 1892. Occupying a prominent position near Mossley railway station and on a major thoroughfare. Many original features, both inside and outside, have been retained. The former bank is an imposing building, exhibiting many decorative architectural features: stone balustrade fringing two levels of rooftop, decorative stonework over entrance porch and windows, with decorative sculptured stonework incorporating date. Many of the bank's original indoor features have been conserved, including panelling, fireplaces, architraves and cupboards. Building originally William Deacons bank, which was a bank local to the North West. Built to serve a 19th-century mill town, reflecting the importance and status projected by banks at that time. An interesting feature is that it was built to incorporate accommodation for the manager and his family. Became Royal Bank of Scotland (RBS). Closed as a bank in 2016, re-opening as a bar.	Post-Medieval to Modern
17870.1.0	397366	401978	Historic Building	The Commercial Inn	Elegant three-storey public house of symmetrical design constructed of stone with a slate roof. Second-floor windows are topped with flat cornices. First-floor windows have arched cornices with false keystones. Two bay windows to ground floor, with central doorway. The Commercial was the first public house to open in 'Bottom Mossley'. It was originally a private house constructed at the side of the new Turnpike road. When the road was completed and opened to through traffic in 1830, owner Joseph Carter obtained a full licence and opened it as the Commercial Hotel in 1831. It was busy as a stopping point for travellers on the Turnpike until the opening of the railway in 1849. It was then conveniently close to the station as well as being centrally located in the bottom part of the town.	Post-Medieval to Modern
17871.1.0	397358	402019	Historic Building	Mossley Station	Mossley Station was built by the London & North Western Railway Company as part of the Manchester to Huddersfield railway line. It opened on 1st August 1849. Along with the Huddersfield Narrow Canal, the railway was transformational in the industrial development of the Mossley cotton mills. A turntable in the goods yard (now the car park) enabled wagons to be taken, via a tunnel beneath the road, directly into the Britannia Mills complex, owned by the Mayall family, who had helped to finance the construction of the railway. The station building, of stone construction with steeply pitched slate roof, is both distinctive and iconic in relation to its importance to the identity of the town of Mossley.	Post-Medieval to Modern
17872.1.0	397392	402005	Historic Building	Bank House (formerly Devonshire House)	Built c.1840s and known as Devonshire House. It was the home of mill-owner George Mayall and his wife Esther for a number of years. In the 1860s he had White Hall, a grand mansion, built on the hill looking down over Devonshire House. White Hall later became Mossley Town Hall. The District Bank was built in 1848, attached to Devonshire House, which became the bank manager's house and was then known as The Bank House. The bank closed in 1997 and the two properties are now both occupied by Pennine Medical Centre doctors' surgery. Two-storey former mill-owner's house of stone construction with slate roof. Stone window and door surrounds. South-facing frontage of symmetrical design, having an open outlook when the house was built. In 1884 the District Bank building [HER 17873.1.0] was attached to the north side.	Post-Medieval to Modern
17873.1.0	397389	402022	Historic Building	Former District Bank	Built for the Manchester and Liverpool District Banking Company, which shortened its name to the District Bank in 1924. The Mossley branch opened in 1847. This particular building was constructed in 1884. It eventually became the Nat West Bank, closing in May 1997. The Pennine Medical Centre doctors' surgery, which had taken over the former bank manager's house next door, expanded to occupy the vacated building. A while after the change of use had taken place, a hapless robber burst in, expecting to hold up the bank and having to retreat sheepishly when his error was pointed out. Stone-built former bank in Italianate style comprising a single storey of almost double height. Round-arched windows with keystones. Cornice with dentil ornamentation. Pediment over entrance includes a relief of the bank's coat of arms, bearing the motto "Decus Prudentiæ Merces" ("honour is the reward of prudence"). Italianate stone-built square chimney tower at side.	Post-Medieval to Modern
17874.1.0	397380	402073	Historic Building	The Sailors™ and Soldiers™ Recreation Rooms (former)	One of several cottages that were part of a row, originally built c.1850 by John Mayall, the owner of a number of cotton mills. No.207 stands on the corner of Queen Street, which led down to Mr Mayall's mills. The other cottages and the Britannia Inn have a low wall in front of them. No.207 has no front wall. Its doorway, set on the corner apex, makes it a suitable premises for use as a shop. They are all built of stone. No.207 has a stairway at the side to give access to the upper rooms. There	Post-Medieval to Modern

HER PrefRef	Easting	Northing	Type	Name	Description	Period
					appears to be a rear extension to the upper floor. Two of the cottages next to No.207 have now been joined to provide space for a hairdressers. In 1905 the property had been listed as a dining room then, in 1917, it became The Sailors' and Soldiers' Recreation Rooms. In 1939 No.207 was vacant. Since that time it has been occupied as the Railway Café, then a variety of shops including ladies' fashionable clothing, a DIY centre in 1974, and from 2018 as Aurora Wine Bar. In 2018 it was awarded a Blue Plaque as part of the town's First World War Trail.	
17875.1.0	397378	402100	Historic Building	The Britannia Inn	In 1857 two cottages owned by John Mayall (known as 'The Prince of Cotton Spinners' as he owned more mule spindles than any other private firm in the world) were turned into a beerhouse called The Musicians Arms. After eventually being granted a full licence, it was renamed The New Inn. In 1870 the two cottages were rebuilt and a new floor added and it became The Britannia Inn. John Mayall also owned the nearby Britannia Mills. The Britannia Inn was used for dinners and celebrations, e.g. railway porters' supper; Albert Mills fire brigade annual dinner; Mossley Botanical Society annual dinner; Tradesman's Mutual Protection Society dinner. In 1878 It was also used for meetings to discuss the plans for a second railway line through Mossley. It was also used for coroners' inquests, one being the case of Joseph Scott who died in an accident at the Little Britannia Mill, and which was reported in the local paper. Three-storey building of stone construction. Stone lintels and sills but otherwise of plain design.	Post-Medieval to Modern
17876.1.0	397309	402163	Historic Building	Mossley Hall Gatehouse	Built as gatehouse in c.1862 at one of the entrances to Mossley Hall, originally 'White Hall', built for mill owner George Mayall. A carved plaque shows the Mayall family's self-styled coat of arms, with motto 'Ne Cede Malis' ('Yield not to adversity' or 'Yield not to misfortune'). It is believed that the gatehouse was occupied by the family's butler. Two-storey house of stone construction with slate roof. Stone band below first-floor windows, stone quoins and decorative cornice. Curved-arch windows to first floor with keystones. Ground-floor windows facing road are slightly projecting, with central door now converted to window. Entrance to side. Side wall has coat of arms.	Post-Medieval to Modern
17877.1.0	397307	402172	Historic Building	Wesleyan Sunday school (former)	Previously a Wesleyan Methodist Sunday school, built in 1913. Substantial four-storey building, incorporating a slate rendered spire. Entrance approached by a substantial flight of steps with name and date carved in the stonework above. One of only two remaining examples of a Methodist Sunday school building to survive in Mossley	Modern
17889.1.0	397296	402239	Historic Building	East View	Large house of stone construction built c.1860. Single-storey bay window to front. Originally occupied by Samuel Buckley, a waste cotton dealer, and his family. By 1871 East View was occupied by William Mayall, son of mill owner John Mayall, with his family. In 1901 William's son Leonard was head of the household. By 1911 Doctor Joseph Walters and his family were living there, having moved from Glamorgan. The house would appear to have been the doctor's surgery as well as his residence	Post-Medieval to Modern
17890.1.0	397297	402259	Historic Building	Clifton Villa	A villa, built around 1860 by the Mayall family, who owned mills in the town. Originally occupied by Miles Mayall, who lived there until his death in 1900. The house was then divided into two separate properties. The building is of stone construction with stone quoins and stone bands. Slate roof. Originally almost symmetrical, with small central front gable. Small side extension to accommodate a second entrance and staircase when the house was divided into two around 1900. Wooden porch extension to right.	Post-Medieval to Modern
17891.1.0	397134	402261	Historic Building	St Joseph's School	The present school opened in 1930, replacing an earlier school nearby built in 1874. Apart from a recent extension, the school is single storey, of red brick with a slate roof. Built on an awkwardly shaped plot, it was designed on what were then modern principles, with a corridor allowing each room to get through ventilation, a central hall, and large rooms for handicrafts and domestic science. The toilets were separated from the building by an open-air walkway, which was considered to be a good thing on health grounds. There was even hot water on tap. When the building was complete, the council provided the furniture and equipment.	Modern
17900.1.0	397106	402356	Historic Building	St Joseph's Roman Catholic Church	A Roman Catholic parish was formed in Mossley in 1856, with the members meeting originally in a room on Smith Street which was also used by other denominations. A church was built on Argyle Street, opening in 1862. From 1864 to 1874 the church was also used as a school until a school was built on adjoining land. In the 1960s this church was demolished and replaced by the present building on the same site. It was designed by architects Desmond Williams & Associates and opened by the Bishop of Salford in March 1965. Its striking modern design won much praise. It was the first church in the diocese to have two altars in line with the Vatican's new recommendations. Church constructed mostly in brick, with steeply pitched tiled roof. Small copper steeple. Circular window on east side. Angle of roof reflected in design of canopy above entrance.	Modern

HER PrefRef	Easting	Northing	Type	Name	Description	Period
17903.1.0	397262	402722	Historic Building	The Shears Inn (former)	A 1790s three-storey stone-built property, originally a pub and now divided into private houses. In the 1850s it hosted regular September fairs and vegetable shows and a 1858 newspaper noted a visit from the newly formed Mossley Druids' Band. When auctioned in 1878 the sale included land, brewhouse and stabling. However, in 1890 a public house survey noted there was no accommodation for travellers, stabling for only 2 horses and only a maximum of 10 people could be provided with refreshment other than drink. An inspection in 1913 stated that the ceilings were too low, sanitary conditions were poor and the approach to the pub too steep (a gradient of 1 in 3). It was suggested that it needed an entire rebuild. However, it continued on for many more years and finally closed as a pub in 1970. It has been converted into two private dwellings.	Post-Medieval to Modern
17906.1.0	397531	403000	Historic Building	Church Inn	Public house at end of terrace. Two storeys plus basement. Brick construction with stone frontage. Slate roof. Stone lintels and sills. Built in the 1820s as a detached private house. By 1837 it had been turned into a fully licensed pub called the Hardman's Arms. After the church of St John the Baptist was opened close by in 1878, the pub was renamed the Church Inn. A terrace of houses was built a little to the east. Then, around 1900, two houses were built in the gap between the terrace and the pub, making it part of the terrace.	Post-Medieval to Modern
17907.1.0	397556	402980	Historic Building	St John's School (former)	Opened in May 1865 as 'Roughtown School', paid for mainly by James Heywood Whitehead of Royal George Mills. Became 'St John's School' when the adjacent church was opened in 1878. It had a large main classroom measuring 70' by 22' and a smaller classroom for infants, plus an adjacent school house. The infants' section was badly damaged by a fire in 1912, with the roof collapsing. It was rebuilt and additional space added, with a corridor separating it from the original 1865 section. The school closed in 1979, when it amalgamated with nearby Milton School, which became Milton St John's School. The building continues to be used as a community centre. Stone construction with slate roof. Single storey with part-basement. Central corridor with former classrooms on each side.	Post-Medieval to Modern
17908.1.0	397628	403289	Historic Building	The Rising Sun public house	Two-storey detached pub, constructed of stone with slate roof. Original central doorway on front wall has been converted to a window. Entrance porch added on side wall. The Rising Sun was open as a beer house by 1850. It became a fully licensed public house in 1880. The Rising Sun was the tram terminus from 1904 to 1925. The name probably comes from its uninterrupted views eastwards across the valley, making it an ideal place from which to view the rising sun.	Post-Medieval to Modern
17909.1.0	397725	403726	Historic Building	Grove Sunday School (former)	Opened in 1843 to accommodate a branch of the New Connexion Methodist Sunday School. However, after just three years, the school closed as the trustees could not afford to maintain it and had to sell the building. It has been converted to provide residential accommodation. Constructed in stone with slate roof. Two storeys at rear plus attic. Entrance at road level is to the upper ground floor on gable end wall, where there are two windows at attic level, plus three windows, a door and a blocked-up doorway at road level.	Post-Medieval to Modern
17911.1.0	397451	402661	Historic Building	Milton St John's School	Opened in 1913 as 'Milton Council School', the first council school to be built in Mossley. Built on a steep hillside, it originally had part of one playground underneath three of the classrooms, providing shelter from rain. A bust of poet John Milton was given to the school at its opening, although the name of the school refers to a local area. In 1979 Milton School amalgamated with nearby St John's School, to form 'Milton St John's School', using the Milton School building. The amalgamation was due partly to falling birth rates at the time. 40 students plus 8 nursery pupils from St John's joined the 130 pupils at Milton. The merger was reported to have gone very smoothly in spite of some initial anxiety from parents. School, constructed in brick with slate roof. Built on a slope in a V-shape having a central hall with corridors leading to classrooms on each side. Classrooms have large rectangular south-facing windows. Small two-storey sections on north side providing office accommodation.	Modern
17912.1.0	397637	402707	Historic Building	Drill hall (former)	Former drill hall built in 1912, now clubhouse of the Tameside Sports Association. The drill hall was built for companies of the Duke of Wellington's Territorial West Riding Regiment. It was classed as a medium structure. It was for the accommodation of two companies of Infantry, the Mossley/ Micklehurst companies, 7th Battalion West Riding Duke of Wellington's Regiment. The site is a corner one and lent itself easily to the arrangement of entrances and exits. A large drill hall allowed gatherings of the regiment to take place. Along one side of the hall were the Officer's and Orderlies' rooms, the clothing and arms stores. At the opposite end of the hall communication is made with the back block which contained the lecture room, the men's club and the sergeant's mess, each with their own toilet facilities. In the basement is a shooting range 75' long for instruction in aiming and for miniature cartridge practice. The floor of the drill hall had had 1" Redwood boarding laid on breeze. To the rear of the drill hall is a house built for the drill instructor. It is the only local drill hall with a shooting range. The building eventually replaced an old drill hall sited off Lees Road that had been made of iron and timber and was the	Modern

HER PrefRef	Easting	Northing	Type	Name	Description	Period
					headquarters of the Mossley Detachment of the 2nd Volunteer Battalion West Riding Regiment. That building blew down in 1938 after it had remained unused for many years	
17914.1.0	397604	402862	Historic Building	Methodist school (former)	Former Methodist school, now occupied by organ builders. Substantial building in brick and stone with slate roof. Circular stone plaque above entrance reads “Erected AD 1866”. Single storey to front; two to three storeys at back. Original 1866 building in light-coloured brick with decorative 2-tone brickwork around entrance, windows, date plaque and below roof guttering. Pointed-arched windows. Large extension in stone, at right-angles to original, forming an L-shape. Further modern extension imitating the older style.	Post-Medieval to Modern
17915.1.0	397532	402846	Historic Building	64â€“72 Carrhill Road	Five houses of two-storey stone construction with slate roof. Mullioned windows. Now joined onto other houses at each end to form part of a longer terrace. These houses were built around 1820–1840 for individuals who were members of an association. This could be considered an early form of building society, in contrast to the nearby terraces built by mill owners for their workers	Post-Medieval to Modern
17916.1.0	397857	402915	Historic Building	Roughtown Tavern (former)	Former beerhouse of two storeys plus basement. Stone construction with slate roof. The main entrance had striking stone quoins on each side. The building occupied an unusual triangular footprint. Now split into two private residences. Built in the 1850s. It was a beerhouse until it closed in 1939 when it was described as being out of date with bad sanitary conditions and facilities. Trade had been falling off, so the brewery did not contest the decision. It was divided into two small houses.	Post-Medieval to Modern
17917.1.0	397278	402464	Historic Building	Annaville Terrace	A terrace of three houses with an engraved datestone stating 'ANNAVILLE TERRACE 1870'. A Belgium Relief Committee was set up in Mossley in November 1914. Towns were asked to provide accommodation for Belgian refugees and it was determined that an unoccupied house might be found. A number of efforts raised money for the relief fund and tradesmen were soon freely decorating, plastering and doing general repairs to a house at Annville Terrace. It was conveniently near to the military hospital at the Mechanics Hall where some injured Belgian soldiers were already being cared for. Flags of Belgium were hoisted on poles at Annville Terrace and at the Mechanics. In January 1915 a young Belgian girl, Maria Decorte, travelled alone to Mossley looking for her brother Evariste who was a wounded soldier in the military hospital. She was met at the station, brought to meet him and became the first of the Belgian residents at Annville Terrace. She was a dressmaker and was willing to do tasks in return for Mossley's hospitality. Annville Terrace was awarded a Blue Plaque in 2018 as part of the Mossley First World War Trail. It also features on the Routes to Roots Trail.	Post-Medieval to Modern
17918.1.0	397293	402345	Historic Building	Mount Gambier	Mount Gambier is a pair of stone-built, semi-detached houses built in 1871. The building is symmetrical with steps at each side to access the doorways. Number 25 had 7 rooms, whilst number 27 had 6 rooms (declared in the census of 1911) The windows are stone mullioned. An extra piece of land between the building and Jacob's Ladder was purchased, by the Miss Beswick and Mrs Kershaw from the Earl of Stamford in 1880. It is of historic interest due to its name and the Beswick family's history including their benevolence to local churches and charities. In 1871 the family living in "Mount Gambier" Mossley was Sarah Beswick head, widow 73 born in Bordeaux France, Matilda Kershaw daughter, widow 43 born Bordeaux France, Hannah Beswick daughter, un married 41 born Bordeaux France. Andrew Beswick son had not yet arrived home. He first appeared in 1881 listed in the Census as the head, unmarried 58 retired sheep farmer born France along with his sisters Matilda and Hannah also born France They now employed a servant. The other part of the building was occupied and presumably rented at each census. In the1891census just Andrew and Hannah Beswick with two servants were in Mount Gambier. Matilda had died in 1889. By 1901 Andrew then a JP had died leaving Hannah, his sister aged 70 living with two servants in 25 Stamford Road (Mount Gambier). The Beswick family gave the font, the clock for the tower and several beautiful memorial stained glass windows to St George's during their lifetimes. When Hannah Beswick died aged 74 on 30 th December 1905 she left an estate of £23,810 Each Anglican Church in Mossley benefitted from her generous bequests as well as all the local hospitals including The Henshaw Blind Asylum Old Trafford and The Manchester Eye Hospital. Mount Gambier was auctioned for £600 in June 1905. From 1915 until 1945 it was used as Police houses. Since that time the two separate dwellings number 25 and 27 have been occupied continuously.	Post-Medieval to Modern
17920.1.0	397979	403150	Historic Building	Roaches Lock public house	Two-storey detached public house constructed from stone with a slate roof. Modern single storey extension on left hand side built to match original. Stone lintels and sills. The Roaches Lock public house opened in the 1860s as a beerhouse called the 'Bridge Inn', being adjacent to the new bridge carrying the Manchester to Wakefield turnpike road over the River Tame. It was sometimes used for holding inquests into deaths that had occurred in the part of Mossley that lay within Cheshire. It remained a beerhouse until 1960, when it became fully licensed. In 1982 it was re-named 'Roaches Lock' after the canal lock that stands close by at the rear.	Post-Medieval to Modern

HER PrefRef	Easting	Northing	Type	Name	Description	Period
17921.1.0	398014	403211	Historic Building	Tin Tabernacle Methodist Chapel (former)	Single-storey former chapel originally having corrugated iron finish, but now with walls rendered and modern roof. The Roaches Wesleyan Methodists met initially in a room in nearby Bank Mill. In 1898 a small chapel was opened and was used for services and for Sunday School. It was known as the 'Tin Tabernacle' because of its construction. The chapel closed in 1964 when the congregation had diminished to 20 members. The building has since been used for light engineering, printing and as an Indian restaurant.	Post-Medieval to Modern
17922.1.0	398032	403253	Historic Building	Old Fire Station	Two-storey building of brick construction with stone curved lintels above windows and vehicle doors. Castellated brick tower, probably built for training purposes. Newer steel training tower in rear yard. Vehicle doors now infilled with glazing. Opened in April 1913, with two appliance bays and an ambulance bay. The adjoining house accommodated the chief fire officer. The first holder of this post was Mr RH Buckley, who was also the town surveyor. Many of the fireman were part time and had previously been members of the volunteer fire fighting groups of individual mills. When the station opened it had only one fire appliance. In 1915 a second was obtained and the brigade took over responsibility for Saddleworth district. At first an ambulance was also housed in the station, manned by the firemen. Emergency telephone calls went straight to the fire station. The station closed in 1989 when a replacement was built near the market ground	Modern
17923.1.0	398085	403336	Historic Building	Tollemache Arms public house	Two-storey end of terrace public house constructed from stone with a slate roof. Stone lintels above door and windows. The row of cottages were built in 1793, around the time a start was being made on the canal behind them. This was an area of new development on what was to become a new turnpike road along the valley bottom. By 1837 the left hand cottages had been made into the Tollemache Arms. The name refers to Lord Tollemache, who had owned the land in the part of Mossley that lay in Cheshire before selling the land to Lord Stamford in 1841. The pub sign features a coat of arms from the Tollemache family.	Post-Medieval to Modern
18088.1.0	400285	407853	Historic Building	Ellis Mill	Part of group of industrial buildings known locally as Tanners after the Greenfield Tanner brothers took over. Two-storey, 14-bay, double-depth mill. Blue slate double ridge roof and central valley with stone copes, left gable ashlar stone stack. 14x 9 pane windows on each of ground and 1st floors, stone lintels and sills running as string course; 2 courses from roof line a decorative proud string and corbels run full length. Left gable: blocked main doorway with inserted modern door, door surround of ashlar stone with console brackets, frieze and pediment; 2x6-pane windows ground floor and modern goods access door below attic hoist tower; 1st floor 4x6-pane windows and 1 toilet window. Some original cast iron downspouts which are inset in wall below ground floor window sill level. First shown on the Ordnance Survey 2nd Revision 1:2500 map of 1932.	Modern
18981.1.0	400796.8825	408052.8864	Historic Building	Diggle Hotel	Diggle Hotel built early 19th century. Three-storey and three-bay double depth. Central doorway with rusticated quoins. Ground floor left and right square faced lintel, sills & sides windows. Two stringer courses separate the first and second floors each with three windows smaller with height. The front with rusticated quoins. Left gable with beer cellar door each storey with one window with large lintel. Right gable single storey facilities and kitchen. Rear central stair window three stories with emergency door and metal steps at first-floor level. Each floor with four-light recessed square mullion windows to left and right, string courses between each floor. Quarry faced stone. Ridge chimney stack. A beer house in Diglee was licenced 1833-1858 the forerunner of The Diggle Hotel. Frederick Radcliffe ran both establishments	Post-Medieval to Modern
18982.1.0	400503.8821	408026.2072	Historic Building	Beaulah House	Built before 1897 as a residence for Matthew Bailey, shawl manufacturer, Grove Mill. Later Dobcross Loom Works General manager's mansion. 2-storey, 2 bays, double depth. Hammer-dressed sandstone with proud plinth. Blue slate hipped roof, 4 gable tall stone stacks. Front elevation; dressed stone surround arched doorway with moulding and overlight with '1' etched in glass; ground-floor dressed-stone bay windows to right with stop-chamfered mullions, leaded roof; left ground-floor and first-floor windows 3-light mullion windows left and right with hooded moulding across the whole elevation, central 1-light window above door pair. Gable with corbel brackets for guttering. Example of industrial success in the form of an imposing mansion with large, enclosed gardens.	Post-Medieval to Modern
18983.1.0	400399.7816	407639.2035	Historic Building	Diggle Junction Signal Box	Diggle Junction Signal Box, originally Diggle No1 signal box, opened in 1885 near the western portal of the Standedge Tunnels. It was equipped with 59 levers and was extended to 81 levers in 1891 on closure of Diggle No2 signal box near the station. Initially it controlled traffic on one down line (away from London) and one up line. Second lines were added in 1886 when the Micklehurst loop line from Stalybridge was opened. The signal box also controlled a single line that served the Dobcross Loom Works, which had their own engine 'The Foundry Rocket.' The building is a good example of a large London & North Western Railway Type 4 signal box, comprising a timber-framed box mounted on a brick base. It features a slate-covered gabled roof, introduced by the LNWR in 1876.	Post-Medieval to Modern

HER PrefRef	Easting	Northing	Type	Name	Description	Period
18984.1.0	400590.7035	408158.9249	Historic Building	Hillcrest	A double-fronted house dating to the early 19th century, possible infill built between two earlier properties. Two-storey, single depth. Dressed millstone-grit. Central doorway with ashlar stone lintel & quoins door jambs, overlight with name on glass. Ground floor insert windows three-pane bow windows on ashlar large stone base with blue slate roof. First floor has three sets of four recessed flat-faced mullion windows. Sills form a single string from side to side. Moulded support for large ashlar pediment. Shallow roof with joint chimney stack with No.8	Post-Medieval to Modern
18986.1.0	400922.4773	408570.7216	Historic Building	Grove House	Detached house in sloping grounds: deeds 1870. Manager/owner's house for Grove Mill (woollen). Joseph & Thomas Reynolds, occupiers of Grove (Limbo) Mill in census of 1871. Rock-faced stone, blue slate roof with gable and rear extended. Stone stacks, gable cope stones and corbel gutter supports. Front elevation comprises central dressed stone surround doorway with overlight, two-light windows either side with stopped chamfered lintel and stone sill. Garden walls with rounded cope stones and ornate iron gate. Stone gateposts extant. Water trough opposite.	Post-Medieval to Modern
18987.1.0	400865.324	408425.9118	Historic Building	1-3 Harrop Court	Part of group of four connected buildings. Nos. 1, 2, 3,4 and Barn. No. 1: Three-storey building: E/M19C; 1 bay, single depth, 2nd and 3rd storey hidden by No. 2 at a right angle. Hammerdressed watershot sandstone with graduated stone roof. No indication of separate construction; front elevation 1x 2nd floor window above the attached building; gable end on roadside; ground floor, extreme left dressed stone doorway, large vertical stone slab to left of door as protection from stable door, 1 large window with flush lintel and proud sill, 1st floor 2 large windows with large lintel and proud sill, 2nd floor 5 light square face mullion window, both sets of windows probably not original. No. 2. Road side., E19C separate construction with later alterations, graduated stone roof, gable ashlar block stack, rear; 1 in filled doorway, 1 square cut insert stone 1st floor window, 1 large 2-floor stair window with evidence of insertion, extended single storey keyed by three separate stones, with 1 doorway and later window insert, graduated stone roof, ashlar stone stack. Front elevation; 2 storey, 2 bays, single depth, roof with stone cornice; central doorway with window either side, 1st floor 3 large windows with square cut surround, corbels gutter brackets. No. 3. Front elevation right 2 bays: ground floor dressed stone surround doorway, either side three-light recessed square faced mullion window, stone flush lintel and sill; 1st floor either side three-light recessed square faced mullion windows, stone flush lintel and sill, with central slightly taller and wider inserted window; 2nd floor the same Rear: ground floor left 3 light mullion window, to right window below proud lintel, (possible step outside two taking in doors, now windows); second floor 8 light square faced mullion window. Left hidden bay.	Post-Medieval to Modern
18988.1.0	400870.9196	408439.3673	Historic Building	Barn	Barn E/M 19C, 2 storey, 3 bay, single depth, watershot hammer dressed stone. Front elevation; central dressed stone surround, keyed arch with proud keystone, shippon door to left and stable door to right with square cut stone surround, 3 original wooden doors and cast iron downspouts, gable; 2 later 1st floor windows with apex owl hole; rear same 3 doors with 3 pigeon loft holes. Part of group of five connected buildings. The hamlet grew up around the late 18th/early 19th C Harrop Court Mill now demolished	Post-Medieval to Modern
18989.1.0	401115.0898	408099.6051	Historic Building	Marsh Head	Extended farmhouse and barn L18/E19 C. Built in fields labelled as Marsh on 1770 Estate map. 2-storey, 5-bays, double depth with M19C cat slide roofed 2 storey extension to rear of dwellings. Hammer dressed sandstone Re-roofed with blue slate, 2 gable, 1 ridge water tabled stacks. Front elevation from left: originally 2 single bay houses with visible join now one dwelling; ground floor 20C sun room and porch; square faced recessed mullion windows, 1st and 2nd floor 2x5-lights, left gable with 20C single store extension, 2x2 light windows each floor; centre barn with lintelled doorway and dressed stone surround shippon door, higher taking in door; right single bay 3-storey dwelling with 3 floors of 5-light windows; right gable at front ground floor doorway, 2 light windows on each floor, 2-storey gable end extension with reused 4-light window, quoins both front and rear. Rear extension behind dwelling both with rows of reused mullion windows; rear of barn with in-filled taking in door and ground floor access door. Left 2-bays much restored. Indoor well. Circa 2019 central barn converted to dwelling with retained barn doorway & 3-light mullion windows on 3 floors. Rear taking in door converted to windows.	Post-Medieval to Modern
18997.1.0	400542.3197	407719.7323	Historic Building	Shaw Lee	Large and imposing dwelling dating to the early 19th century and originally freestanding with mid-19th century row of cottages attached. The house is two storey, two bay and double depth with watershot hammer dressed stone and graduated stone roof with gable cope stones. The front elevation features a central doorway hidden by 20th-century porch but with square stone surrounds and symmetrically spaced sash windows on the first and second floors, replaced on the ground floor in the 20th century; gable end with sash windows two on each floor with stone sills and lintels, first floor additional small window, one ground floor window covered by single storey lean-to. Rear elevation with 20th-century central doorway at first floor level, original ground floor soil removed; First and second floors with two square-faced recessed three light mullion	Post-Medieval to Modern

HER PrefRef	Easting	Northing	Type	Name	Description	Period
					windows in the vernacular style. Roof with 20th-century window lights. Good repair. Mullioned rear windows not in style of remainder of house	
18998.1.0	400603.8253	407805.2528	Historic Building	Green Bank House	Former mill owner's house in own grounds built for WD Hall of Diggle Bridge Mill in 1858. The two-storey, four-bay, double depth house is of hammer-dressed sandstone with outer two bays with transverse gables. It has a blue slate roof with stone copes on gables, and the roof is divided into four sections. Front elevation: Two gable ends with large stone surround bow window at ground level with large window divided into three sections by square stone mullion. Crenelated central section set back with two windows either side of proud door section doorway with semi-circular arch and stone voussoirs. Ends of building with two large windows on each floor either side of outside chimney breast, one of which has tall stone stack. Rear end bays have one first-floor window and two lower stair windows. Central section with arched tall window. Rear public road separated by high wall now with ornamental gate way. Stone garage in grounds and gate posts on main road on entry to drive.	Post-Medieval to Modern
19000.1.0	400714.2714	407931.1822	Historic Building	Kiln Green School	Formerly day school. Original non-denominational school built in 1785 with 10 ground floor mullion window. Later four roomed teacher's house attached. Built by public subscription 1870, and extended 1894 at the cost of W.D. Hall. Became a church school before closure in 1927 when it was transferred to the West Riding new school on Sam Road. Pointed front proud with 3 arched windows with rubbed stone arch with bevels & quoin surrounds, proud sills. Above pointed arch bevelled window with decorative stonework surround to both sides. Left wing front 2 tall windows with lintels & proud sills, to right doorway with decorative surround. Gable with 2 tall windows with decorative, chamfered lintels and proud sills. Right window with half height inserted modern door. Gable end ridge chimney. To right inserted 1960s door with steps retaining top half of window decorative stonework. New chancel added 5-sided triangular roof & windows to sides. Steps to cellar. Blue slate roof with stone copes with ogee supports to the front. 3 ridge ventilators. Chimney to rear. Original outside toilets removed 1960s. Playground walls mostly extant. Plaque Diggle School rebuilt by subscription AD 1870. Chiselled into quoin on extension 1894 W.D.H.	Post-Medieval to Modern
19001.1.0	400089.6394	407589.5056	Historic Building	The Gate Inn	The Gate Inn was established next to the Ward Lane crossroads on the new Standedge to Oldham turnpike in c.1801. The building is listed in the 1803 licensing records as the Gate Inn. The inn was rebuilt to a design by Alfred James Howcroft in 1926 by Gartside's Brewery.	Post-Medieval to Modern
19002.1.0	400456.0446	408033.0186	Historic Building	Diggle Primary School	The school was erected in 1927 by West Riding to replace a public subscription and later church school at Kilngreen. Original millstone grit building with central corridor with three classrooms to the south elevation and two smaller rooms either side of large hall to north. South elevation features a central bay gabled with copings and three windows with sandstone sills and lintels, windows repeated on other two bays, basement door with steps and three in-filled windows. The east elevation has a deeply recessed central doorway topped by 15 horizontal paned fan light, framed by ashlar pilasters. The north elevation has a large central middle bay with four large windows of which two are arched extending up into the two central false gables, ashlar coping stones, west bay has three-light mullion window and two square ones on the east bay. Roof blue slate. Alterations and extension to front elevation and to west elevation. Original setting surviving intact; gate posts, fan light, south west approach steps. Original wrought-iron fencing renewed.	Modern
19003.1.0	400829.9272	408036.8102	Historic Building	3 Diglea	The westernmost property of a row of three-storey, stone-built cottages dating to the late 18th century. The property comprises a double-bay, double-depth, three-storey house attached to listed building. Watershot squared millstone grit. The elevation to rear appears to be original whilst that to the south dates to the late 19th century. The roadside elevation features two windows each floor, with large double lintels and proud square sills. Modern windows. Gable, central ground floor door with quoins surround, first floor left of door and two two-light window and to right second floor mullion windows with king mullion opposite gable has one two-light window. Unusually, the north-facing rear is front. Ground floor covered by approach to house, only single window visible. All floors with quoins & door surround. First floor to left doorway. To right are seven square faced recessed mullion windows with lintel and sill. Second floor has ten windows of the same type. Gutters on ogee stone corbels. Roof graduated stone slate. Gable watertabled chimney adjoining No 5, central ridge chimney, rear front corner stack opposite gable.	Post-Medieval to Modern
19004.1.0	400823.8964	408045.8561	Historic Building	1 Diglea	House C18. Double depth, 2 bays. Ground floor right door with large lintel & quoin surround infilled with window top & stone below. Left modern window with lintel square faces lintel & jambs, left square surround for replaced 2-light modern window. First floor from right 2-light mullion window with square surround, possible infill, then 8-light square-faced mullion window. Corbels. Graduated stone slate roof with ridge stack to right. Roof & front wall indicate adjoining different build. Rear from right ground floor partial hidden, change in wall construction & 2-light square-faced mullion window with infilled doorway. First	Post-Medieval to Modern

HER PrefRef	Easting	Northing	Type	Name	Description	Period
					floor from right 4-light square surround mullion window tight against eaves, left 3-light mullion window with mid height 2-light mullion window. Change of wall structure for adjoining building	
19005.1.0	400893.7075	408031.7244	Historic Building	Bloomer Cottage	A weaver's cottage dating to the late 18th / early 19th century. A two-bay, single-depth cottage with additional later bay. Hammer-dressed watershot stone with graduated stone slate roof. Two-storeys with access door on far gable. Ground floor has two blocked doorways with square lintels and two-piece door jams with horizontal square cut mid height strengtheners. First-floor workshop has ten-recessed square flat-faced mullion windows. Far gable end has door and ground-floor windows. Single-storey rendered building to left gable. Single watertabled stack. A doorway and window inserted into the gable wall in the 20th century.	Post-Medieval to Modern
19032.1.0	399494.6241	405420.2406	Historic Building	2 Oldham Road	First depicted on OS mapping from the 1930s. A large, broadly L-shaped, brick-built villa occupying a prominent location on the southern approach to Uppermill. Located within terraced grounds on the south side of the railway close to the listed Railway Accommodation Underbridge MVL3/29. Imitation quoins in brick, large two-storey bay window, and a projecting gable facing Oldham Road with arched upper-storey window and decorative dog-tooth eaves, painted white to contrast with the red painted brickwork. Circular window with white keystone border on the first floor of the angled elevation between the projecting gable and transverse body of the house – this elevation also has the main front entrance at ground-floor level. Slate roofs throughout. Post-dates an earlier, large, red-brick semi-detached villa which is downslope and closer to Oldham Road but imitates its scale and massing.	Modern
19033.1.0	398244.6406	404027.7455	Historic Building	Canal Lock 18W on Huddersfield Narrow Canal	Built between 1794 and 1799. Benjamin Outram engineer. Hammer-dressed stone with tooled markings. Single upper gate, double lower gate and mouth grooved for stop planks.	Post-Medieval to Modern
19034.1.0	398345.3772	404122.9911	Historic Building	Canal Lock 19W on Huddersfield Narrow Canal	Built between 1794 and 1799. Benjamin Outram engineer. Hammer-dressed stone with tooled markings. Single upper gate, double lower gate and mouth grooved for stop planks.	Post-Medieval to Modern
19035.1.0	399413.8008	404944.9874	Historic Building	Canal Lock 20W on Huddersfield Narrow Canal	Built between 1794 and 1799. Benjamin Outram engineer. Hammer-dressed stone with tooled markings. Single upper gate, double lower gate and mouth grooved for stop planks/	Post-Medieval to Modern
19036.1.0	399538.8273	405463.7807	Historic Building	Canal Lock 21W on Huddersfield Narrow Canal	Built between 1794 and 1799. Benjamin Outram engineer. Hammer-dressed stone with tooled markings. Single upper gate, double lower gate and mouth grooved for stop planks.	Post-Medieval to Modern
19037.1.0	399659.3923	406641.4355	Historic Building	Canal Lock 24W on Huddersfield Narrow Canal	Built between 1794 and 1799. Benjamin Outram engineer. Hammer-dressed stone with tooled markings. Single upper gate, double lower gate and mouth grooved for stop planks.	Post-Medieval to Modern
19038.1.0	399814.7201	406712.1624	Historic Building	Canal Lock 25W on Huddersfield Narrow Canal	Built between 1794 and 1799. Benjamin Outram engineer. Hammer-dressed stone with tooled markings. Single upper gate, double lower gate and mouth grooved for stop planks.	Post-Medieval to Modern
19039.1.0	399903.5594	406770.4588	Historic Building	Canal Lock 26W on Huddersfield Narrow Canal	Built between 1794 and 1799. Benjamin Outram engineer. Hammer-dressed stone with tooled markings. Single upper gate, single lower gate	Post-Medieval to Modern
19040.1.0	400023.4443	406870.7981	Historic Building	Canal Lock 27W on Huddersfield Narrow Canal	Built between 1794 and 1799. Benjamin Outram engineer. Hammer-dressed stone with tooled markings. Single upper gate, single lower gate	Post-Medieval to Modern
19041.1.0	400105.2599	406976.8896	Historic Building	Canal Lock 28 on Huddersfield Narrow Canal	Built between 1794 and 1799. Benjamin Outram engineer. Hammer-dressed stone with tooled markings. Single upper gate, single lower gate.	Post-Medieval to Modern
19042.1.0	400178.1679	407095.0267	Historic Building	Canal Lock 29W on Huddersfield Narrow Canal	Built between 1794 and 1799. Benjamin Outram engineer. Located immediately north of the Grade II Listed Huddersfield Narrow Canal No.69 Bridge (HER 5501.1.0). Hammer-dressed stone with tooled markings. Single upper gate, single lower gate.	Post-Medieval to Modern
19043.1.0	400226.2697	407231.441	Historic Building	Canal Lock 30W on Huddersfield Narrow Canal	Built between 1794 and 1799. Benjamin Outram engineer. Close to the site of the former Dobcross Loom Works (HER 6244.1.0). Hammer-dressed stone with tooled markings. Single upper gate, single lower gate	Post-Medieval to Modern
19044.1.0	400340.7103	407686.2865	Historic Building	Canal Lock 32W on Huddersfield Narrow Canal	Built between 1794 and 1799. Benjamin Outram engineer. Located on the eastern edge of Diggle Fields Park. Hammer-dressed stone with tooled markings. Single upper gate, single lower gate.	Post-Medieval to Modern
19046.1.0	399608.7739	405603.6573	Historic Building	Sacred Heart & St William Catholic Church	A prominent church on the High Street that was built in 1873 and owned originally by the Ebenezer Congregation. In 1966, the Diocese of Leeds purchased the church building from the Ebenezer Congregation, which relocated to new premises across the road.	Post-Medieval to Modern

HER PrefRef	Easting	Northing	Type	Name	Description	Period
19048.1.0	399701.3985	405674.3759	Historic Building	Saddleworth Boutique	Two-storey (plus attic) commercial; property of a rectangular plan and gabled roof. The western gable overlooks High Street and contains the main entrance. The ground floor of the gable elevation has a modern shop front window, with four sash windows illuminating the first floor and a single bulls-eye window affording light to the attic, with the '1914' datestone above.	Modern
19055.1.0	399842.5677	406103.6212	Historic Building	Uppermill School	Uppermill's Council School was opened by the West Riding County Council (WRCC) in 1911. In 1961 it was incorporated into a large, modern School for secondary education, however, the school closed in February 2022 and much of the site was demolished shortly after. The historic building at the centre of the site is the only structure that remains on the site.	Modern
19058.1.0	398344.7218	404249.203	Historic Building	Friezland School	The school was opened in 1915. It is only one of three surviving Edwardian schools in Saddleworth. The building was constructed by the West Riding County Council in the very early 20th century. It was one of only four WRCC schools built to these designs along with those in Diggle, Uppermill and Greenfield.	Modern
19059.1.0	398309.5775	404478.3788	Historic Building	Westfield	A large, stone-built property identified as 'Westfield' on the Ordnance Survey 1st Edition map of 1894. Grand, stone-built, detached house, with separate L-shaped stone structure (probable converted barn with attached living quarters, No.39A) located to the west on the road frontage. Numerous small extensions to both house and barn, with all structures in use as domestic dwellings. Imposing structure, originally just one of a small number of grand residences along Mossley Road, which is now much infilled with numerous types of other houses. Westfield occupies a position overlooking a distinct bluff and hillslope down to the railway (L. & N.W.R. Oldham Branch).	Post-Medieval to Modern
19060.1.0	398445.5101	404545.0096	Historic Building	10-12 Mossley Road	First shown on the Ordnance Survey 1st Edition map of 1894. (1) A three-storey (plus basement), double-fronted, stone-built detached house. Symmetry across three bays, all windows within stone borders. Central entrance at ground floor surrounded by decorative stone quoin-esque border with trapezoidal lintel, approached via front steps and 'bridge' over basement lightwell. Short chimney stacks over the apexes of the east and west facing gables.	Post-Medieval to Modern
19061.1.0	398562.6729	404577.9737	Historic Building	58 Oldham Road	First shown on the Ordnance Survey 1st Edition map of 1894. (1) Proportions and mullioned windows indicative of the building likely having origins in the 18th century. A small, stone-built cottage of probable 18th-century date. Main entrance on the right-hand side of the front elevation with stone step, jambs and lintel. Three rectangular windows and a small square window share a stone casement, with matching cills, lintels and mullions at ground level. Four windows at first floor level have a similar construction. Single chimney stack over the western gable apex. Two-thirds of a triple window on the eastern gable have been blocked up. Access lane between the house and the adjacent pub is cobbled, with dressed stone blocks forming two smoother surfaces to ease passage of historic and modern vehicles. Shares characteristics with the adjacent Farrars Arms and its attached domestic forms, suggesting a shared construction date.	Post-Medieval to Modern
19062.1.0	398581.6964	404580.1842	Historic Building	The Farrars Arms public house	Pub website states established 1702. The building is referred to as Shaw Hall in the Saddleworth Church Register for 1762, which records Radcliffe Whitehead as the innkeeper. The Farrars were the lords of the manor and the Whiteheads were their agents, responsible for collecting rents from the tenants. Ralph Whitehead took over the pub in 1788 and, in July 1796, the inn was the venue for a meeting of the trustees of the Standedge to Mumps Brook Turnpike. The tenancy of the Farrars Arms was advertised in the Manchester Guardian on 3 March 1832, which stated that there was a brewhouse, barn, stables and other outbuildings, together with approximately 20 acres of land. The pub was said to adjoin the turnpike road approximately halfway between Manchester and Huddersfield. A two- and three-storey stone-built property dating to the early 18th century. All windows with stone sills, lintels and mullions (painted black) – single, double, triple and quad forms, in various square and rectangular shapes. Dominates the street-scene along this section of Oldham Road and shares characteristics with other built forms, including Nos.52 and 54 (to which the pub is attached), the adjacent 58 Oldham Road, and the cobbled street separating the two structures.	Post-Medieval to Modern
19069.1.0	400651.5948	407816.4424	Historic Building	Green Bank Cottage	Row of two cottages built in the mid-19th century to house laundry girls. Single depth, 2 storey, 3 bay cottages (with late 20th century extension at eastern end) converted to one. Hammer dressed sandstone. Roof: graduated stone with stone corbels, 1 gable stone stack and 1 removed. Front elevation: original 2 central doorways, one filled in and one with porch covering. Each house with 2 windows on each floor. Rear 2 first floor windows and one with guard at ground level. Separated from Lane at rear by wall, in same grounds as Green Bank House. The original Laundry converted to a house in the late 20th century.	Post-Medieval to Modern

HER PrefRef	Easting	Northing	Type	Name	Description	Period
2175.1.0	397139	402381	Historic Building	Mossley Police Station (former)	Still a working police station. Mid-C19. Very similar to Droylsden Station. Stone built.	Post-Medieval to Modern
2179.1.0	396080	398639	Historic Building	Palace Cinema (former)	Originally known as the Empire Picture Palace, this cinema was opened in 1913.	Modern
2180.1.0	397388	402620	Historic Building	Spring Cottages, Mossley	Built between 1822 and 1851. The 5 rows of terraces known as Spring Cottages were erected on land attached to Carr Hill Mill.	Post-Medieval to Modern
2184.1.0	396199	398649	Historic Building	Stalybridge Fire Station (former)	Of the purpose-built [fire] stations in Tameside which still survive, one of the earliest is the building at Stalybridge, on the corner of Waterloo Road and King Street. This building was begun in 1903 and opened in 1905.	Post-Medieval to Modern
2196.1.0	396236	398553	Historic Building	71 Market Street, Stalybridge (shop)	Where shop fronts were distinguished from domestic houses this was normally by a larger ground-floor window, perhaps displaying some of the goods on sale as with this building.	Post-Medieval to Modern
2197.1.0	396258	398575	Historic Building	78â€“84 Market Street, Stalybridge	Nos.78–84 Market Street were built in 1895 and are a group of four shop units contained within a single building.	Post-Medieval to Modern
3301.1.0	398062	403255	Historic Building	Bank Mill	Marked as a cotton mill on maps. Very little remains. The sole surviving building is a mid-C19 stone-built weaving shed, and two walls from the former spinning mill to the north side.	Post-Medieval to Modern
3305.1.0	397549	402050	Historic Building	Queen Street Mills (former)	Marked on maps as a cotton mill. Very heavily modified site. Two spinning mills of uncertain date. Built by John and George Mayall, to 5 storeys and attic and of 20 bays.	Post-Medieval to Modern
3306.1.0	397439	402050	Historic Building	Longlands Mill	Marked on map as a cotton mill and on map as a cotton waste mill. The mill is of 3 storeys and 9x3 bays, stone built. Built in 1871 as a steam-powered cotton spinning mill. Built by the firm of John Mayall, it closed down in 1931.	Post-Medieval to Modern
3307.1.0	397369	402139	Historic Building	Britannia Mill (Britannia Old Mill)	Marked on maps as a cotton mill. The main building is mid-C19, of 2 storeys (plus basement) and 14x2 bays. Stone built. Britannia Mills remained for thirty-four years (1857–91) the largest cotton spinning firm in the world, operating 440,000 spindles at its peak in 1893–96	Post-Medieval to Modern
3307.2.0	397478.7276	402116.7221	Historic Building	Britannia New Mill	The 1955 Ordnance Survey map (1) depicts Britannia Mill as being still in use as a cotton mill, but the adjoining structures had been demolished and a large single-storey north-light shed labelled 'Britannia New Mill (Cotton & Fabric)' erected on the land to the east in the mid-20th century; the mill is absent from the OS 1:2500 revision map of 1938 but is shown on the next revision of 1955.	Modern
3338.1.0	397260	400959	Historic Building	Weir Mill	Marked on maps (1,2) as a cotton mill. Mid-C19 spinning mill site. Spinning mill No.1: 4 storeys (including basement), stone built.	Post-Medieval to Modern
3382.1.0	396610	398679	Historic Building	Stokes Cotton Waste Mill	Marked on the maps as a cotton waste mill (1)(2). There are two main buildings. No.1: early C19, stone built. 2 storeys and 9x2 bays. Gable roof, partly replaced with asbestos.	Post-Medieval to Modern
3476.1.0	396750	398900	Historic Building	North End Mill (Higher Mill)	Marked on maps (1,2) as a cotton mill and on (3) as a paper mill. The main building is brick built, of 3 storeys and 16x3 bays.	Post-Medieval to Modern
5800.1.0	396867	398951	Historic Building	Riverside Mills (former)	Mentioned in (1) as a weaving mill from 1883 until 1889, again from c.1930s until c.1962, and as a cotton spinning mill from 1889 until the 1930s.	Post-Medieval to Modern
6045.1.0	397969	403730	Historic Building	Wright Mill	Marked on maps (1,2) as a woollen mill. Now only the mill building itself survives. It is early C19 and stone built. 2 storeys and 4x2 bays.	Post-Medieval to Modern
6046.1.0	398330	403997	Historic Building	Royal George Mills (former)	Mill No.1: mid- to late C19, stone built with timber internal structure. 4 storeys and 12x4 bays.	Post-Medieval to Modern
6094.1.0	400413	407837	Historic Building	Warth Mill (or Wharf Mill)	Marked on the map as a cotton mill (1). Former woollen mill belonging to the Co-operative Wholesale Society, taken over by Tanner Bros. 1931, for cotton weaving. [Built 1919.] Ceased production in 1971	Post-Medieval to Modern
6097.1.0	399564	406638	Historic Building	Stone Bottom Mill	Marked on map (1) as a woollen mill and as a flannel mill on map (2)	Post-Medieval to Modern

HER PrefRef	Easting	Northing	Type	Name	Description	Period
6098.1.0	399732	405955	Historic Building	Buckley (New) Mill	Marked on maps (1,2) as a woollen mill. The spinning mill building is late C19 and stone built. Lowered to 3 storeys and 7x3 bays wide.	Post-Medieval to Modern
6105.1.0	399409	404689	Historic Building	Wellington Mills	Marked on map (1) as a cotton mill. Original mill built in 1853, larger mill erected in 1861 and extended in 1926, closed down in 1932.	Post-Medieval to Modern
6107.1.0	399591.0144	405580.4942	Historic Building	Victoria Mill	Marked on map (1) as a woollen mill. Cotton mill built around 1861 by John Edward Platt.	Post-Medieval to Modern
6108.1.0	399655.1978	405513.1643	Historic Building	Alexandra Mill	Marked on maps (1,2) as a woollen mill. Built 1868 by Robert Stott and later sold.	Post-Medieval to Modern
6109.1.0	399729	405603	Historic Building	Spring Mill	Marked on maps (1,2) as a woollen mill. The spinning mill is mid-C19 and stone built with timber internal structure.	Post-Medieval to Modern
6342.1.0	397320	401199	Historic Building	Scout Mill (New Scout Mill)	Mentioned as a fulling mill c.1777, and as a cotton spinning mill from pre-1793 until 1935	Post-Medieval to Modern
751.2.0	397221	399751	Historic Building	Heyrod Hall	Site Type: A1. 2 hectares. House and grounds to the east of Wakefield Road. Reservoirs and the river Tame lie to the east, and open fields bound the site to the north. Heyrod Cottage and Hartshead Road lie to the south. The site is cut through on the western side by the London & North Western Railway. The drive leading from Wakefield Road over the bridge within the grounds gives access to the house. Productive garden and pleasure ground with walks and boundary belt. Extant. (1,2) The present hall is an undistinguished mid-19th-century building. It is a two-storey stone house, part of which is left empty, part still inhabited	Post-Medieval to Modern
9179.1.0	396766	399437	Historic Building	Woodfield (House and grounds)	1 hectare. House with grounds to the west of Wakefield Road, open fields on all other boundaries. Drive to the north-east of the site, productive garden beyond. Separate path system from Wakefield Road through pleasure ground dotted with trees.	Post-Medieval to Modern
3337.1.0	397569	399920	BLD	Spring Grove Mill	Marked on the map as a woollen mill. This site dates originally from around 1818. It was originally a water-powered, later steam-powered and finally electricity-powered cotton spinning and later woollen manufacturing mill. [It was the] last water-powered mill built in Stalybridge. Built by John Howard, a woollen manufacturer, but used at first for cotton spinning.	Post Medieval
644.1.0	397710	402060	BLD	Micklehurst Station (former)	The Diggle loop line on the east side of the valley, opened 1885, now closed, surviving building in station road of Middlehurst Station, closed to passengers 1907, goods 1962. This station was one of three along the now disused railway line from Stalybridge station to Upper Mill. The other stations were at Friezland and Millbrook. The line stayed open to through trains until September 1964 as it continued to serve Heyrod Power station	Post Medieval
13764.1.0	397789	402117	BLD	All Saints Church, Mossley (former)	A prominent landmark building within the Tame Valley. It is of mid-Victorian date, not a grand church, but it has a pleasant, rusticated charm in keeping with the townscape of Mossley. The tower, small architectural details such as the finials, and the roofing slates make the church an attractive local landmark	Post Medieval
17888.1.0	397690	401982	BLD	The New Bridge Inn	Detached three-storey stone-built property with arched windows with keystones to the third floor. Originally a beer house established c.1860.	Post Medieval
17902.1.0	397146	402687	BLD	51-51a Stockport Road	Former grain store and shop of two storeys plus attic. The building has been converted into two private dwellings. .	Post Medieval
17904.1.0	397302	402811	BLD	Westholme	Two-storey detached house built in stone with a slate roof. Built c.1860s.	Post Medieval
19049.1.0	399694	405707	BLD	NatWest Bank Building (former)	An impressive stone-built bank dating to the late 19th century and identified on the Ordnance Survey 1st Edition 1:2500 map of 1893	Post Medieval
19050.1.0	399737	405745	BLD	Globe Chambers	First identified on the Ordnance Survey 1st Edition 1:2500 map of 1893. Labelled as a public house on mapping from the early to mid-20th century. Today in use as a Business Centre, split between numerous businesses.	Post Medieval
19053.1.0	399784	405819	BLD	Uppermill Methodist Church	Methodist chapel, erected in 1912-13 as a replacement for an earlier chapel. A deed dated August 19th 1811 confirms that the original chapel on the site was built by public conscription. The chapel was described a 'Churchwarden's Gothic' and 'Ionic'; a simple, compact building. The church remains a place of worship and centre for numerous activities within the village.	Post Medieval

HER PrefRef	Easting	Northing	Type	Name	Description	Period
19054.1.0	399782	405847	BLD	Commercial Hotel	A detached, two-storey, stone-built public house displaying Georgian architecture. Built in c.1820 for a banker named James Buckley.	Post Medieval
479.1.0	397299	401299	Find Spot	Stone hammer (antiquarian find)	Dark grey stone hammer from Tame Valley, exhibited 1877.	Late Neo/Early BA
5903.1.0	399700	405599	Find Spot	Stone hammer (antiquarian find)	Small, dark grey stone hammer found by Mr Shaw in gravel alongside the river Tame near Uppermill Station. Exhibited in 1868. Neolithic - Bronze Age	Late Neolithic to Late Bronze Age
9003.1.0	399598	405251	Find Spot	Station Brow, Diggle (stone heads)	Two heads, one male, one female. Found behind wall at Churchill Playing Fields by Michael Openshaw & Paul Siddall (County School, Diggle), 31/01/86.	Medieval
9003.1.1	399151	404636	Find Spot	Station Brow (stone heads)	Two heads on corner house above doorway. Victorian, one male, one apparently female, wearing a ?hat. Rather weathered; near Churchill Playing Fields	Post-Medieval
9017.1.0	399629	405421	Find Spot	146 Carr Lane (stone head)	Two heads in house wall at 146 Carr Lane, over river bridge from High Street. Two heads (now missing) built into inside wall facing house (unusually), covered by thicket (usually head(s) face away from house). Possibly moved from elsewhere. House has haunting tradition. Heads missing by 1990. NB – there is no No.146 on Carr Lane – the first house over the bridge is No.136. The mapped location was in any case c.760m to the south-west of the bridge (at NGR SD 99 05). The GIS point has been moved to a position close to No.136 Carr Lane	Iron Age
1096.1.0	399750	406499	Monument	Barrow on Brown Hill (site of)	Possible barrow or flat cemetery was dug by quarrymen in May 1844 and its contents for the most part destroyed.	Bronze Age
11138.1.0	397335	401895	Monument	Tumbling Bank Mill (site of)	Located in the vicinity of Abney Congregational Church overlooking Manchester Road. Mill extant by 1793. No usage detailed until 1816 when John Buckley, cotton spinner, was listed at Tumbling Bank. No details exist for the mill, which was presumably water-powered at first until a steam-engine was installed in 1819	Post-Medieval
11140.1.0	396338	398505	Monument	Congregational Chapel (site of)	Formed part of the RCHME survey. Decorated Gothic with large gabled front divided by buttresses and twin-arched outer porch with date of 1861. By Poulton and Woodman. Replaced 1835 chapel.	Post-Medieval to Modern
11142.1.0	397486	401939	Monument	Paper Mill (site of)	Small water-powered mill stood near the later River Mill between the [river] Tame and Smith Hill. Extant by 1793, owned by Samuel Seel, a farmer and fulling miller, in 1810 and partly occupied by Thomas Dyson until c.1818. Owned by John Buckley in 1838 who leased the mill in 1839 to John Neild for 21 years when steam replaced water as the power source. Known as Paper Mill from 1839. Described as a cotton mill in 1863. Taken over by Robert Wilkinson in 1866 and by Samuel Dyson in 1872. Demolished prior to the construction of River Mill in 1889.	Post-Medieval
11225.1.0	396235	398494	Monument	Tame Foundry (site of)	The foundry site lies at the eastern end of the Castle Street Mill.	Post-Medieval to Modern
13851.1.0	399537	406556	Monument	Woolroad Canal Warehouse (site of)	Site of canal warehouse, shown on the OS maps from the 1854 1st edition 6".	Post-Medieval to Modern
16625.1.0	399503	406261	Monument	Mytholm Mill (site of)	Mytholm Mill was established as a fulling mill c.1780, when it was occupied by James Byrom. It was a woollen mill until about 1840, then a timber works until the 1880s. The outline of the mill dam, the mill race and the waterwheel pit are visible	Post-Medieval
174.1.0	399178	404691	Monument	Greenfield Station	At junction of LNWR [London North Western Railway] main line to Huddersfield with line from Oldham. Modernised, no buildings, wooden signal box at west, single-arch skewed stone bridge at east.	Post-Medieval to Modern
17442.1.0	397712	403497	Monument	Midge Hall (site of)	A small building identified as Midge Hall on the Ordnance Survey 1st edition 6":1 mile map of 1854. The same building footprint is shown on OS mapping for much of the 20th century, although it appears to have been cleared during the late 1970s/ early 1980s	Post-Medieval to Modern
17817.1.0	396806	398764	Monument	Huddersfield Narrow Canal: Knowl Canal Bridge	Stone-arched pedestrian bridge across canal, built c.1794 for Huddersfield Canal Company. Hammer-dressed stone. Elliptical arch and curved parapet walls which have round-topped coping stones and a stone band. Pathway across bridge laid in setts.	Post-Medieval to Modern

HER PrefRef	Easting	Northing	Type	Name	Description	Period
17818.1.0	397087	399038	Monument	Huddersfield Narrow Canal: boundary stone	Small boundary stone at side of towpath. Erected some time before 1882, when it is shown on OS mapping (an earlier map indicates a boundary post at this location). Approximately 30cm high. Letter 'S' inscribed on one side. Erected to mark a Parliamentary boundary	Post-Medieval to Modern
17819.1.0	397453	399798	Monument	Huddersfield Narrow Canal Lock No.8w	Canal lock originally built c.1794 for the Huddersfield Canal Company. Partly rebuilt by railway company in 1897. Infilled and buried during a period of canal closure. Excavated by HCS Restoration in 1996. The condition of the lock chamber was such that rebuilding was required. The sides were constructed with L-shaped pre-cast concrete sections 1m wide x 3m high, faced with engineering bricks to match the 1897 rebuild.	Post-Medieval to Modern
17820.1.0	397504	399930	Monument	Swing bridge (remains of)	Constructed c.1794, a swing bridge at Spring Grove providing access across the Huddersfield Narrow Canal between Heyrod and Grove Road, Millbrook. When the canal was closed the bridge was removed and a roadway was laid across the infilled canal channel. When this section of canal was being restored c.1996 a new box culvert bridge was built alongside. The base area of the former swing bridge was excavated and preserved. Visible remains include a stone-walled concave recess in which the bridge swung, iron central turntable pivot, and curved iron tracking.	Post-Medieval to Modern
17821.1.0	397508	400379	Monument	Huddersfield Narrow Canal Lock No.9w	Narrow canal lock built c.1794 with chamber approximately 72' long and 7' 3" wide. Difference in canal levels around 10' (3m). Stone construction with lock chamber walls in brick. Single gate at lock head; double gates at lock tail. Metal footbridge added at lock tail. Safety railings added to quadrants. Lock quadrant wall is curved on towpath side and squared on offside. Recess cut into chamber wall for lock ladder. Grooves for stop planks upstream of top gate. 'Pepper-pot' air vents above ground paddle sluices at upper end of lock. Below downstream lock gates, stone boatman's steps lead down towards water on offside. Bywash overflow channel runs parallel on offside.	Post-Medieval to Modern
17822.1.0	397478	400497	Monument	Huddersfield Narrow Canal Lock No.11w	Narrow canal lock built c.1794 for Huddersfield Canal Company. Narrow canal lock with chamber approximately 72' long and 7' 3" wide. Difference in canal levels around 10' (3m). Stone construction with stone capping. Single gate at lock head; double gates at lock tail. Metal footbridge added at lock tail. Safety railings added to quadrants. Lock quadrant wall is curved on both towpath side and offside. Recess cut into chamber wall for lock ladder. Grooves for stop planks upstream of top gate. 'Pepper-pot' air vents above ground paddle sluices at upper end of lock. Below downstream lock gates, stone boatman's steps lead down towards the water on both sides. Bywash overflow channel runs parallel on offside.	Post-Medieval to Modern
17823.1.0	397556	401272	Monument	Huddersfield Narrow Canal Lock No.12w	Narrow canal lock built c.1794 for Huddersfield Canal Company with some later reconstruction. Narrow canal lock with chamber approximately 72' long and 7' 3" wide. Difference in canal levels around 10' (3m). Brick construction with stone capping. Single gate at lock head; double gates at lock tail. Wooden footbridge added at lock tail. Recess cut into chamber wall for lock ladder. Grooves for stop planks upstream of top gate. Lock quadrant wall is curved on both towpath side and offside. 'Pepper-pot' air vents above ground paddle sluices at upper end of lock. Flow gauge on offside to measure lock usage. Below downstream lock gates, stone boatman's steps lead down towards the water on offside. Bywash overflow channel runs parallel on offside	Post-Medieval to Modern
17910.1.0	397705	403733	Monument	County boundary stone (former)	One of several boundary stones that marked the boundary between Lancashire and Yorkshire. Erected in 1885 by the newly formed Mossley Borough Council. Top face says: 'Boundary'. Left face originally said: 'County of Lancashire Salford Hundred Borough of Mossley'. Right face originally said: 'County of Yorkshire West Riding'. As part of a Second World War initiative to confound prospective invaders, the words 'Lancashire', 'Salford', 'Mossley', 'Yorkshire' and 'West Riding' were chiselled off. All the boundary stones erected by Mossley Borough Council in 1885 have been similarly defaced.	Post-Medieval to Modern
17919.1.0	397991	403097	Monument	Huddersfield Narrow Canal Lock No.15w (Roaches Lock)	Narrow canal lock built c.1794 for Huddersfield Canal Company. Known as 'Roaches Lock'. Narrow canal lock with chamber approximately 72' long and 7' 3" wide. Difference in canal levels around 10' (3m). Stone construction with lock chamber walls in brick. Small brickwork patch in towpath-side quadrant. Single gate at lock head; double gates at lock tail. Wooden footbridge added at lock tail. Recess cut into chamber wall for lock ladder. Grooves for stop planks upstream of top gate. Lock quadrant wall is curved on both towpath side and offside. Safety railings added to quadrants as footpath crosses the lock via the footbridge. 'Pepper-pot' air vents above ground paddle sluices at upper end of lock. Below downstream lock gates, stone boatman's steps lead down towards the water on offside. Bywash overflow channel runs parallel on offside.	Post-Medieval to Modern
17924.1.0	398116	403567	Monument	Huddersfield Narrow Canal Lock No.17w	Narrow canal lock built c.1794 for Huddersfield Canal Company. Narrow canal lock with chamber approximately 72' long and 7' 3" wide. Difference in canal levels around 10' (3m). Stone construction but one lock chamber wall rebuilt in brick. Single gate at lock head; double gates at lock tail. Wooden footbridge added at lock tail. Recess cut into chamber wall for lock ladder. Grooves for stop planks upstream of top gate. Lock quadrant wall is curved on towpath side, square on offside.	Post-Medieval to Modern

HER PrefRef	Easting	Northing	Type	Name	Description	Period
					'Pepper-pot' air vents above ground paddle sluices at upper end of lock. Below downstream lock gates, stone boatman's steps lead down towards the water on both sides, which would have enabled the boatman to get on or off the boat. Bywash overflow channel runs parallel on offside	
18952.1.0	397423.1424	403544.4938	Monument	Quick Quarry	A sandstone quarry marked on the Ordnance Survey 1st edition 1:10,560 map of 1854, with the same extent and detail shown on the 1st edition 1:2500 map of 1894 (1), although it is annotated as 'Quick Quarry'. It is marked 'Disused' on the 1:2500 map of 1955 (2). The quarry survives as a distinct feature of the local landscape.	Post-Medieval to Modern
18990.1.0	400954.5394	407867.7685	Monument	Diggle Mill Weir	A curved weir of stone block construction across the Diggle Brook. Formed part of the water-management system for Diggle Mill, rasping mill and corn mill.	Post-Medieval to Modern
18999.1.0	400700.8699	407880.1227	Monument	Diggle Bridge	Bridge over Diggle Brook. Parapet topped with large squared stones with keyed arch. From medieval times the route from Standedge to Saddleworth Church and Mottram in Longdendale would have crossed here. At Quarter Sessions 1774 the bridge was declared very narrow, ruinous and in decay. Saddleworth awarded £39 towards rebuilding.	Post-Medieval to Modern
19019.1.0	397532.4286	403697.5263	Monument	County boundary stone (former)	Prism-shaped stone: flat-backed with two sloping sides and triangular forward-sloping top. Set against a stone wall occupying a back-of-pavement location. One of several boundary stones that marked the boundary between Lancashire and Yorkshire. Erected in 1885 by the newly formed Mossley Borough Council. Top face says: 'Boundary'. Left face originally said: 'County of Yorkshire West Riding'. Right face originally said: 'County of Lancashire Salford Hundred Borough of Mossley'. As part of a Second World War initiative to confound prospective invaders, the words 'Lancashire', 'Salford', 'Mossley', 'Yorkshire' and 'West Riding' were chiselled off. All the boundary stones erected by Mossley Borough Council in 1885 have been similarly defaced. Located against the stone wall on the eastern side of Quick Road between Ash Lea and Quick House.	Post-Medieval to Modern
19045.1.0	399601.4897	405558.9624	Monument	K6 telephone kiosk	The K6 telephone kiosk, introduced in 1935 to celebrate the jubilee of King George V, designed by Sir Giles Gilbert Scott (1880–1960), is one of Britain's most recognisable pieces of industrial design and street furniture. Around 60,000 were installed between 1936 and 1968, so these are a familiar sight across the country. A fine example of a K6 telephone kiosk. Cast iron, painted red. Square kiosk with domed roof. Unperforated crowns to top panels and margin glazing to windows and door.	Post-Medieval to Modern
205.1.0	400677	407940	Monument	Kiln Green Aqueduct (Huddersfield Canal)	The Huddersfield Canal was diverted 1846-49 in connection with construction of a railway tunnel. On the old line a small section and remains of an aqueduct are visible opposite the school at Kiln Green.	Post-Medieval to Modern
237.1.0	400800	408119	Monument	Standedge Canal Tunnel	On the summit level of the Huddersfield Canal, the highest stretch of navigable water in the country. It is the longest canal tunnel in Britain. Originally 5,456 yds, but extended with the construction of platform for railway tunnels in 1893–94 to 5,698 yd. Opened April 1811, closed 1944. Maintained to drain railway tunnel – still navigable.	Post-Medieval to Modern
238.1.0	400769	408149	Monument	Standedge railway tunnels	Entrances immediately north of Diggle Station, closed 1963, on LNWR [London North Western Railway] Manchester–Huddersfield line. Longest railway tunnel in Britain, 3 miles 66 yd (4.89 km) until opening of Severn tunnel in 1886	Post-Medieval to Modern
3302.1.0	398120	403299	Monument	Union Mill (site of)	Marked on maps as a cotton mill. Late C19/early C20 spinning mill of 3 storeys and 4x3 bays. Brick built. Multi-ridge hipped slate roof.	Post-Medieval to Modern
3304.1.0	397479	401899	Monument	River Mill (South End No.3 Mill) (site of)	Mid-C19 stone-built spinning mill of 4 storeys (plus basement). Steam-powered cotton spinning mill that dates from around the mid-C19. Built by the firm of John Mayall in 1848. Rebuilt in 1889 and closed in 1931.	Post-Medieval to Modern
3308.1.0	397549	402149	Monument	Victoria Mills (site of)	Marked on both maps as a cotton mill.	Post-Medieval to Modern
3309.1.0	397509	402410	Monument	Mossley Brow Mill (Border Mill) (site of)	Marked on map (1) as a vacant site and on map (2) as a cotton mill. Originally built in 1873/74 by the Mossley Spinning Co. Ltd, and later taken over by the Border Spinning Co. It was taken over by the Mossley Wool & Spinning Co Ltd in 1933, along with Milton Mills.	Post-Medieval to Modern
3310.1.0	397609	402480	Monument	Milton Mills (site of)	Marked as a cotton mill (1). The spinning mill is late C19/early C20, of 5 storeys, 36x5 bays and a flat roof. Brick built. Built by the Milton Spinning Co Ltd on the site of the demolished Cheshire Side Mill in 1892.	Post-Medieval to Modern
3311.1.0	397612	402600	Monument	Carrhill Mill (Creswell Mill) (site of)	Marked on maps (1,2) as a cotton mill. Spinning mill is of 4 storeys (plus basement), of 10x4 bays. Brick built, late C19.	Post-Medieval to Modern

HER PrefRef	Easting	Northing	Type	Name	Description	Period
3377.1.0	397080	399300	Monument	River Meadow Mills (site of)	Marked on maps as a cotton mill (1,2,3). 1851 keystone to the mill. 4 storeys and 15x4 bays. Stone built, with a flat roof.	Post-Medieval to Modern
3377.3.0	396971	399297	Monument	Acres Bank (site of)	House with grounds in association with the River Meadow Mills [HER 3377.1.0]. Bounded by mills to the east, the river Tame to the south and open fields to the north.	Post-Medieval to Modern
5387.1.0	397883	402977	Monument	Roughtown Mill (site of)	The oldest known water-powered site in Mossley, dating to 1764 when a fulling mill was erected in Roughtown by John Andrew. A second fulling mill was added in 1769 and the scribbling process was added c.1781. A cotton mill was built in 1805 connected to the earliest mill. Powered by two waterwheels in 1815.	Post-Medieval to Modern
5792.1.0	396090	398679	Monument	Garside's Mill (site of)	Mentioned as a cotton spinning mill, in use c.1798 until 1826.	Post-Medieval
5793.1.0	396140	398549	Monument	Water Street Mill (site of)	Mentioned as a cotton spinning mill, in use from 1797 until c.1870s.	Post-Medieval
5794.1.0	396140	398630	Monument	Bayley's Mill/ Hope Mill (site of)	Mentioned as a cotton spinning mill, in use from c.1800 until 1857. The site is now occupied by a Job Centre.	Post-Medieval to Modern
5795.1.0	396147	398688	Monument	Queen Street Mill (site of)	Mentioned as a cotton spinning mill, in use from 1803 until 1881. Site now a car park, mill demolished.	Post-Medieval to Modern
5797.1.0	396199	398539	Monument	Adshead's Mill (site of)	Mentioned as a cotton spinning mill, in use from c.1795 until 1818.	Post-Medieval
5798.1.0	396239	398649	Monument	King Street Mill (site of)	Mentioned as a cotton spinning mill, in use from c.1800 until the 1870s. Now demolished (TAS 99).	Post-Medieval
5802.1.0	397239	399595	Monument	Heyrod Mill/ Hartshead Print Works (site of)	Mentioned as a cotton spinning mill, in use from c.1786 until 1848, and converted to a print works from 1848 until	Post-Medieval to Modern
5805.1.0	397077	402455	Monument	Albion Mill, Mossley (site of)	Mentioned as a cotton spinning mill 1837–1938	Post-Medieval to Modern
5807.1.0	397549	401789	Monument	South End Mills (site of)	Mentioned as a cotton spinning mill from 1859–62 until 1930. Built by John Mayall in 1860. Stone built, 5 storeys.	Post-Medieval to Modern
5808.1.0	397504	402020	Monument	Bottoms Old Mill (site of)	Mentioned as a fulling mill c.1777 to c.1807 and as a cotton spinning mill c.1807–1931.	Post-Medieval to Modern
5809.1.0	398099	403480	Monument	Spring Mill (Una Mill) (site of)	Mentioned as a cotton spinning mill from 1861/2 until 1929.	Post-Medieval to Modern
6095.1.0	400815	408390	Monument	Harrop Court Mill (site of)	Marked on map as a woollen mill. Woollen scribbling mill built c.1800 and used for cotton spinning by John Hall & Co. 1861–75. Reverted to woollen manufacture until its closure in 1981	Post-Medieval to Modern
6244.1.0	400149	407244	Monument	Dobcross Loom Works (site of)	Famous textile machinery works started by Hutchinson & Hollingworth in 1861, making Dobcross woollen and worsted power looms with chain-operated mechanism for changing shuttles in weaving patterned cloths.	Post-Medieval to Modern
6335.1.0	398094	403219	Monument	Platt's Mill (site of)	Mentioned as a wool mill from c.1796 until 1829.	Post-Medieval
6337.1.0	397879	402920	Monument	Andrew Mill (site of)	Was a fulling mill from 1765 until 1871, and a cotton spinning mill from 1805 until 1960.	Post-Medieval to Modern
6339.1.0	397400	400590	Monument	Black Rock Mill (site of)	Mentioned as a wool mill from c.1781 until 1810, and as a cotton spinning mill from c.1810 until 1876.	Post-Medieval
6341.1.0	397899	402750	Monument	Stamford Mill (site of)	Mentioned as a cotton spinning mill from 1860–61 until 1960.	Post-Medieval to Modern
6343.1.0	397219	402521	Monument	Westhill Mill (former electricity substation) (site of)	Mentioned as a cotton spinning mill 1900–31. However, on the maps of 1910 & 1929 the building is described as an electricity substation.	Modern
6345.1.0	397499	401670	Monument	Albert Mill (site of)	Mentioned as a cotton spinning mill from 1860–61 until c.1960.	Post-Medieval to Modern

HER PrefRef	Easting	Northing	Type	Name	Description	Period
751.1.0	397192	399747	Monument	Heyrod Old Hall (site of)	Heyrod Hall was built close to the river Tame, north-east of Stalybridge. In the early 15th century the estate of Heyrod belonged to John del Heyrod, and there may have been a hall here at this time. Judging from a datestone of 1638, the old hall was built, or rebuilt, in the early 17th century. This hall was demolished in 1843, at the time of the construction of the railway which runs nearby.	Post Medieval
757.1.0	396560	398560	Monument	Staly Bridge	The bridge which gives its name to Stayley appears to have existed from an early date: it was in decay in 1621. It was repaired and existed till 1707 when a new one was erected.	Post-Medieval to Modern
3315.1.0	397800	401850	MON	Brunswick Mill (Victoria & Albert Mill) (site of)	Marked as a cotton mill. Late C19/ early C20. One of the larger Mossley Mills. Built by John Schofield and described as incomplete in a deed of 1853. Schofield died in 1859, but the mill continued in the family until 1875 when it passed to Edward & John Clementson. Burnt down in 1880. Brunswick Cotton Co formed in 1882 to rebuild the mill. Taken over again in 1933. The original mill was known as Ponge Mill, known to be in existence in 1793 but probably extant 8 years previously. Possibly a woollen mill.	Post Medieval
5791.1.0	396059	398520	MON	The Hen-cote (site of)	Mentioned as a cotton spinning mill, in use from c.1800 until c.1819. Mill demolished (TAS 99)	Post Medieval
6336.1.0	397679	401520	MON	Bottoms New Mill/ Bankside Mill (site of)	Mentioned as a wool mill from c.1829–31 until post-1872.	Post Medieval
6338.1.0	397769	401940	MON	New Hollins/ Victoria Mill (site of)	Mentioned as a cotton spinning mill from c.1829/31 until 1933, and as a woollen mill from 1933 until 1961	Post Medieval
636.1.0	397660	402020	MON	Croft Mill (site of)	Long four-storey stone-built cotton mill on east bank of Huddersfield Canal with internal engine house. Worked by Robert Hyde Buckley with Woodend Mill in late C19. In 1884 had 166,000 spindles and 450 looms. Mentioned as a cotton spinning mill from c.1838 until 1960.	Post Medieval
11224.1.0	396095	398436	MON	Caroline Street Methodist Chapel (site of)	First purpose-built Wesleyan chapel in Stalybridge. Built in 1815, enlarged in 1827 and rebuilt in 1872. The OS 60" maps of 1850 (2) and 1891/92 (3) show the chapel set within a burial ground. These maps also show that the chapel as rebuilt in 1872 was larger than its predecessor, the front elevation of which lay further back from Caroline Street. Chapel was demolished, site now used as a car park.	Post Medieval
3470.1.0	395999	398579	MON	Harrop Street Mill (site of)	Marked on the map as a cotton mill. Unusual plan.	Post Medieval
17913.1.0	397610	402819	Place	Roughtown Green	Small unenclosed park pleasantly situated on a steep hillside between Roughtown Road and New Earth Street. Mostly grass with a number of mature trees. Playground area has slide and swings.	Modern
3377.2.0	396987	399267	Place	Acres Bank (Park)	Site Type: A1, B. 2 hectares. Partial survival of the park belonging to Acres Bank house [HER 3377.3.0]. The park is clipped on the north-west corner by the London & North Western Railway.	Post-Medieval to Modern
3583.1.0	396300	398590	Place	Stalybridge village core	Burdett shows the settlement as a linear spread south of Ridge Hill, crossing the river Tame.	Medieval to Post Medieval
6224.1.0	400849	408000	Place	Diglea settlement	1770: a few buildings in a linear spread.	Medieval to Post Medieval
6254.1.0	397520	403749	Place	Quick settlement	1770: shows a group of buildings now named "Higher Quick Farm", also some further south, either side of the Stockport Road. 1851: the farm area is named "Hollingworth Quick", the main concentration of Quick to the south	Medieval to Post Medieval
6255.1.0	398599	404549	Place	Shaw Hall settlement	Shaw Hall is shown as a building on the Oldham Road	Medieval to Post Medieval
9174.1.0	397139	399827	Place	Rushfield (site of house and grounds)	Site Type: A1. 2 hectares. House with grounds to the west of Wakefield Road opposite Heyrod Hall. Open fields on all other boundaries.	Post-Medieval to Modern
6192.1.0	399750	405800	PLA	Uppermill settlement	1770: a group of buildings east of the river Tame, around the present High Street. 1851 OS map: as before, with much development including mills, the church, canal and railway.	Post Medieval
17826.1.0	397882	401371	PLA	Mossley Old Cemetery	A Victorian cemetery with chapels, lodge, entrance gates, pathways, lawns, flower beds and a garden of remembrance. There are a significant number of graves from the First World War.	Post Medieval
ATK1	396872	399360	Monument	Former Souracre Farm	Two extant structures remain on site comprising a farmhouse and barn belonging to Souracre Farm, both of which are in now in derelict condition.	Medieval

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HER PrefRef	Easting	Northing	Type	Name	Description	Period
ATK2	396400	398469	Monument	Former Goods Station	Site was formerly used as Micklehurst Goods Station on the 'Micklehurst Loop', c. 1881-1966. The goods warehouse survives, encased by later sheds on three sides. Three-storey goods warehouse of blue engineering brick with modern roof covering.	Post Medieval

A.5 Historic Environment Record event data

HER UID	Easting	Northing	Name	Description
EGM3497	399726	405950	Buckley New Mill	Archaeological building survey of a textile mill complex originating in the 1820s, undertaken in fulfilment of a planning condition. There were four main phases to the site, spanning the period 1822/51 to the 1940s and including both fireproof and non-fireproof structures as well as the remains of a second-phase engine house and chimney and a warehouse.
EGM3516	399727	405599	Spring Mill	Building survey of a former woollen mill established c.1850, possibly on the site of an earlier waterpowered mill. The survey was undertaken in order to provide an analysis and understanding of the evolution and function of the building complex as part of the planning process, ahead of redevelopment.
EGM4222	396179	398478	Longlands Mill	A brief 'historical and archaeological guide' to a former cotton mill dating to 1805 was produced for Tameside MBC.
EGM4470	399396	404685	Knoll Mill	Strip and record exercise and an archaeological watching brief at a former mill site. The strip and record comprised the excavation and recording of a trench at the former location of the engine house, whilst the watching brief served to demonstrate the layout and some of the internal features of the earlier mill building, confirming and expanding the evidence of old maps of the site. The strip and record area was excavated under archaeological direction by a 360-degree tracked excavator. The watching brief area was observed archeologically. The 'turnover' work was carried out by a 360-degree tracked excavator using a toothed bucket. The size of the machine and the bucket used meant that close observation was often difficult for safety reasons and the remains were occasionally only seen after they had been removed or damaged.
EGM4472	397315	402088	Mossley Park Refurbishment	Heritage statement, produced to accompany a planning application for the refurbishment of Mossley Park. The intention of the report is to outline the proposed works and their effect on the character of the park. All proposed works have been sympathetically designed to fit in with the heritage and history of the hall using matching materials wherever possible. The proposal is divided into the following areas: removal of steps and concrete barriers; resurfacing the southern approach road; and resurfacing the bowling green car park.
EGM4823	396203	398483	Castle Street Mills and Tame Foundry	Evaluation undertaken in order to fulfil a condition attached to planning consent for redevelopment. A previous desk-based assessment had identified potential for surviving archaeological remains relating to the early/ mid-C19 Castle Street Mills complex, and the mid-C19 Tame Foundry. Four trial trenches were placed across the footprint of buildings of potential archaeological interest, specifically an engine house built in 1827 for the Castle Street Mills, and the main processing areas of the iron foundry. The trenches also aimed to elucidate further information on the power-transmission system from an engine house added to the mill complex in the mid-C19. The archaeological remains uncovered within a trench across the footprint of the 1827 engine house were deemed to be of sufficient significance to merit further excavation. This exposed part of the original mill floor and the engine room with in-situ engine beds, together with part of a chimney. However, it was evident that much of the engine house's footprint, together with the associated boiler house, extended beyond the western boundary of the development site, and was thus not available for excavation. The other evaluation trenches uncovered remains of a late C19 or early C20 basement with a passage heading towards the front of a standing engine house for Castle Street Mills, although there was no firm evidence for an underground power shaft between the engine house and the site of the adjacent spinning block. The trenches placed across the Tame Foundry exposed fragmentary remains of several walls, drains and floor surfaces, but yielded little evidence for the iron-founding processes.
EGM5165	396173	398488	Castle Street Mills Engine House	Archaeological investigation which aimed to uncover and record the foundation beds and other fixtures and fittings associated with the mid-19th-century steam engine that occupied the detached engine house at a Grade II Listed former mill complex, in advance of redevelopment. Most of the mill complex was demolished in the early 2000s except for a substantial four-storey wing, outside of the

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HER UID	Easting	Northing	Name	Description
				current development site, which was converted to residential use in 2009, and the engine house that forms the focus of the present planning and Listed Building Consent applications and archaeological investigation. During the investigation, a visual inspection of the surviving fabric did not identify any fixtures and fittings, whilst excavation within the footprint of the building demonstrated that the foundation beds for the engine had been removed completely in the C20. It is possible that the engine had been sold and that this sale included the foundation beds and all fixtures and fittings, leaving little physical trace of its original layout and configuration.
EGM5566	397051	399307	Stalybridge Battery Storage Facility	A heritage impact assessment setting out the potential significance of the below-ground archaeological remains and built heritage of a brownfield site on the fringe of Stalybridge. The site was occupied previously by the 19th-century River Meadow Mills, which warrants further investigation in advance of development.
EGM5717	396203.1	398484	Castle Street Mill	A desk-based assessment of Castle Street Mill. The report concluded that the site has considerable potential to contain buried remains of high local, and potentially regional, importance, in particular, any surviving buried remains of an early 19th-century steam engine that powered part of the mill complex, together with below-ground structural elements of the 19th-century iron foundry.
EGM5747	397379	402126.3	Britannia Mill	A heritage assessment of Britannia Mill in Mossley that was prepared to support an application to demolish the remaining structures of the mill. The report provides an assessment of the existing building within its historic context, and an understanding of the surrounding area based on historical research and a rapid archaeological survey of the mill.
EGM3222	397566	399716	Stayley Hall: Dendrochronological sampling	Samples from the hall and cross wings suggested they are broadly contemporary, with a construction date of the mid-1550s. Two inserted doors in the western wall of the west wing provided felling dates of 1556 and 1563. The poor condition of the building restricted the timbers that could be accessed for the survey.
EGM4305	395267	396936	Dendrochronological Analyses of Some Cruck Frame Buildings in Tameside	Dendrochronological analyses of some cruck frame buildings in Tameside
EGM4652	393042	404104	TransPennine Route West of Leeds	Desk-based assessment of the TransPennine Route West of Leeds in advance of proposed upgrade of TransPennine Railway route from Manchester to York and Selby. The aim of this report is to provide an assessment of the significance of the historic buildings and structures along this part of the route. Comprised of a gazetteer prepared using information supplied by Network Rail, site visits, archive research and desk-based analysis.

ANNEX B – DESK-BASED ASSESSMENT OF OFFLINE SCHEME AREAS

B1. PRINTWORKS WORKS MAIN COMPOUND

Location Printworks Road, Cocker Hill, Millbrook, Tameside, Greater Manchester SK15 3BD

NGR SJ 96848 99337

Land use and proposals

Current use: Rough pasture.

Proposals: Construction of the main compound at Printworks Road north of Stalybridge Tunnel, with upgrades to the existing road access.

Known archaeological remains and potential

The proposed compound area is shown as an agricultural field on historic maps. A stone is shown in the west of the site, near Wakefield Road; a well or spring is indicated in the west of the site, near the junction of Wakefield Road and Printworks Road.

The site was observed to slope steeply eastwards towards the railway line, with a level area towards the north, likely to result from tipping of spoil from excavation of the adjacent underbridge. The spring was observed to run into an area of marshy land towards to the east.

The site has experienced limited ground disturbance and has low potential for significant archaeological remains. It may contain remains associated with medieval or post-medieval farming, or with earlier periods.

Likely Scheme impacts

Converting the area into a compound would require vegetation clearance, ground levelling and drainage and construction of hardstanding. Vegetation clearance and groundworks may damage buried archaeological remains with shallower ground cover.

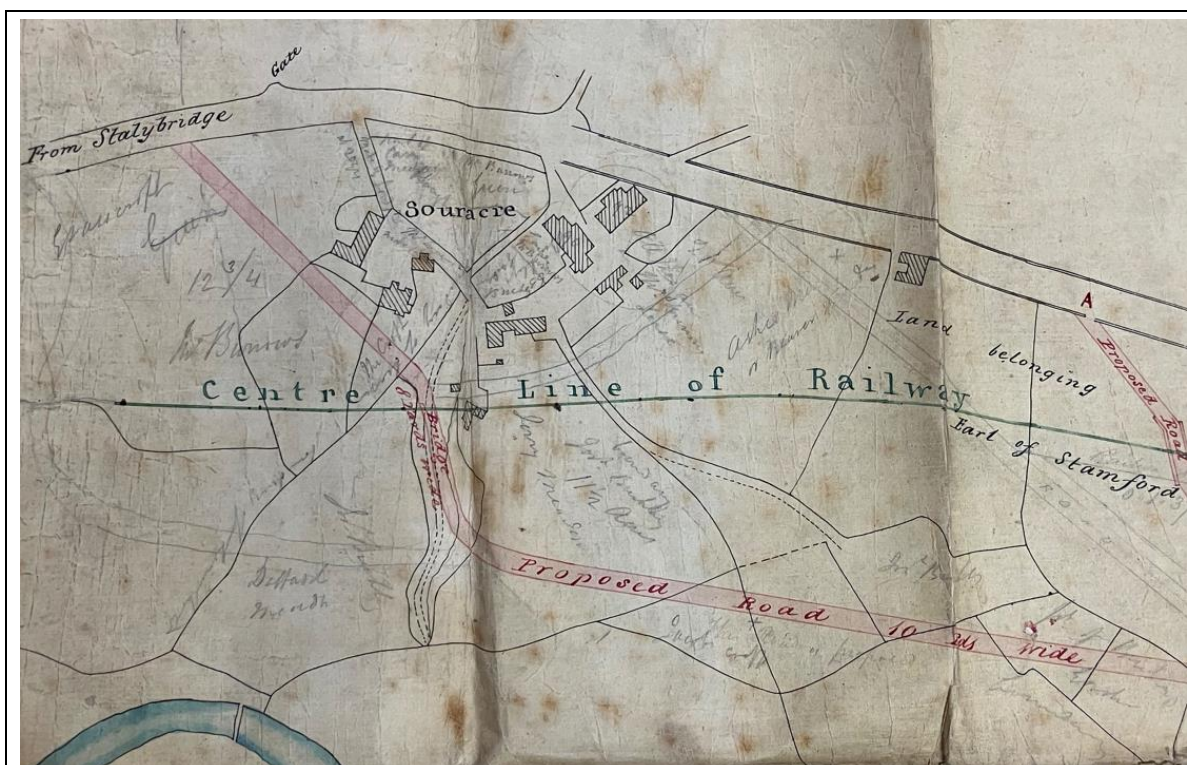
Embedded design mitigation should be considered to limit ground disturbance, e.g. limiting land-take, raft foundations, using existing routes for utilities runs. Further consultation will be undertaken with GMAAS to determine the scope and nature of any mitigation, if required, when further information is available about compound layout and establishment.



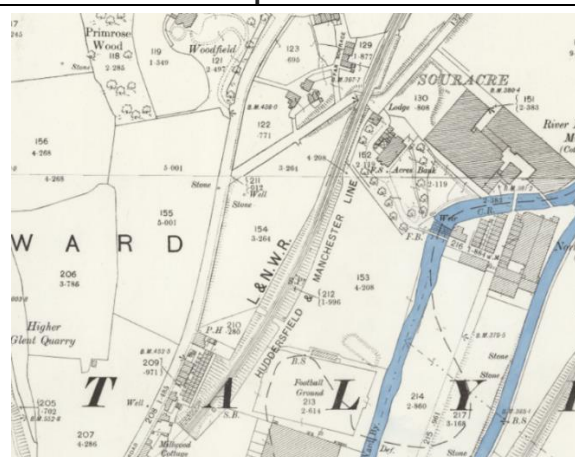
Location of proposed compound. Base Map: Google Earth 2025



Photograph from site walkover showing proposed compound location



Map DDS/1989 – not dated (c. 1846) Draft plan of Heyrod Hall showing land intended to be taken by the Huddersfield & Manchester Railway Canal Company. Tameside Archives. Shows area of compound annotated 'Daffodil Meadow'.



OS 25" Cheshire III.10. Revised: 1896 to 1897, Published: 1898. Source: National Library of Scotland



OS 1:1250 SJ9699SE – A. Surveyed: 1964, Published: 1965. Source: National Library of Scotland

B2. PRINTWORKS ROAD OFFICE COMPOUND

Location Main Office Compound, Printworks Road, Cocker Hill, Millbrook, Tameside, Greater Manchester SK15 3BD

NGR SJ 96848 99337

Land use and proposals

Current use: Overgrown land including derelict buildings

Proposals: Construction of the office compound at Printworks Road north of Stalybridge Tunnel, with upgrades to the existing road access.

Known archaeological remains and potential

Within the site, historic mapping dating to the 19th and 20th centuries indicates the buildings and tracks of Souracre Farm. Two extant structures remain on site comprising a farmhouse and barn, both of which are in now in derelict condition. Due to their poor condition, the buildings are fenced off and not accessible.

The farmhouse is of stone construction and of post medieval date. It comprises a two-storey structure of two room plan, with outshot to the rear with catslide roof. The building is now roofless, but retains substantial purlins with possible evidence of chamfering. Brick-built chimneys of later 20th century date were present on the gables. The principal elevation faces east. Formed in two bays, this elevation formerly had multi-light mullioned windows which are now lost or concealed behind boarding. The entrance into the farmhouse is located in the south gable. Internally, a pegged timber partition was visible, and a pegged window frame was retained to the rear of the structure. To the right of the rear (west) elevation a small blocked stone window with arched head was visible at first floor level.

The barn is rectangular plan and of stone construction. It is roofless and ruinous. A full height opening was formerly present in the north elevation, however this has been infilled with squared stone blocks, to leave a smaller door opening, whilst a window opening was present to its right. The barn had been subject to several phases of alteration, including blocking and creation of new openings, and the addition of brick extensions to the north and south of the building. The interior of the building was not accessible.

Immediately north-east of the proposed compound location is Woodfield Farmhouse and cottages (MGM1423; 1000.1.0). This farm formed part of one of the oldest tenanted properties in the manor of Ashton and is first noted in documentary sources in 1422, and again in 1597–98. There was a stone-built range with a farmhouse and cottages, dating to the mid-17th to mid-18th century. The farmhouse was dismantled in 1990 with a view to re-erection. Both No.8 and No.9 have been de-listed following renovation and repair.

To the north of Woodfield Farmhouse and cottages was a 17th century aisled cruck-framed barn (MGM1424; 1000.1.1), which survived until 1990 when it was dismantled with a view to re-erection. Tree-ring analysis dated elements of the cruck frame to have been felled AD 1300–1310, and another, c. AD 1640, indicating a rebuild using two earlier frames.

To the north-west of the proposed compound location is Woodfield House and grounds (MGM10322; 9179.1.0).

East of the proposed compound location and east of the railway, is the site of River Meadow Mills (MGM4158), a cotton mill established in 1851, now demolished. To the south of the site of River Meadow Mills was Acres Bank (MGM4160) a 19th century house and grounds associated with the factory.

The site contains two extant but ruinous historic farm buildings of post medieval date. It has high potential for associated remains dating to the medieval and post-medieval periods. The site is at the southern end of a farming hamlet known to have been occupied since at least the 15th century. It has experienced limited development or ground disturbance, and there is potential for the good survival of intact archaeological deposits, possibly of low (local) or medium (regional) significance.

Likely Scheme impacts

Whilst proposals for compound establishment are not yet available, it is anticipated that this may require demolition of extant historic buildings, vegetation clearance and ground levelling, and groundworks. These works would result in impact to historic buildings and the truncation or removal of potential archaeological remains.

Archaeological mitigation works will be required in advance of development, including historic building recording and archaeological investigation. Further consultation will be undertaken with GMAAS to determine the scope and nature of such mitigation when further information is available about the compound layout and establishment.



Location of proposed compound. Base Map: GoogleEarth 2025



Aerial image showing extant structures within proposed compound location. Base Map: Google Earth 2025

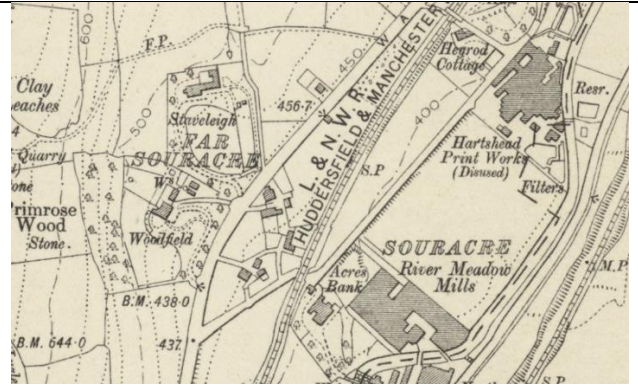


Photograph from site walkover showing proposed compound area.

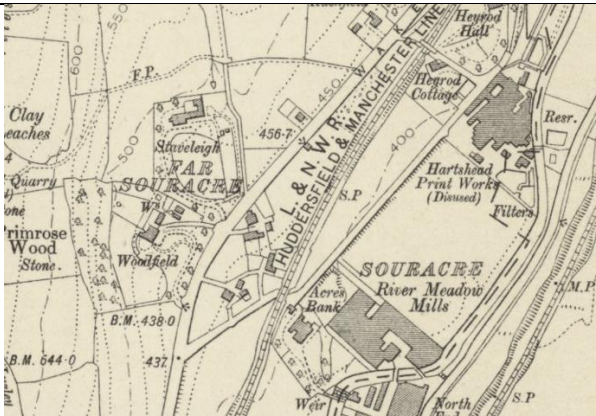
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Map DDS/1989 – not dated (c. 1846) Draft plan of Heyrod Hall showing land intended to be taken by the Huddersfield & Manchester Railway Canal Company.



**OS 6" Cheshire Sheet IIIA.SE & III.SW
Revised: 1896 to 1897, Published: 1899.
Source: National Library of Scotland**



**OS 6" Cheshire Sheet IIIA.SE & III.SW
Revised: 1896 to 1897, Published: 1899.
Source: National Library of Scotland**



**OS 25" Cheshire III.10 Revised: 1896 to
1897, Published: 1898. Source: National
Library of Scotland**



**OS 1:10560 SJ99NE – A Surveyed /
Revised: 1930 to 1954, Published: 1954.
Source: National Library of Scotland**



**OS 1:1250 SJ9498SE – A Surveyed: 1963,
Published: 1964. Source: National Library of
Scotland**



Principal (east) elevation of the farmhouse at Printworks Office Compound



Rear (west) elevation of the farmhouse at Printworks Office Compound



Principal (north) elevation of the barn at Printworks Office Compound



West gable elevation of the barn at Printworks Office Compound

B5. HEYROD HALL COMPOUND

Location Wakefield Road, Heyrod, Tameside, Greater Manchester, SK15 3BY

NGR SJ 97193 99744

Land use and proposals

Current use: Forms part of private garden of Heyrod Hall.

Proposals: Temporary site compound to support works to Heyrod Hall Overbridge (MVL 3/7), with associated earthworks and private access track upgrades.

Known archaeological remains and potential

To the east of the site is Heyrod Hall (751.2.0), a mid-19th-century two-storey stone building. This hall replaced an earlier building, recorded to have been demolished when the railway (751.1.0) was built in the 1840s.

The Heyrod estate belonged to John del Heyrod in the 15th century and may have included a hall at this location. Writing in 1827, James Butterworth described Heyrod Hall as an ancient estate, and the hall to have included a date stone inscribed R.W. 1638.

To the north is Heyrod Hall Overbridge (MVL3/7) (NHLE1449242), constructed in the mid-late 1840s by A S Jee for the Huddersfield & Manchester Railway. The railway was built in cutting to the west of Heyrod Hall, severing the hall from its grounds to the west, which were later developed with suburban housing.

There is moderate potential for archaeological remains relating to the development of Heyrod Hall in the medieval and post medieval periods to survive in this area.

Likely Scheme impacts

Proposals for compound establishment and access track upgrades are not yet available, it is anticipated that this may require vegetation clearance, ground levelling, and some limited groundworks. These works have the potential to result in the truncation or removal of potential archaeological remains associated with Heyrod Hall's medieval and post medieval history, which may be of low (local) or medium (regional) significance. Archaeological works may be required to mitigate this impact. Consultation will be undertaken with GMAAS to determine the scope and nature of any such mitigation when further information is available about the compound layout and establishment.



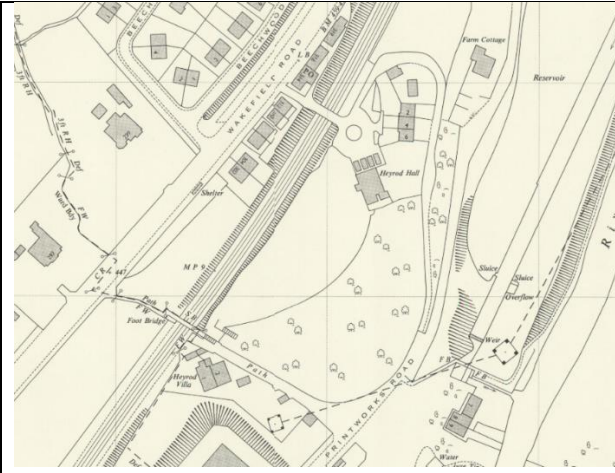
Location of proposed compound Base Map: Google Earth 2025



Lancashire Sheet CV Surveyed: 1845-1880, Published: 1848

Source: National Library of Scotland

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<p>Cheshire Sheet III.NW Revised: 1907, Published: 1911</p> <p>Source: National Library of Scotland</p>	<p>SJ9799NW – A Surveyed: 1964, Published: 1965</p> <p>Source: National Library of Scotland</p>

B3. WAKEFIELD ROAD PLANT ACCESS AND COMPOUND

Location Wakefield Road, Brushes, Millbrook, Tameside, Greater Manchester OL5 9QG

NGR SD 97326 00470

Land use and proposals

Current use: disused former railway sidings.

Proposals: Upgrade works to the existing vehicular access at Wakefield Road, and the creation of a compound area north of the Springbank Lane Overbridge (MVL3/9) and west of Mossley Wastewater Treatment Works.

Known archaeological remains and potential

No archaeological remains are known from within the boundary of the compound.

At the northern end of the proposed compound is the grade II listed Manchester Road Underbridge (MVL3/10) (NHLE 1452392), and to the south is the grade II listed Springbank Lane Overbridge (MVL3/9) (NHLE 1449241). Both were built in the mid-late 1840s to designs by A S Jee for the Huddersfield & Manchester Railway.

Approximately 50m to the south west of the compound site is Holly Cottage (grade II, NHLE 1309247) and approximately 75m to the south west is 14, 16 and 18 John Street (grade II, NHLE 1163008).

Historic mapping indicates that the area has been used as railway siding since the late 19th century. Since the removal of the sidings in the late 20th century the parcel of land has not been subject to development.

The compound area is considered to have limited archaeological potential, as it is located within a railway cutting and has been subject to previous levelling and construction of hardstanding.

Likely Scheme impacts

It is not anticipated that the Order Scheme will impact upon any significant archaeological remains or built heritage. No further mitigation.

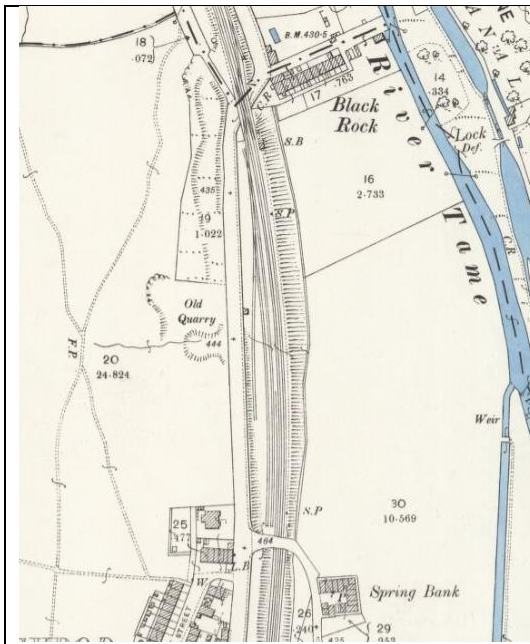


Location of proposed compound. Base Map: Google Earth 2025

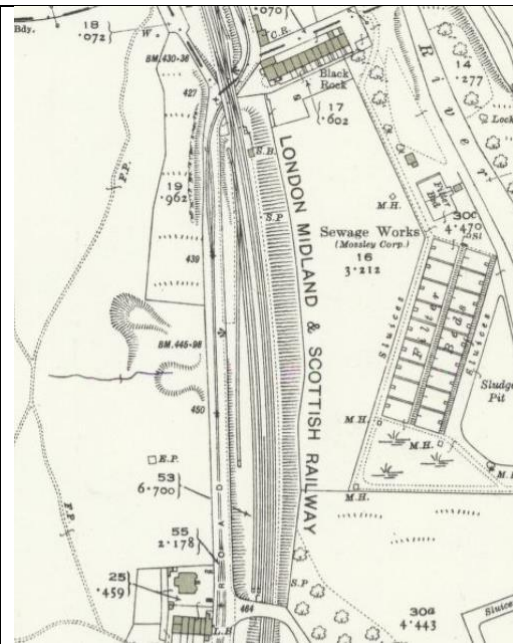


GoogleStreetView of compound location

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OS 25" Cheshire III.6 Revised 1896, Published 1898. Source: National Library of Scotland



OS 25" Lancashire CV.4 Revised 1935, Published 1935. Source: National Library of Scotland



OS 25" SD9600-SD9700-AA Revised 1963 and 1964, Published 1965. Source: National Library of Scotland

B4. SCOUT TUNNEL SITE COMPOUNDS

Location Manchester Road, Mossley, Micklehurst, Tameside, Greater Manchester OL5 9AN

NGR SD 97385 02384

Land use and proposals

Current use: Woodland and hardstanding.

Scout West Ramp proposal: Compound, located to the west of the railway line - site compound with associated access and earthworks.

Scout West Laydown proposal: Compound: Laydown area and associated earthworks.

Known archaeological remains and potential

The proposed compound areas are located south of the Grade II listed Railway tunnel portal, MVL3/11 Scout Tunnel (south end) (NHLE 1452399) and north-west of Huddersfield Narrow Canal Lock No.12w (MGM20054; 17823.1.0), built c.1794 for Huddersfield Canal Company.

No heritage assets are recorded within the land parcels for Scout West Laydown area. Historic Ordnance Survey mapping does not depict any structures or notable features within these areas, save for a signal post and boundary stone within the Scout West Ramp area to the west of the Transpennine Route. This area was subject to major earthworks for the construction of Scout Tunnel in the mid-19th century, which is likely to have reduced the potential for survival of archaeological remains in this area. This area is therefore of limited archaeological potential.

To the east is the site of Scout Mill, a fulling mill dating to c. 1777 and a cotton mill from 1793 to 1935 (6342.1.0). It was reconfigured and became New Scout Mill, mapped in 1955 as producing candlewick bedspreads and quilts. The southern portion of this site is identified for use as a spoil point. This area is currently under hard standing and no features are visible, however historic mapping reveals an irregularly shaped structure to have formerly been located in the centre of the hardstanding, the function of which is unknown. It is possible that archaeological remains associated with the mill survive below the hard standing.

Further to the north-east is the Scout Tunnel North Entrance (NHLE 1309457), built between 1794 and 1797 for the Huddersfield Narrow Canal. There is no visual relationship between the canal tunnel and the site.

Likely Scheme impacts

It is not anticipated that establishment of Scout West Laydown area would impact upon any significant archaeological remains. No mitigation works.

If required, intrusive groundworks on the Scout West Ramp site may disturb potential archaeological remains associated with Scout Mill within the Order Scheme boundary, such

as mill leats. Depending on the existence, character and date of any surviving remains, they may be of low (local) or medium (regional) significance, due to their association with a sequence of relatively early industrial mill sites.

However, if existing hardstanding is retained and there are no intrusive groundworks, no archaeological mitigation works would be needed.

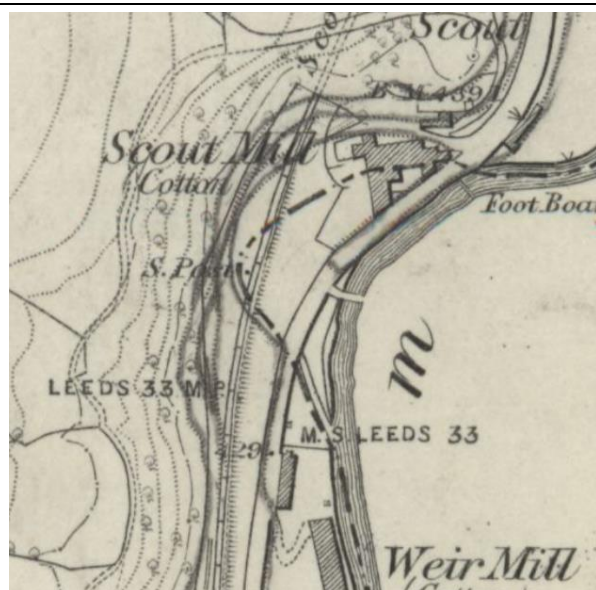
If the ramp site requires intrusive groundworks, it is anticipated that a staged programme of archaeological mitigation works may be required in advance of development. Further consultation will be undertaken with GMAAS to determine the scope and nature of any such mitigation when further information is available about the construction methodology.



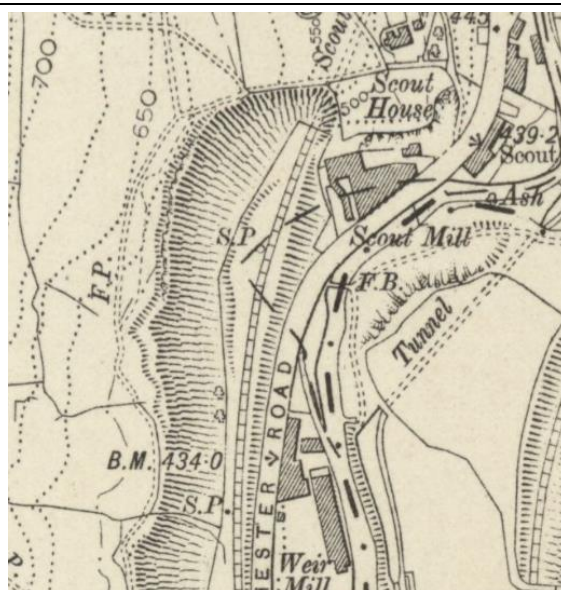
Location of proposed Scout West Ramp Compound. Base Map: Google Earth 2025



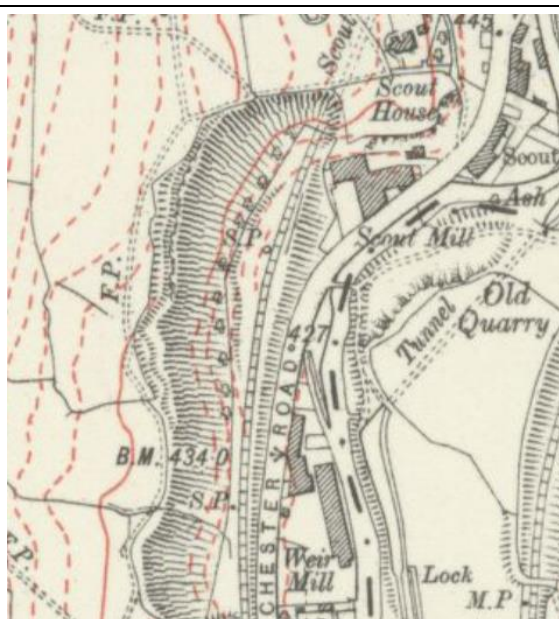
Location of proposed Scout West Laydown area. Base Map: Google Earth 2025



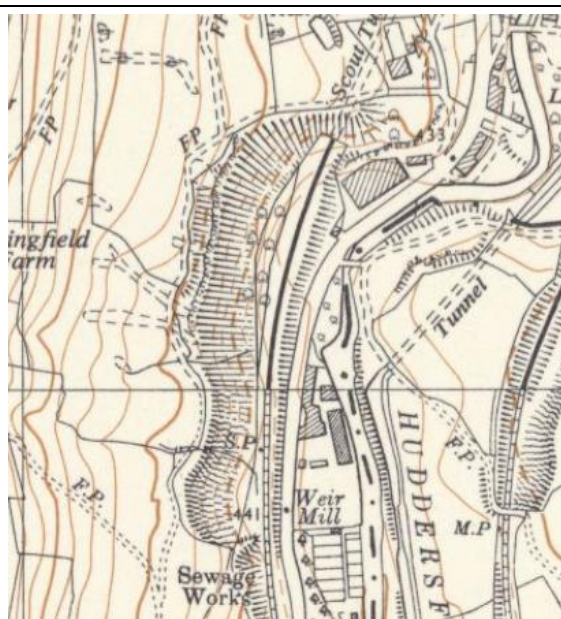
Lancashire Sheet CV Surveyed: 1845-1880,
 Published: 1848 Source: National Library of
 Scotland



Lancashire Sheet CV, NE Revised: 1906 to
 1907, Published: 1911 Source: National
 Library of Scotland



Lancashire Sheet CV Revised: 1916 to 1918,
 Published: 1923 Source: National Library of
 Scotland



SD90SE – A Surveyed / Revised: 1951 to
 1972, Published: 1973 Source: National
 Library of Scotland



View of the former site of Scout Mill within the Scout West Laydown area. May 2025.



Views of the proposed compound area – Looking north east from Manchester Road towards location of Scout West Ramp Source: Google StreetView 2025

B5. MANCHESTER ROAD, SCOUT WEST: SITE COMPOUND WORKS FOR SPOIL STORAGE

Location Manchester Road, Mossley, Micklehurst, Tameside, Greater Manchester OL5 9QN

NGR SD 97442 01232

Land use and proposals

Current use: Pasture land.

Proposed: Spoil point.

Known archaeological remains and potential

No heritage assets are recorded on the HER within this area. Historic Ordnance Survey mapping reveals a terrace of nine worker's houses formerly to have been located along the roadside within this parcel of land. These buildings are shown on historic maps from 1848 until the 1950s and are no longer extant. Buried archaeological remains associated with these structures such as foundations, utility runs and back-yard features may survive within the site.

To the west of the proposed spoil point is the Grade II listed Railway tunnel portal, MVL3/11 Scout Tunnel (south end) (NHLE 1452399) and to the south-east is the Huddersfield Narrow Canal Lock No.12w (MGM20054; 17823.1.0), built c.1794 for Huddersfield Canal Company. To the north-west is the Scout Tunnel North Entrance (NHLE 1309457), built between 1794 and 1797.

To the west is the former site of Scout Mill, a fulling mill dating to c. 1777 and a cotton mill from 1793 to 1935 (HGM42438; MGM7397). It was reconfigured and became New Scout Mill, mapped in 1955 as producing candlewick bedspreads and quilts. These assets are all located outside the proposed spoil point. There is no map evidence for any leats or conduits leading from the Tame to Scout Mill in this location.

Likely scheme impacts

If required, intrusive groundworks on the Scout West Spoil Hold site may disturb potential surviving archaeological remains associated with terraced houses formerly located within the Order Scheme boundary. Any such remains are likely to be of low significance and may not require archaeological mitigation. Any remains associated with the 18th and 19th century Scout Mills and mill leats may be of local or regional significance. Depending on impacts, a programme of archaeological fieldwork may be required. Consultation will be undertaken with GMAAS in due course to determine the scope and nature of any such mitigation when further information is available about the compound layout and establishment.



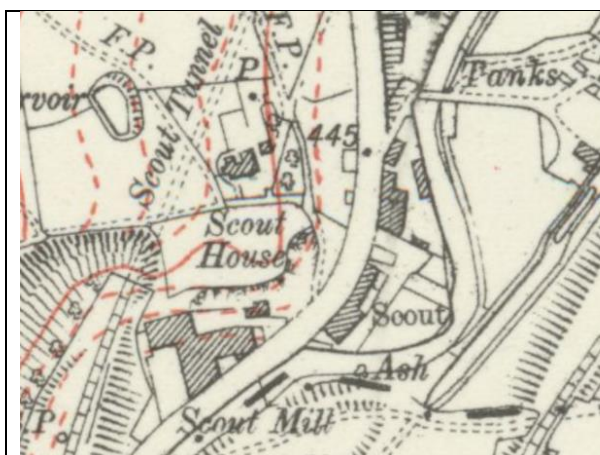
Site location Base Map: Google Earth 2025



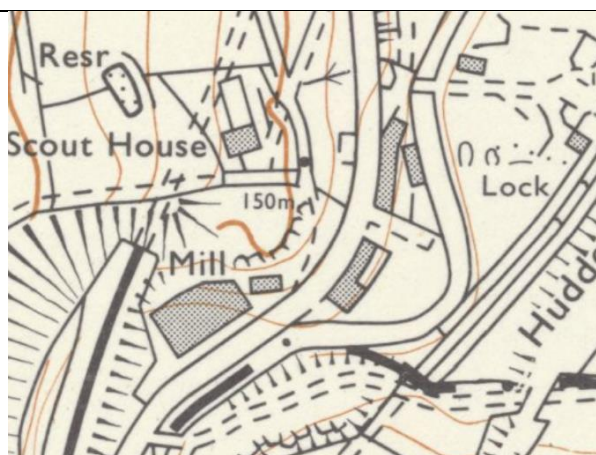
Lancashire Sheet CV Surveyed: 1845-1880, Published: 1848 Source: National Library of Scotland



Lancashire Sheet CV,NE Revised: 1906 to 1907, Published: 1911 Source: National Library of Scotland



Lancashire Sheet CV Revised: 1916 to 1918, Published: 1923 Source: National Library of Scotland



SD90SE – A Surveyed / Revised: 1951 to 1972, Published: 1973 Source: National Library of Scotland



Views of the proposed area – Looking east Source: Google StreetView 2025

B6. SCOUT EAST RAMP WORKS

Location Mossley, Manchester Road / opposite Egmont Street, Manchester Road,
Mossley OL5 9LZ

NGR SD 97349 01503

Land use and proposals

Current use: Woodland, trackways and paths. Steep embankment down to railway.

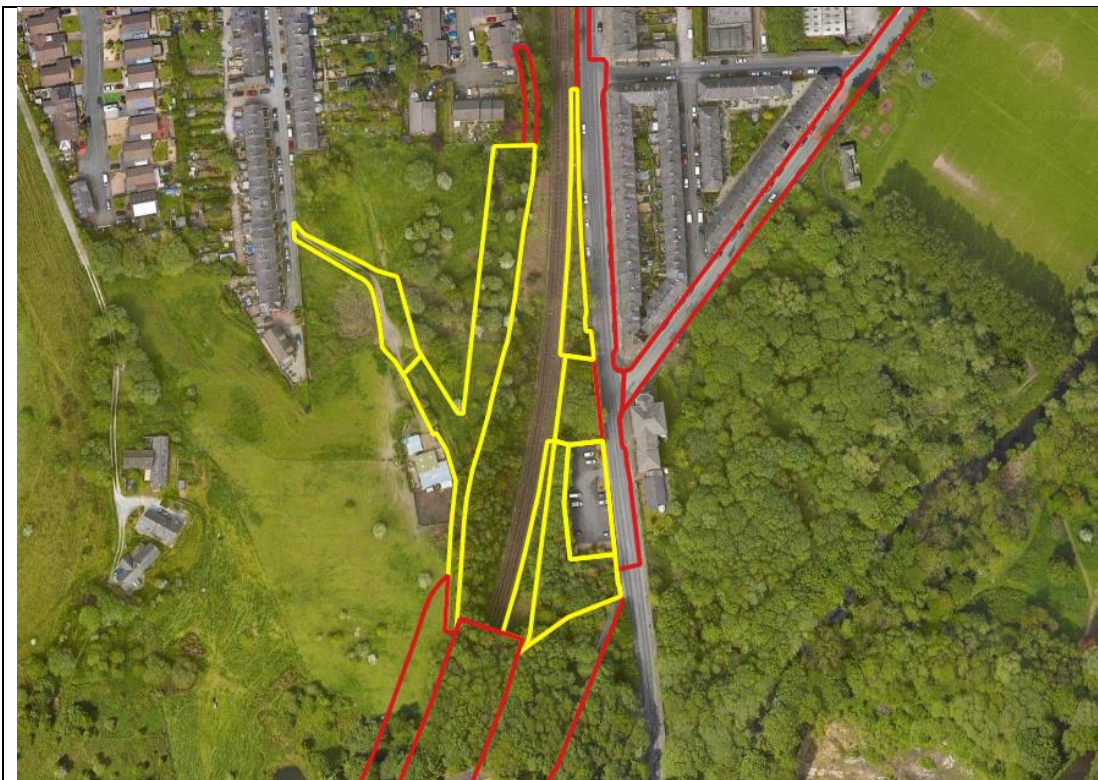
Proposals: Trackside access.

Known archaeological remains and potential

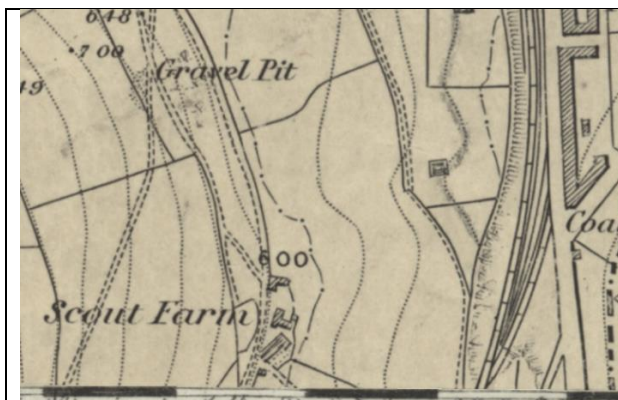
No archaeological remains are known from within this location. Historic mapping indicates that land near the proposed works areas were used as reservoirs in the 19th century, but were disused by 1896. The outlines of these reservoirs are still visible as earthworks and cropmarks on satellite imagery. By the 1950s, the northeastern part of the area was used as allotment gardens.

Potential Scheme impacts

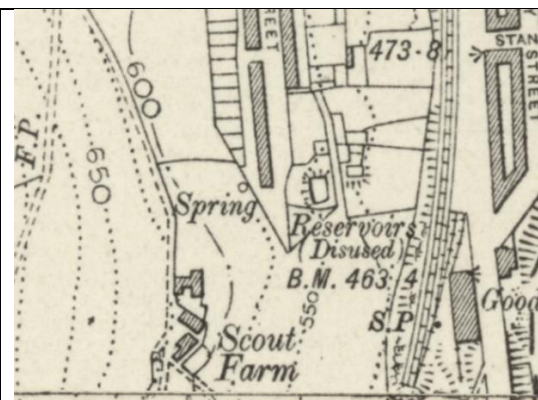
It is not anticipated that establishment of Scout East Ramp Works would impact upon any significant archaeological remains. No mitigation works.



Site location Base Map: Google Earth 2025



Lancashire Sheet CV. Surveyed: 1845-1880, Published: 1848 Source: National Library of Scotland



Lancashire Sheet CV,NE Revised: 1906 to 1907, Published: 1911 Source: National Library of Scotland



Cheshire III.2. Revised: 1896, Published: 1898 Source: National Library of Scotland



SD9701 – A Revised: 1954, Published: 1955 Source: National Library of Scotland

B7. PLEVINS SITE COMPOUND WORKS

Location Plevin Mossley Depot Land South of Crown Hill, Mossley OL5 9NZ

NGR SD 97753 01507

Land use and proposals

Current use: Disused former light industrial site, including large sheds and historic brick building. The buildings were not accessible internally during the site inspection.

Proposals: Main site compound involving substantial demolition of existing commercial buildings.

Known archaeological remains and potential

The compound site is occupied by a former goods station warehouse, dating from the later 19th century, later industrial sheds and large areas of hardstanding.

This was formerly the site of Micklehurst Goods Station, constructed to serve the Micklehurst Loop. This line was constructed from 1881-85 to provide additional railway capacity and relieve congestion on the Transpennine Route, running to the east of Tame Valley between Stalybridge and Diggle. Shown as undeveloped land on the 1st edition Ordnance Survey maps of the mid-19th century, the goods station is first shown on the Ordnance Survey Town Plan map published in 1892, when it is shown to have included a goods warehouse, extending across two railway lines, sidings, cranes and a coal depot to the north. The Micklehurst Loop was closed in 1966, with the goods yard being converted to commercial use, with clearance of the railway lines and sidings and construction of modern light industrial sheds.

The goods warehouse survives, encased by the later sheds to the north, south and west. Construction is in blue engineering brick with a modern roof covering. The building is of three storeys, with a tall ground floor, and two shallower upper floors. The principal (east) elevation contains loading bays in the outer and central bays of the ground floor, flanked by blind windows at ground-floor level. Loading doors are present at first and second floor level in the central bay, the projecting lucam house shown on historic photos of the warehouse is , however, now lost. Paired segmental headed windows are present at first and second floor level, with original metal-framed multi-pane glazing with hopper openings retained to the second floor. This elevation has been subject to alteration including the insertion of fire escape doors to the left of the elevation, and loss of the timber canopy and central two-storey lucam house. Architectural detailed included the presence of brick dentils above ground floor openings and kneelers to the central loading doors. The remaining elevations are concealed by later buildings. Where visible, the warehouse was seen to survive within these later structures, and appeared to retain some original glazing and a broad opening in the north elevation which formerly accommodated railway tracks.

The remainder of the compound site was under concrete surfacing, with a sett surface retained to the entrance road to the site from Cheshire Street. There is potential for cobbled

surfaces to survive under concrete across the site. No other historic features were visible during the site inspection.

There are some non-designated assets associated in the vicinity of this compound site. These are site of Bottoms New Mill/Bankside Mill (6336.1.0) approximately 42m east of the compound on the western side of the Huddersfield Narrow Canal, Huddersfield Narrow Canal Lock No. 12w (17823.1.0) approximately 55m to the south west, and Mossley Old Cemetery (17826.1.0) approximately 66m to the east of the compound site.

Likely Scheme impacts

Details of the works required to create the compound are not currently available. Using the precautionary principle it is therefore assumed that demolition of all structures on site may be undertaken, alongside vegetation clearance and ground works. This would result in loss of the historic goods warehouse and truncation or removal of potential surviving archaeological remains associated with the good station.

It is likely that a staged programme of archaeological mitigation works would be required in advance of development, including historic building recording of the goods warehouse. Further consultation will be undertaken with GMAAS to determine the scope and nature of mitigation when further information is available about the compound layout and establishment.



Location of proposed compound. Base Map: GoogleEarth 2025



General view of Plevins Compound, May 2025



Micklehurst Loop goods warehouse at Plevins

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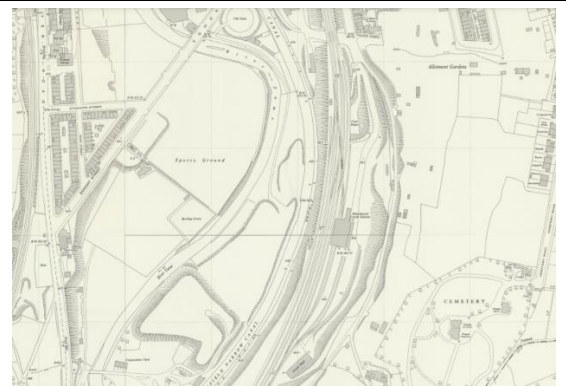
**Lancashire Sheet CV Surveyed: 1845-1880,
Published: 1848 Source: National Library of
Scotland**



Lancashire Sheet CV.NE Revised: 1906 to 1907, Published: 1911 Source: National Library of Scotland



Cheshire III.2 Revised: 1896, Published: 1898
Source: National Library of Scotland



SD9701SE – A Surveyed: 1954, Published: 1955 Source: National Library of Scotland

B8. EGMONT STREET COMPOUND

Location Land west of Egmont Street, Mossley OL5 9NB

NGR SD 97511 01733

Land use and proposals

Current use: Disused brownfield site with hardstanding and scrub.

Proposed: Construction compound requiring temporary signalisation to allow HGV movements.

Known archaeological remains and potential

Located west of King George Park, the River Tame and the Huddersfield Canal. Northeast of Huddersfield Narrow Canal Lock No.12w (HER MGM20054/17823.1.0).

Site covers part of the site of the former Albert Mill, including areas of former structures (HER MGM7400/6345.1.0). Albert Mill was established as a cotton spinning mill in 1860 by Robert Buckley and was a five storey stone-built mill. Further mills of five and three storeys were constructed to the east and south respectively in 1867. Comparison of historic Ordnance Survey mapping indicates the original mill building to have been located to the north of the site, with later additions located towards Egmont Road. Within the Order Scheme boundary, the 1890s Ordnance Survey Town Plan shows a detached building to have been located within the Order Scheme boundary, with chimney and tank located to its north, suggesting this to have been the boiler house. Historic photographs held by Tameside Metropolitan Borough Council show this to have been a plain single, storey structure, in contrast to the multi storey mill buildings to the north and west. Part of the eastern mill block also falls within the Order Scheme boundary.

Albert Mill, Micklehurst was owned by the Brunswick Cotton Spinning Co, Limited in 1891. In 1919 Brunswick was acquired by a consortium led by Alexander Young of the Northern Coates Spinning Co, Wigan, and W. H. Heywood of Huddersfield (Grace's Guide). The mill fell out of use in 1933 before demolition in the 1950s. The majority of the mill site has been redeveloped with light industrial premises, however the area within the Order Scheme boundary remains as hard standing.

North of the Tame is the site of the former South End Mills (HER MGM6846/5807.1.0).

Buried remains of the 19th century Albert Mill may survive beneath areas of modern hardstanding. The site is assessed as having moderate archaeological potential.

Likely scheme impacts

If required, intrusive groundworks and vegetation clearance may disturb potential surviving archaeological remains of Albert Mill within the Order Scheme boundary. However, if existing hardstanding is retained and there are no intrusive groundworks, no archaeological mitigation works would be needed.

If the compound requires intrusive groundworks, it is anticipated that a staged programme of archaeological mitigation works may be required in advance of development, to investigate potential archaeological remains of low or medium significance. Further consultation will be undertaken with GMAAS to determine the scope and nature of any such mitigation when further information is available about compound layout and establishment.





Lancashire Sheet XCVII Surveyed: 1844 to 1863, Published: ca. 1882 Source: National Library of Scotland



Lancashire Sheet XCVII.SE Revised: 1906, Published: 1910. Source: National Library of Scotland



Lancashire XCVII.16 Revised: 1916, Published: 1922. Source: National Library of Scotland



SD9701NE – A Surveyed: 1954, Published: 1955. Source: National Library of Scotland

B9. RELOCATED MOSSLEY STATION WEST SITE COMPOUND

Location A635 Manchester Road Manchester Road, Mossley Cross, Mossley,
Micklehurst, Tameside, Greater Manchester OL5 9AN

NGR SD 97387 02384

Land use and proposals

Current use: Scrub land, woodland and rough grassland.

Proposed: Site compound with new access on the western side of the Mossley Station relocation site.

Known archaeological remains and potential

Mossley underwent rapid transformation in the early 20th century due to industrialisation, shown by the construction of Spring Cottage (2180.1.0) in 1822 c.75 m north-west of the compound location, a Unitarian Church (10426.1.0) in 1852, c.141 m west of the compound location, and Mount Gambier, a pair of stone-built, semi-detached houses built in 1871 (17918.1.0) located c. 35 m west of the compound location, as well as with the construction of the canal and the railway. Historic mapping reveals the proposed compound to have been used as railway sidings, as well as allotment gardens. This area was observed to have been used for dumping and now covered in shrubs and young trees.

Potential for significant archaeological remains within this area is assessed as low.

Likely Scheme impacts

Converting the area into a compound would require vegetation clearance and ground levelling. It is not anticipated that these works would impact upon any significant archaeological or built heritage remains. No mitigation works are anticipated.



Location of proposed compound. Base Map: Google Earth 2025



GoogleStreetView of compound location



Mossley Station Compound looking south. March 2025.

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OS 6" Lancashire Sheet XC VII

Surveyed: 1844 to 1863, Published: ca. 1882. Source: National Library of Scotland



OS 6" Lancashire Sheet XC VII. SE

Revised: 1906, Published: 1910. Source: National Library of Scotland



OS 25" Lancashire XC VII. 16

Revised: 1916, Published: 1922 & Cheshire III. 2.

Revised: 1896, Published: 1898. Source: National Library of Scotland



OS 1:1250 SD9702SW - A

Surveyed: 1954, Published: 1955. Source: National Library of Scotland

B10 MOSSLEY STATION RELOCATION WORKS

Location: Manchester Road, Mossley Cross, Mossley, Tameside, Greater Manchester, OL5 9AN

NGR: SD 97378 02478

Land use and proposals

Current use: former railway sidings, used as depot / storage area

Proposals: Site compound with access widening onto Manchester Road. The site will then be developed

This site will then be developed for the relocated Mossley Station. The works include a new access layout, station building, parking area, footbridge, and lift shafts.

Known archaeological remains and potential

Mossley underwent rapid transformation in the early 20th century due to industrialisation, with the development of several mills to the east of the site (Mossley Brow (3309.1.0) 80 m to the east and Milton Mills (3310.1.0) 175 m to the east), the canal and the railway. Historic maps indicate that the north-eastern area of the site was occupied by a coal depot from the late-19th to mid-20th century with coal chutes now partially demolished and backfilled with made ground.

The area is bounded to the east by a wall fronting Manchester Road which may be contemporary with the construction of the railway including a substantial pair of ashlar gateposts. These structures are not listed but may be historically significant due to their potential association with A. S. Jee's railway architecture. Within the former sidings cobbled surfaces and rails survive. Towards the south of this area, the boundary wall to Manchester Road contains a blocked arch leading under the carriageway which formerly provided access to the mills to the east of Manchester Road, enabling raw and manufactured goods to be easily transferred between the mills and railway network.

It is assessed that the site has moderate potential for remains of low significance associated with the railway sidings, and low potential for remains of other periods. The previous works on the site associated with the construction of the railway is likely to have removed any pre-railway remains.

Likely Scheme impacts

The Order Scheme will involve the removal of elements of the surrounding stone walls and gateposts fronting Manchester Road. Construction works will include construction of a new station building, car parks, and a road-rail access point which would remove surviving historic surfaces within the compound. There will be no impact to the blocked arch to the south of the area.

A scheme of historic building recording is recommended to document the existing form and condition of the boundary wall, gateposts and historic surfaces within this compound, prior to compound establishment and construction of the Order Scheme. Further consultation will be undertaken with GMAAS to determine the scope and nature of mitigation when further information is available about the compound layout and establishment.



Location of Mossley Station Relocation Works.



Retaining wall fronting Manchester Road, March 2025.



Stone gateposts fronting Manchester Road, March 2025.

OS 6" Lancashire Sheet XCVII. Surveyed: 1844 to 1863, Published: 1882. Source: National Library of Scotland



OS 6" Cheshire Sheet III. Revised: 1896, Published: 1899. Source: National Library of Scotland; and

OS 6" Lancashire Sheet XCVII Revised: 1906, Published: 1910. Source: National Library of Scotland



OS 25" Cheshire Sheet III. Revised: 1896, Published: 1898. Source: National Library of Scotland; and

OS 25" Lancashire XCVII. Revised: 1916, Published: 1922. Source: National Library of Scotland.



OS 1:2500 SD9701. Revised: 1954, Published: 1955. Source: National Library of Scotland

B11. NEW EARTH STREET COMPOUND

Location Milton View, Mossley, Micklehurst, Tameside, Greater Manchester OL5 0SX

NGR SD 97571 02716

Land use and proposals

Current use: Area of unused land adjacent to terraced houses.

Proposals: Laydown area for materials to support bridge works. No earthworks required.

Known archaeological remains and potential

No heritage assets are recorded within this compound. Historic Ordnance Survey maps show this to have been undeveloped land, adjacent to a terrace of worker's housing and the railway cutting. The land slopes steeply from New Earth Street to the railway, and from the railway towards Manchester Road.

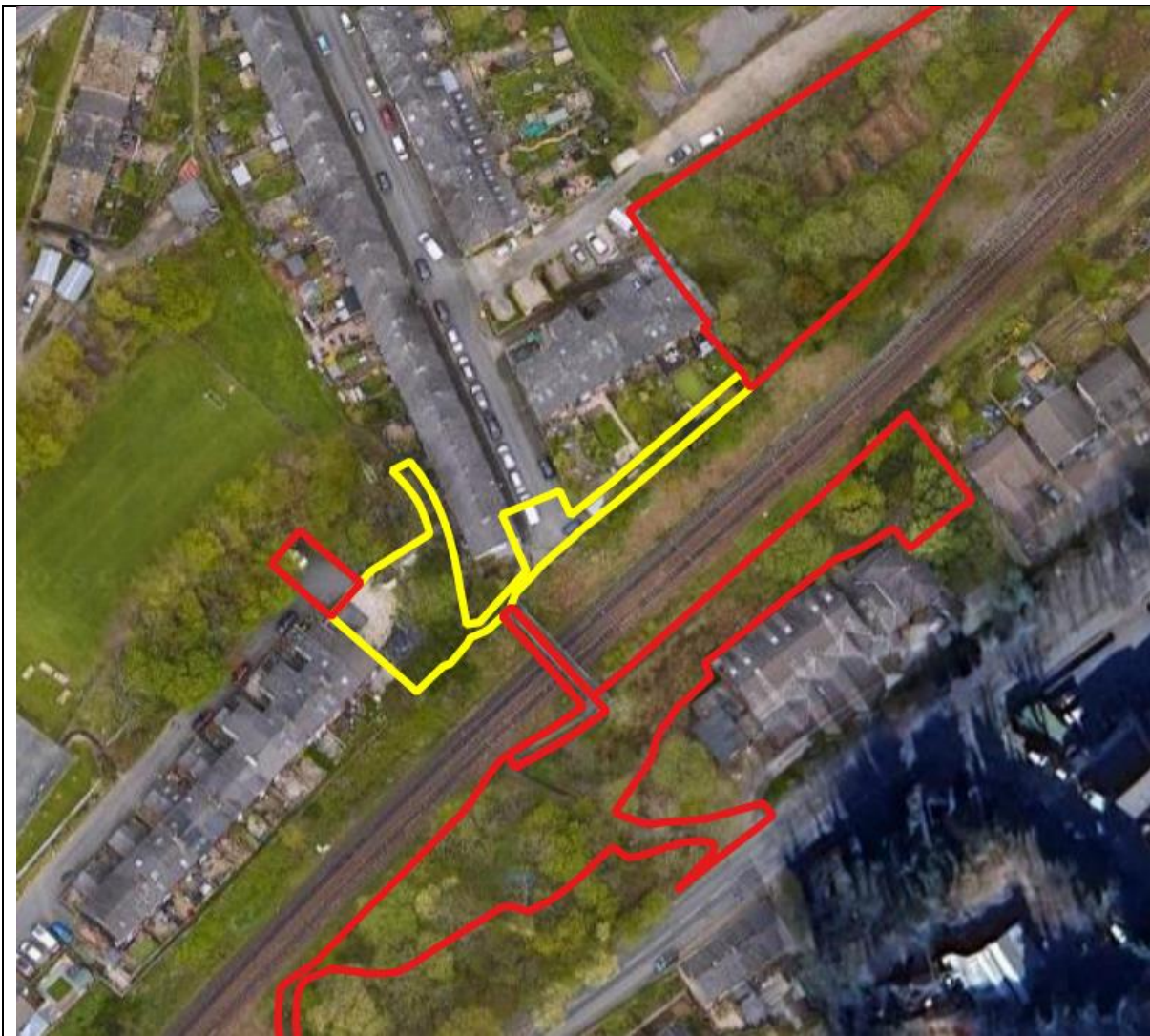
The compound site is located to the west of New Earth Footbridge (MVL3/16) and the former site of Drill Hall (17912.1.0), built in 1912, now clubhouse of the Tameside Sports Association. Woodend Mill (grade II listed, NHLE 1268030) and the former site of Carrhill Mill (3311.1.0), a water-powered woollen scribbling mill from 1793 which evolved into a steam-powered cotton spinning mill by 1818, are located to the east of the railway line from the compound.

The potential for significant archaeological remains to be present within this area is assessed to be low.

Likely scheme impacts

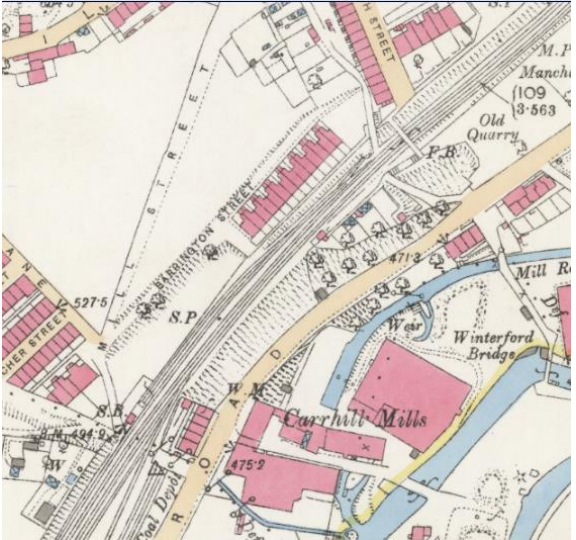
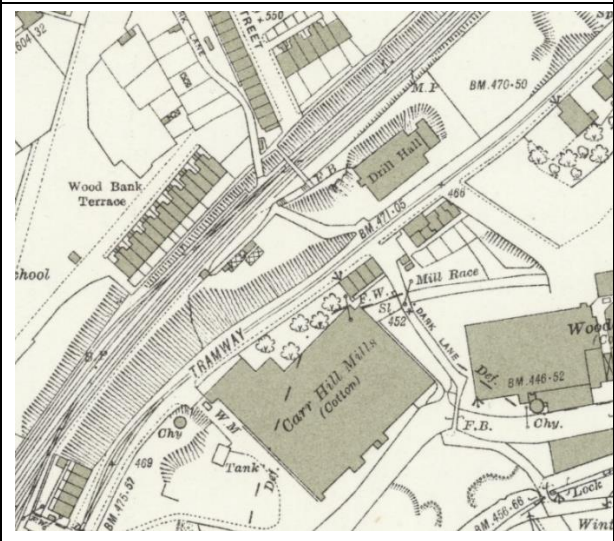
Converting the area into a compound would require vegetation clearance and ground levelling.

It is not anticipated that these works would impact upon any significant archaeological or built heritage remains. No mitigation works are anticipated.



Location of proposed compound. Base Map: GoogleEarth 2025

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<p>Yorkshire Sheet 270 Surveyed: 1848 to 1850, Published: 1854 Source: National Library of Scotland</p>	<p>Yorkshire CCLXX.16 Surveyed: 1889 to 1891, Published: 1894 Source: National Library of Scotland</p>
	
<p>Lancashire XCVII.16 Revised: 1933, Published: 1935 Source: National Library of Scotland</p>	<p>SD90SE – A Surveyed / Revised: 1951 to 1972, Published: 1956 Source: National Library of Scotland</p>

B12. ROUGHTOWN ROAD OVERBRIDGE (MVL3/17) WORKS

Location Roughtown Road, Mossley, Micklehurst, Tameside, Greater Manchester, OL5 0SR

NGR SD 97693 02839

Land use and proposals

Current use: The southwestern extent of the area has temporary fencing and some works have been undertaken within it. Land slopes steeply down to the railway cutting.

Proposals: Temporary working area.

Known archaeological remains and potential

The railway cutting is crossed by Roughtown Road Railway Overbridge (MVL3/17; NHLE 1452405, grade II listed) and a footbridge (MVL3/18) with riveted wrought iron girders with cross-braced panels spanning the railway, which rest on masonry abutments and date to the construction of the Huddersfield & Manchester Railway (1845-9).

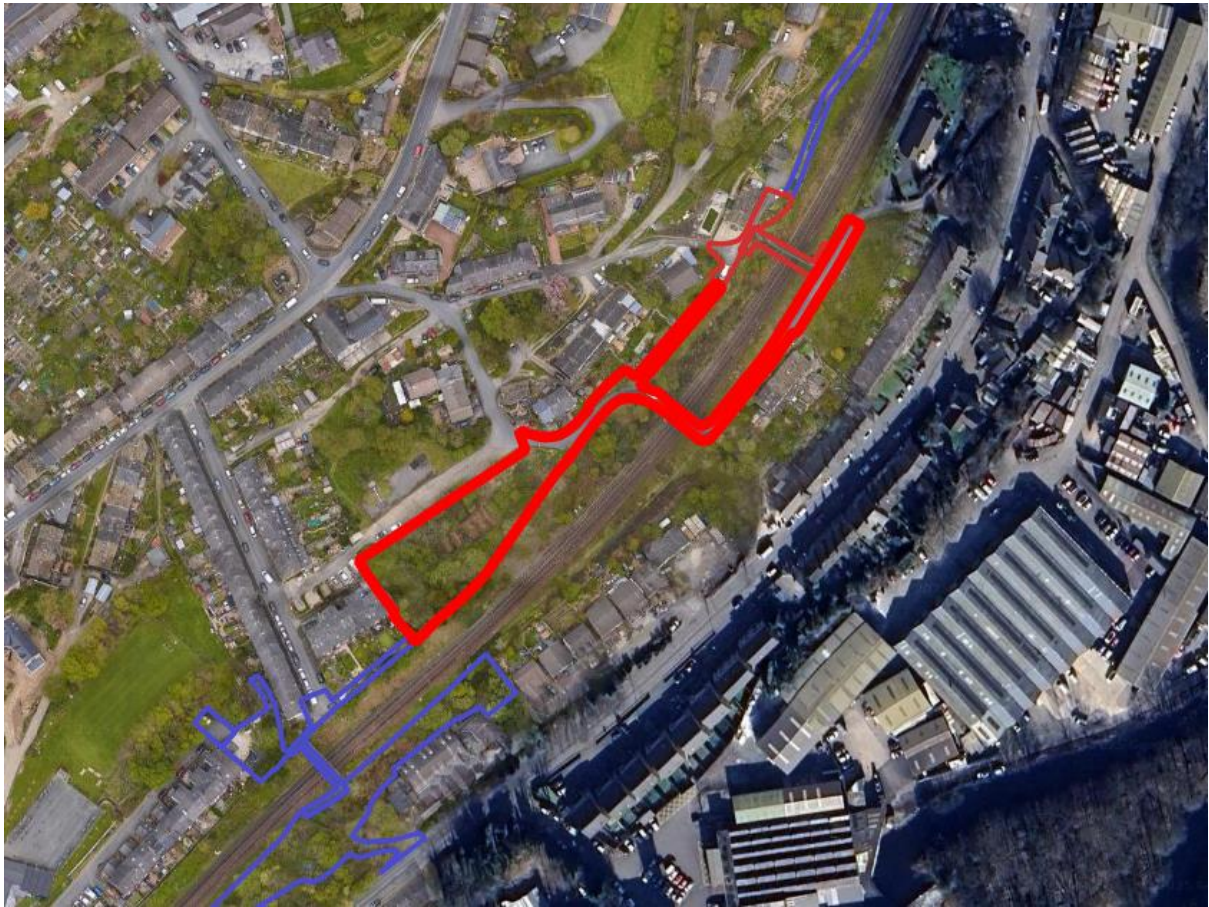
Historic mapping show signal posts west of the railway line, on the steep embankment east of New earth Street (OS map published in 1911). Tanks and a signal post are shown on the map published in 1922. Historic maps indicate that the area to the west was formerly occupied by allotment gardens, noted on maps into the 1950s. Glasshouses and a spring are shown on the plot. To the north of the compound area is Roughtown Green, currently a children's play area.

Given steepness of the embankment, previous land use for minor railway structures and as an allotment, archaeological potential is assessed as low.

Likely Scheme impacts

Converting the area into a compound would require vegetation clearance and ground levelling.

It is not anticipated that these works would impact upon any significant archaeological or built heritage remains. The grade II listed Roughtown Road Railway Overbridge (MVL3/17) will be protected via construction controls set out in the CoCP. No archaeological mitigation works are anticipated.



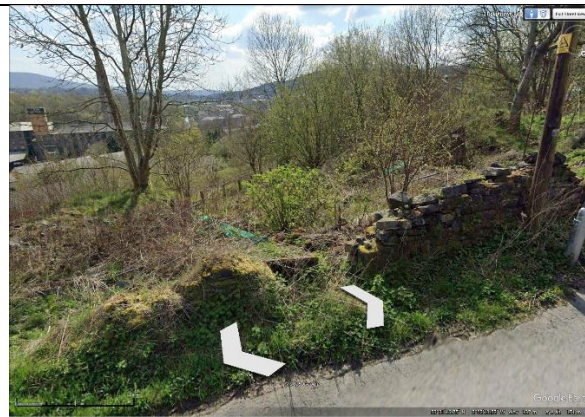
GoogleStreetView of Roughtown Road Overbridge, looking west



GoogleStreetView from Roughtown Road Overbridge, looking north



GoogleStreetView from Roughtown Road Overbridge, looking southwest

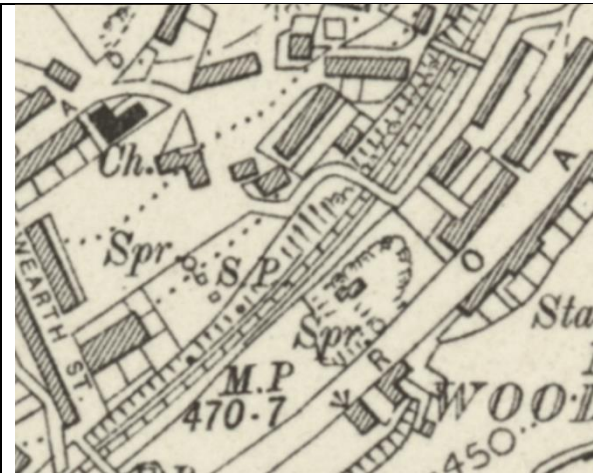


GoogleStreetView of southwestern extent of compound, looking southwest from Roughtown Road

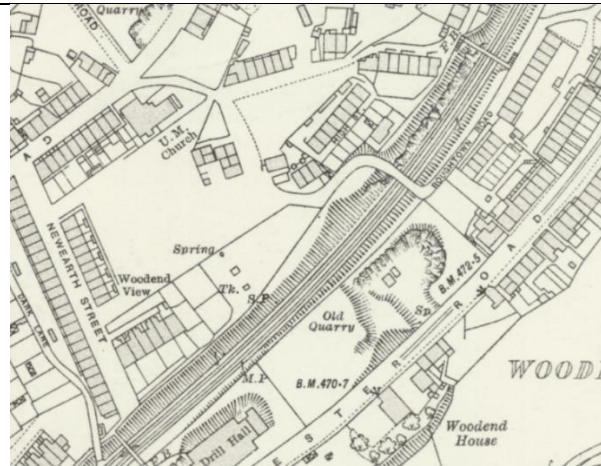


GoogleStreetView of approach to XX overbridge, from Roughtown Road Overbridge, looking northeast

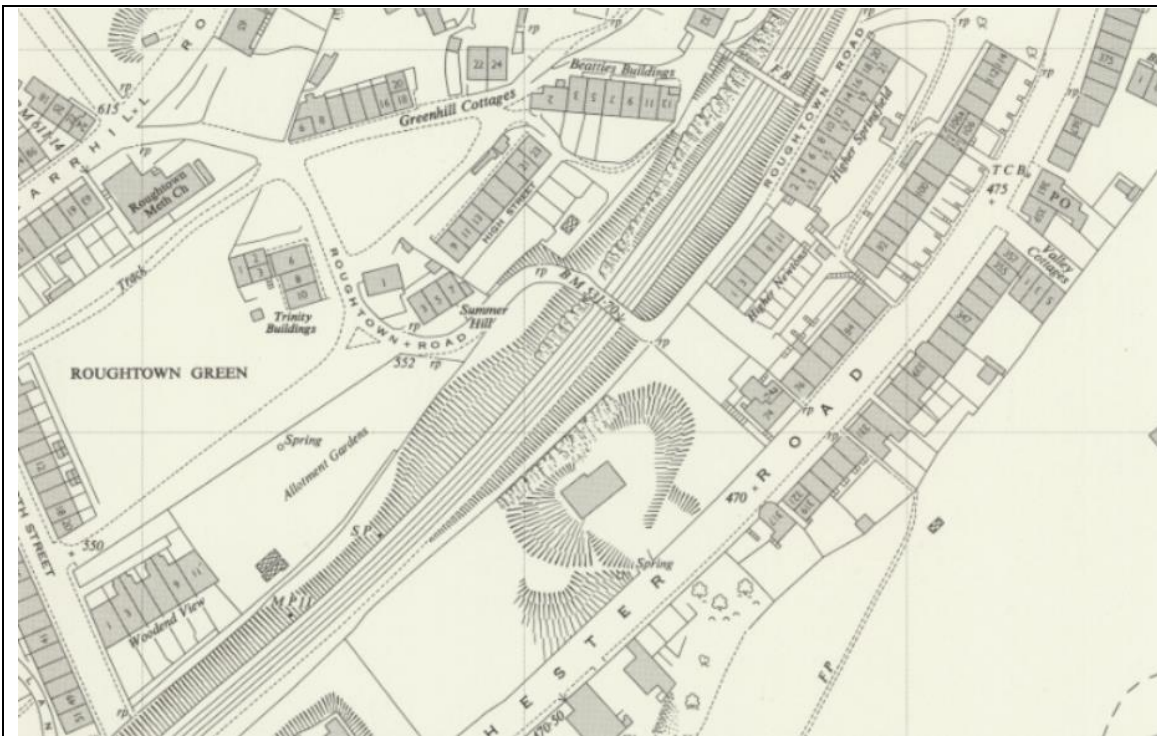
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**Lancashire Sheet XCVII.SE Revised:
1906, Published: 1910. Source: National
Library of Scotland**



**Lancashire XCVII.16 Revised: 1916,
Published: 1922. Source: National
Library of Scotland**



SD9702NE – A Surveyed: 1954, Published: 1955. Source: National Library of Scotland

B11. HERON LANE COMPOUND

Location: Heron Lane, Mossley

NGR: SD 97877 03547

Land use and proposals

Current use: Pasture land.

Proposals: Site compound with works to Heron Lane to create passing places and a parking area.

Known archaeological remains and potential

There are no known heritage assets recorded within the compound boundary.

On the north western extent, the compound is near Wright's Mill Overbridge (MVL3/20), a grade II listed railway bridge constructed for the Huddersfield & Manchester Railway. There are two online non-designated heritage assets near the compound site, Midge Hall Underbridge (MVL3/19), an altered mid-19th century underbridge, located approximately 10m to the west of the compound boundary, and MVL3/21, a much altered water trough, located approximately 50m to the north of the compound area. The non-designated asset of Wright Mill (6045.1.0) is located approximately 55m to the north-east of the compound boundary. Constructed as a woollen mill in the early 19th century, only the mill building now survives, converted for residential use. Faint traces of ploughed out ridge and furrow were observed in pasture fields to the west of the railway line, indicating historic agricultural use in this area.

Historic maps show that the area has remained open fields since it was illustrated on the 1st edition 6" Ordnance Survey map of 1854. Local toponym 'Roaches' may derive from ME/OFr *rocher*, a steep rocky bank.

Low potential for presence of significant archaeological remains.

Likely Scheme impacts

Converting the area into a compound would require vegetation clearance and ground levelling.

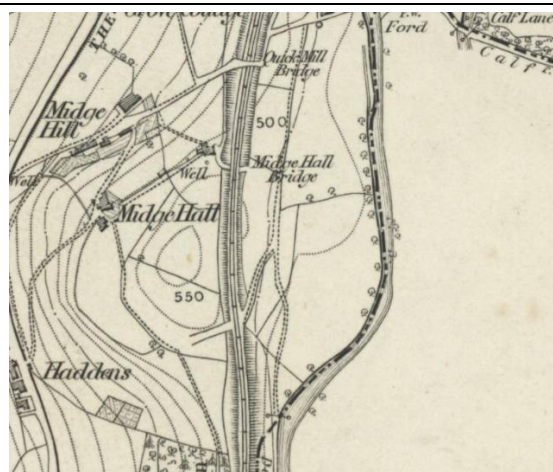
It is not anticipated that these works would impact upon any significant archaeological or built heritage remains. No mitigation works.



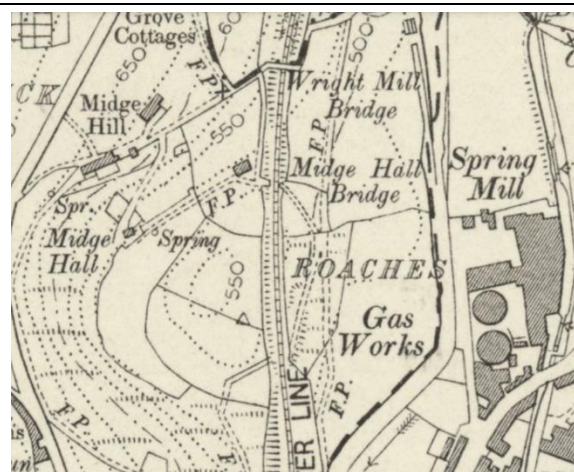
Location of proposed compound. Base Map: GoogleEarth 2025



Roaches compound looking north-east. March 2025



OS 6" Yorkshire Sheet 270. Surveyed 1848 to 1850, Published 1854. Source: National Library of Scotland



Lancashire Sheet XCVII.SE Revised: 1906, Published: 1910 Source: National Library of Scotland

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SD9703 – A Surveyed: 1954, Published: 1955 Source: National Library of Scotland

B12. ARMIT ROAD COMPOUND

Location Armit Road, Saddleworth, Grasscroft Oldham, Greater Manchester OL3 7LA

NGR SD 98108 03966

Land use and proposals

Current use: Pasture.

Proposals: Site compound and associated earthworks.

Known archaeological remains and potential

There are no heritage assets recorded within the compound boundary.

To the west of the compound are Hobbe Hole Underbridge (MVL3/22) (approximately 90m to the west) and grade II listed Wright's Overbridge (MVL3/23) (NHLE 1452409), located approximately 100m to the north. There is one non-designated asset located approximately 100m to the east which is canal lock 18W on Huddersfield Narrow Canal (19033.1.0).

In the 25 inch OS map published in 1894, Lower Grove Cotton Mill is located in a plot to the northwest of the proposed compound site. The mill was removed in the mid to late 20th century, and the area has not been developed subsequently. Map evidence does not indicate that this complex extended to the south of Armit Road and into the area of the compound.

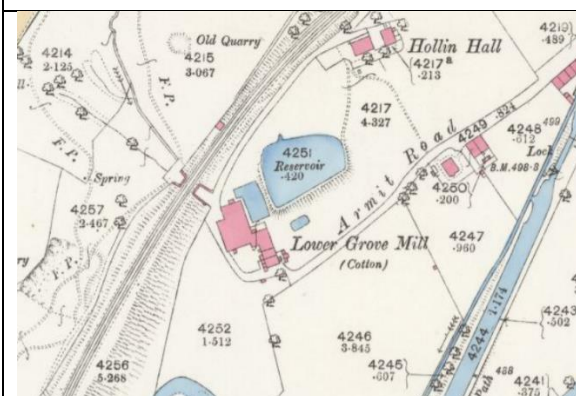
There is low potential for significant buried archaeological remains to be present within this area.

Likely Scheme impacts

It is not anticipated that the Order Scheme will impact upon any significant archaeological or built heritage remains. No mitigation works.



Location of proposed compound. Base Map: GoogleEarth 2025

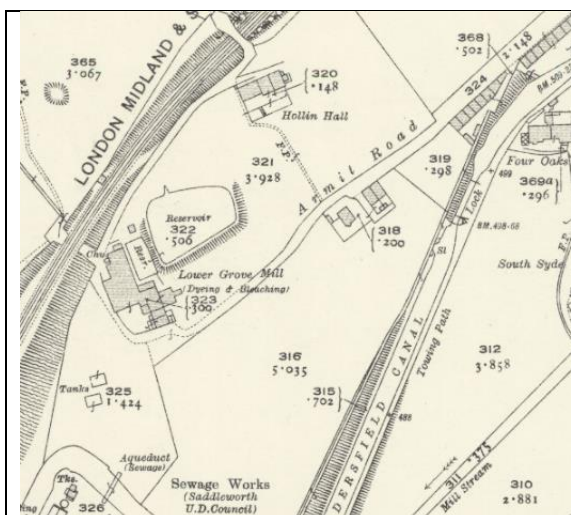


OS 25" Yorkshire CCLXX.16. Surveyed 1889 to 1891, Published 1894. Source: National Library of Scotland

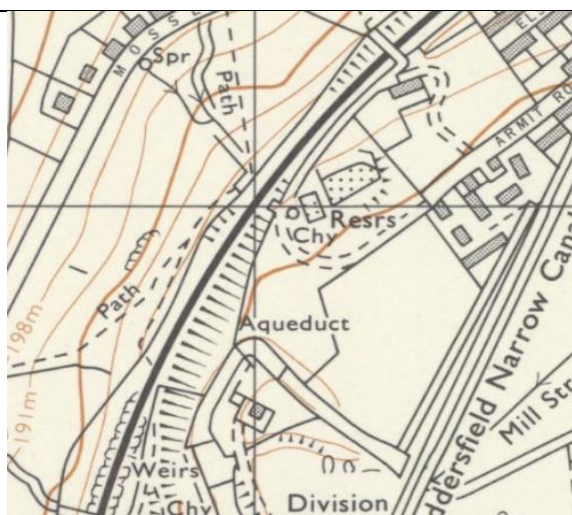


National Grid Maps SD90SE - A. Surveyed/Revised 1951 to 1955, Published 1956. Source: National Library of Scotland

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**Lancashire XCVII.12 Revised: 1933,
Published: 1935 Source: National
Library of Scotland**



**SD90SE – A Surveyed / Revised: 1951 to
1972, Published: 1973 Source: National
Library of Scotland**



Google Street view, history 2000

B13. STOCKPORT ROAD LEVEL CROSSING DIVERSION

Location Mossley Road, Grotton, Saddleworth, Grasscroft, Oldham, Greater Manchester, OL5 0RS

NGR SD 97831 03595

Land use and proposals

Current use: Pasture, with fenced trackway adjacent to railway sidings.

Proposals: 10x100m strip - Temporary land take for fencing works

Known archaeological remains and potential

The Historic Environment Record does not record any archaeological remains within this site. To the north-east of the site is the grade II listed Wright's Mill Overbridge (MVL3/20). To the southeast is the non-designated Midge Hall semi-circular arch underbridge (MVL3/19). Both are associated within the Huddersfield & Manchester Railway (1845-9). Up hill to the north-west of the site are the grade II listed 7, 9, 11 AND 11A, Midge Hill (NHLE 1162827), three houses dating to the mid to late 18th century.

Historic maps depict a structure to the southwest of the compound, indicated on maps from c.1882 until the 1960s. The structure was located close to a well in the field to the south; it is no longer extant, but a rubble spread is visible on satellite images. Satellite imagery appears to show linear earthworks in the field to the south, aligned on a NE/SW axis; these broadly align with former field boundaries shown on historic maps.

Likely Scheme impacts

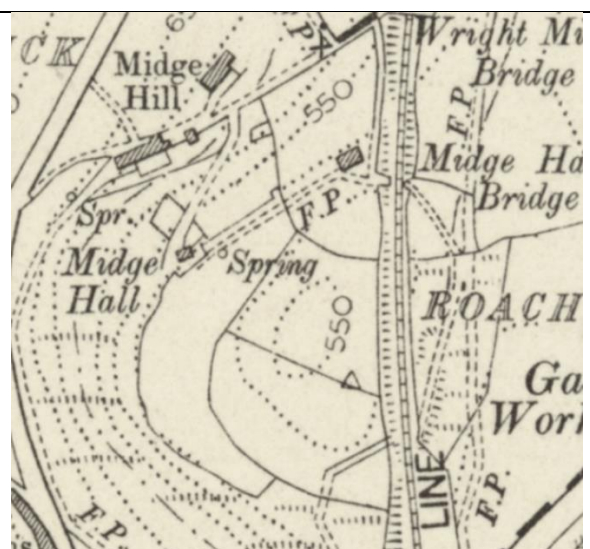
It is not anticipated that the Order Scheme will impact upon any significant archaeological or built heritage remains within this small area of pasture land immediately west of the railway. No mitigation works.



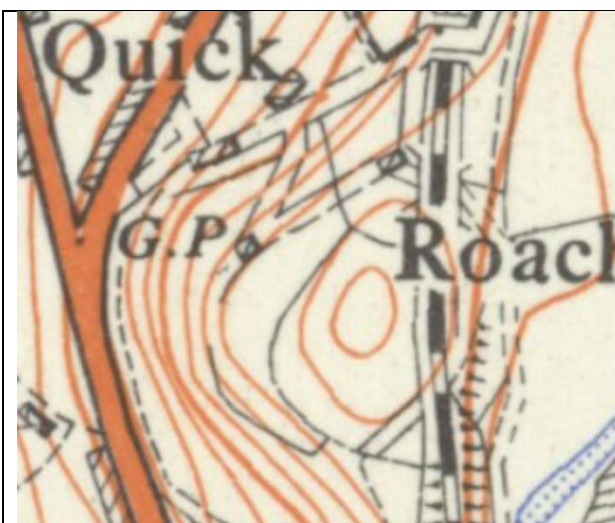
Location of proposed compound. Base Map: GoogleEarth 2025



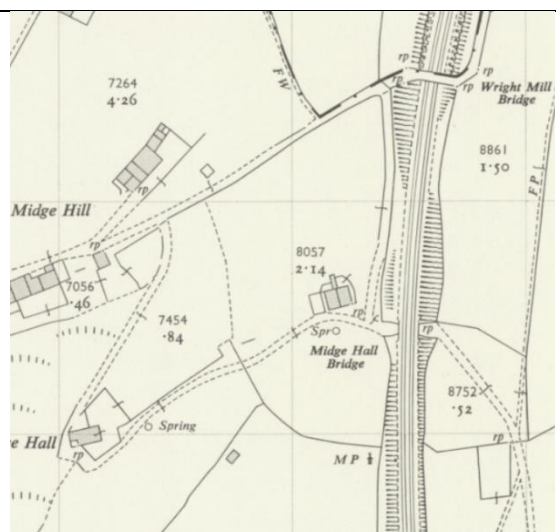
Lancashire Sheet XCVII. Surveyed: 1844 to 1863, Published: ca. 1882. Source: National Library of Scotland



Lancashire Sheet XCVII.SE. Revised: 1906, Published: 1910. Source: National Library of Scotland



34/90 – C Publication date: Revised: 1904 to 1949, Published: 1951. Source: National Library of Scotland



SD9803-SD9903 – BA Revised: 1963 to 1964, Published: 1965. Source: National Library of Scotland

B14. ROYAL GEORGE UNDERBRIDGE (MVL3/25) AND SITE COMPOUND WORKS

Location Oaklands Road, Saddleworth. Grasscroft. Oldham, Greater Manchester OL4 4AE

NGR SD98602 04356

Land use and proposals

Current use: Surfaced car park.

Proposals: Compound and parking to support of the works to Royal George Underbridge (MVL3/25).

Known archaeological remains and potential

There are no recorded heritage assets within the compound boundary.

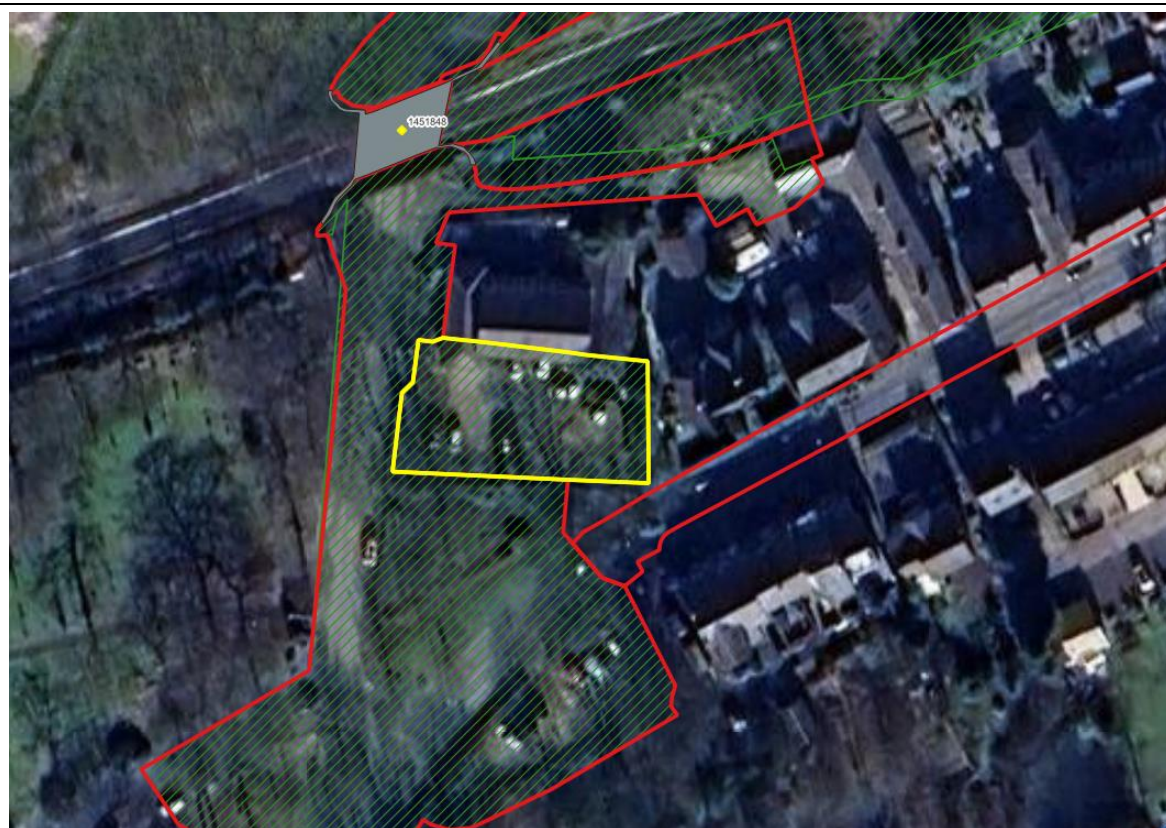
Three grade II designated heritage assets are located around the proposed compound. These are Royal George Underbridge (MVL3/25) (NHLE 1451848) approximately 30 m to the north, Christ Church Friezland (NHLE 1356701) approximately 100 m to the west, and Huddersfield Narrow Canal Milestone at SD 987 043 (NHLE 1253529). The closest non-designated heritage asset comprises Shaw Hall settlement (6255.1.0) which is of medieval and post medieval origin, and located c.185 m to the north of the proposed compound.

A school is depicted on the 1st edition Ordnance Survey map of 1854 located on the site of the current church hall and extending into the proposed compound. The school is named as Christ Church School on this map, and was associated with the adjacent church. The school was replaced by the mid-20th century by the current single storey church hall. Hard standing is now present to the south of the church hall and the proposed compound is currently used for car parking.

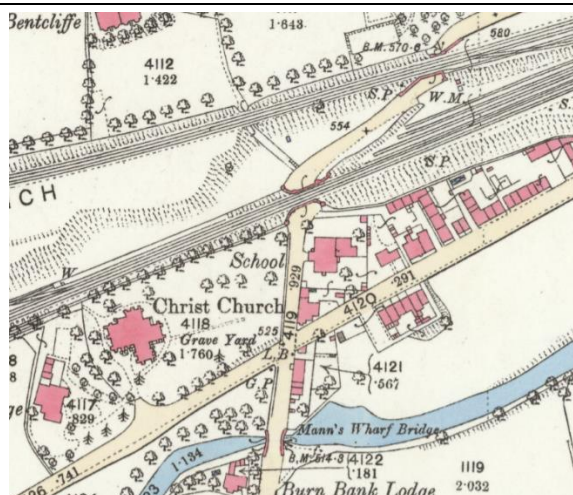
There is potential for archaeological remains of the former school to survive within the compound site, however, any such remains would be of low (local) significance.

Likely Scheme impacts

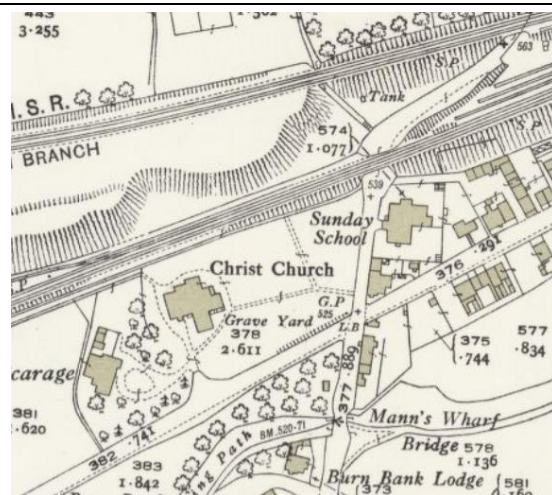
It is not anticipated that the Order Scheme will impact upon any significant archaeological or built heritage remains, as no ground disturbance is involved. No mitigation works.



Location of proposed compound. Base Map: GoogleEarth 2025



OS 25" Lancashire XCVII.12. Surveyed 1890 to 1891, Published 1894. Source: National Library of Scotland



OS 25" Yorkshire CCLXX.12. Revised 1929. Published 1932. Source: National Library of Scotland

B15. OAKLANDS ROAD COMPOUND

Location Oaklands Road, Saddleworth, Grasscroft, Oldham, Greater Manchester
 OL4 4EQ

NGR SD 98690 04451

Land use and proposals

Current use: Wooded land.

Proposals: Track access and welfare compound.

Known archaeological remains and potential

There are no heritage assets recorded within the compound boundary.

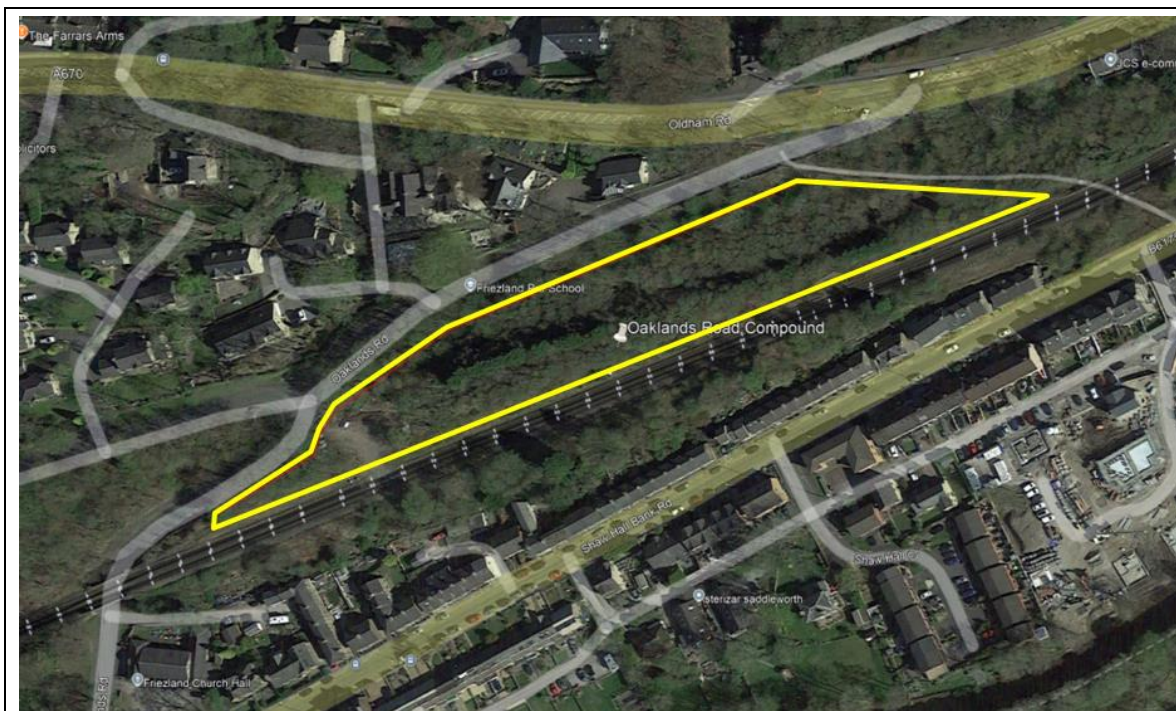
40m to the east of the compound boundary is Shaw Hall Bank Road Footway (MVL3/26) (NHLE 1451852), and to the immediate west is Royal George Underbridge (MVL3/25) (NHLE 1451848). Further to the south-west is Christ Church Friezland (grade II, NHLE 1356701).

The Oldham branch of the LNWR ran east-west across this area, following its opening in 1856, with sidings subsequently laid out between the Oldham branch and the Huddersfield & Manchester Railway. However when the Oldham Branch was disused in the later 20th century, railway equipment is likely to have been removed and the area is now overgrown with vegetation.

There is a low potential for any ground disturbance to identify archaeological remains associated with these former railway sidings and railway activity.

Likely Scheme impacts

It is not anticipated that the Order Scheme will impact upon any significant archaeological or built heritage. No mitigation works.



Location of proposed compound. Base Map: GoogleEarth 2025

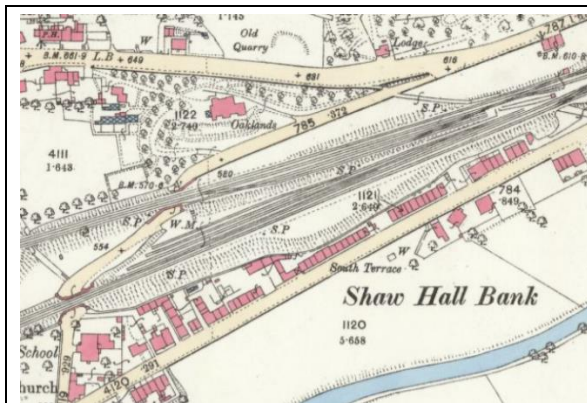


Railway underbridge MVL3/25, Oaklands Road © Historic England

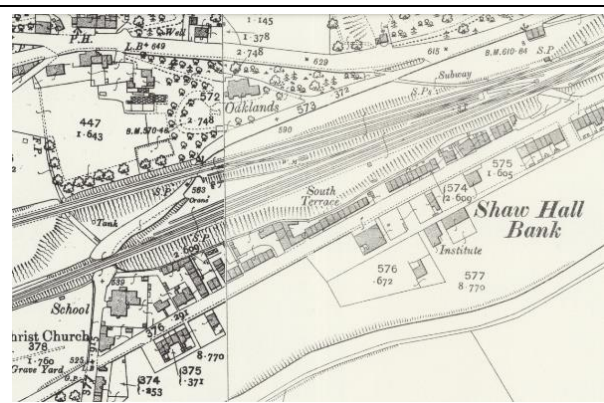


Railway accommodation underbridge MVL3/26, Footway © Historic England

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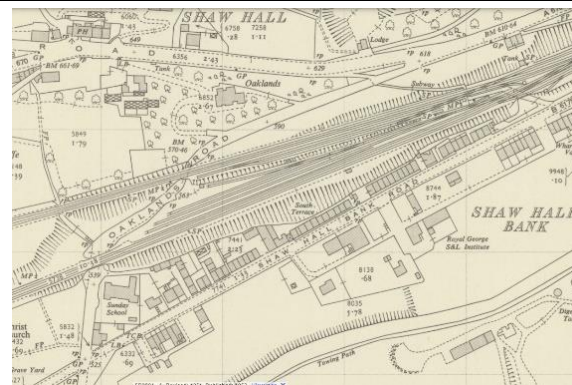
OS 25" Lancashire XCVII.12. Surveyed 1890 to 1891, Published 1894. Source: National Library of Scotland



OS 25" Yorkshire CCLXXI.9 Revised: 1906, Published: ca. 1910 Source: National Library of Scotland



OS 25" Lancashire XCVII.12. Surveyed 1933, Published 1935. Source: National Library of Scotland



OS 1:250 SD9804 – A Revised: 1951, Published: 1952 Source: National Library of Scotland

B16. GREENFIELD SITE COMPOUND WORKS

LOCATION Greenfield, Oldham Road / Greenfield Station, Oldham Road, Saddleworth, Uppermill, Oldham, Greater Manchester OL3 6LU

NGR SD 99247 04771

Land use and proposals

Current use: Public highway, wooded land.

Proposals: Oldham Road to be closed during works to be used as a site compound. Wooded land to east of Oldham Road is to be used for utilities diversions.

Known archaeological remains and potential

The proposed compound is located to the immediate north-west of Oldham Road Overbridge (MVL3/28, NHLE 1451853), and non-designated assets including Greenfield Station Footbridge (MVL3/27A), and Greenfield Station (174.1.0). This area comprises the public highway of Oldham Road.

The proposed compound location has historically been enclosed by the Huddersfield and Manchester Railway to the west and the Oldham Road to the east. No development is shown to have been established within the compound boundary on historic maps. Historic maps dating back to 1854 show rough ground to the east of Oldham Road, with woodland between Chapel Road and the Huddersfield Narrow Canal.

There is low potential for buried archaeology to be located within this area.

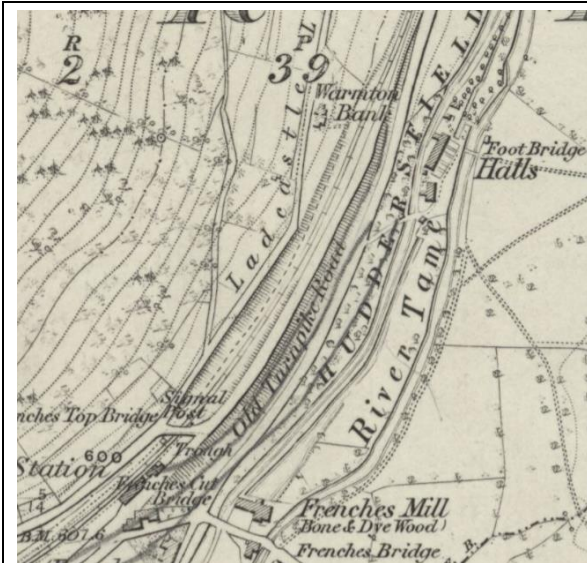
Likely Scheme impacts

Establishment of the compound will not impact upon any significant archaeological or built heritage remains. No mitigation works.

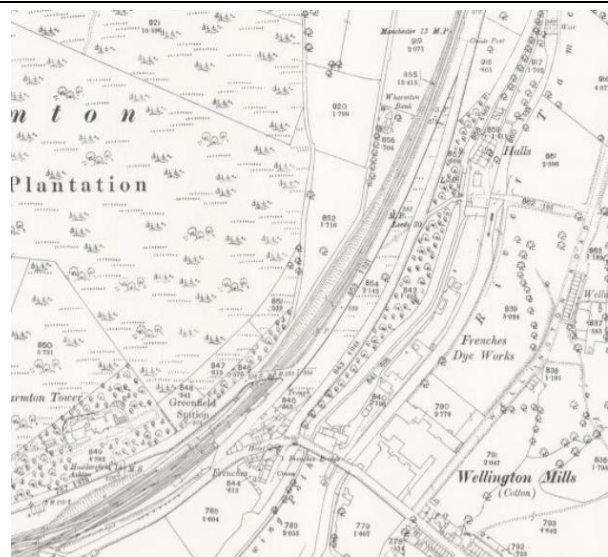


Location of proposed compound. Base Map: GoogleEarth 2025

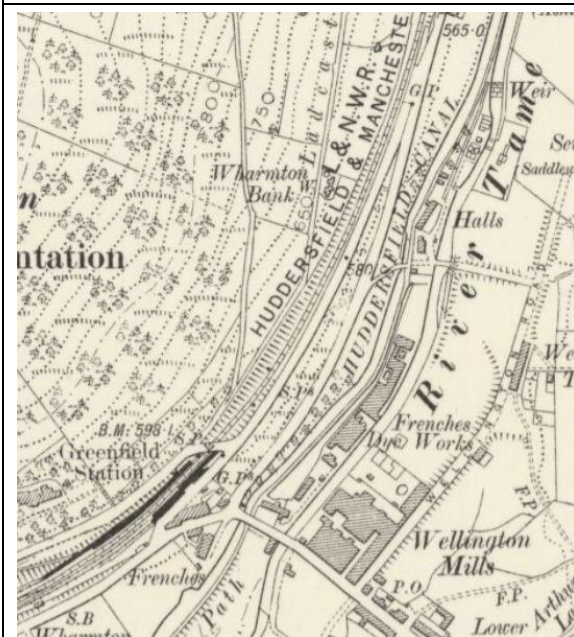
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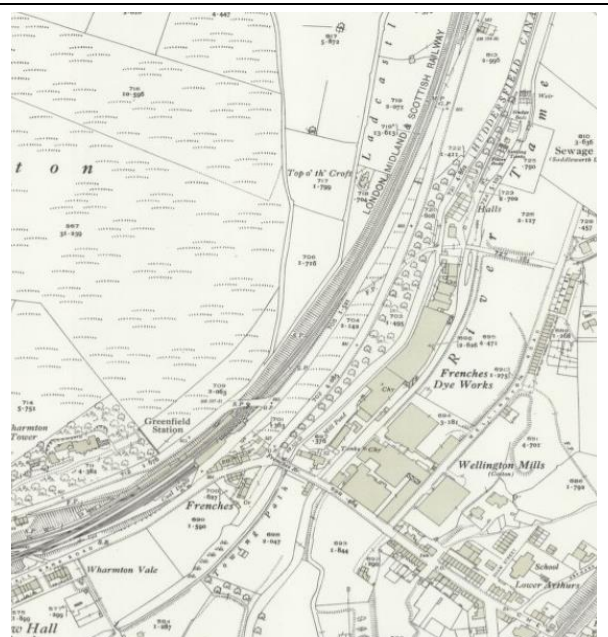
Yorkshire Sheet 271. Surveyed: 1849 to 1851. Published 1854. Source: National Library of Scotland



Yorkshire CCLXXI.9. Surveyed 1889. Published 1893. Source: National Library of Scotland



Yorkshire Sheet CCLXXI.SW. Revised: 1904 to 1904. Published 1909. Source National Library of Scotland

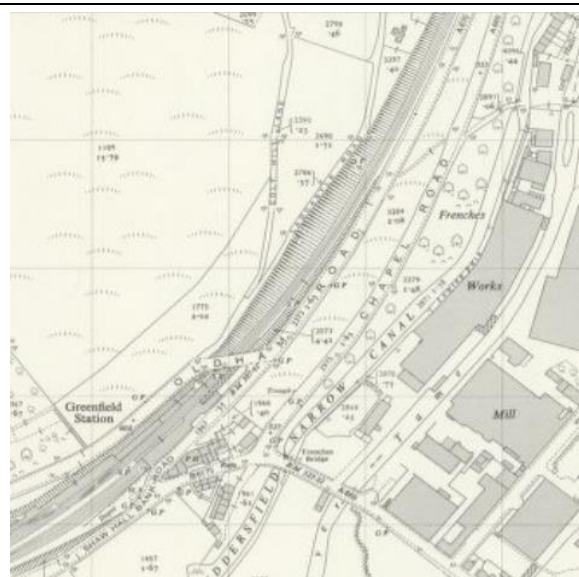


Yorkshire CCLXXI.9 Revised 1929. Published 1932. Source: National Library of Scotland

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**Yorkshire CCLXXI.9 Revised 1938.
Published 1945. Source: National Library of
Scotland**



**National Grid Map SD9904-B. Revised 1957.
Published 1958. Source: National Library of
Scotland**

B17. WICKENS UNDERBRIDGE MVL3/29 LAYDOWN AREA & PROW UPGRADE

Location Ladcastle Road, Saddleworth, Uppermill, Oldham, Greater Manchester, OL3 6LU

NGR SD 99264 04769

Land use and proposals

Current use: Pasture, with wooded areas to north. Located west of railway.

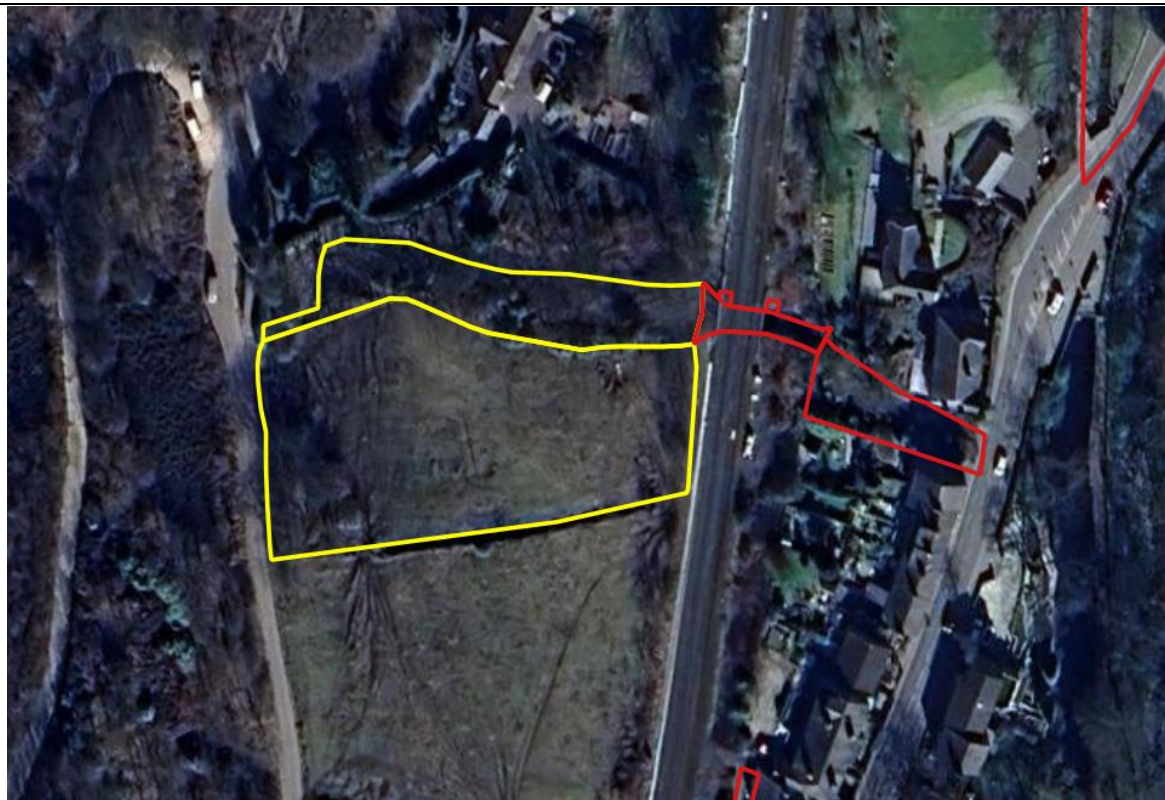
Proposals: Temporary land take for laydown area, superficial ground disturbance for footpath upgrade.

Known archaeological remains and potential

Located west of grade II listed railway accommodation Wickens Underbridge (MVL3/29), (NHLE 1451854), which accommodates a track beneath the railway line. Historic maps indicate quarrying to the north-west at Wickens Quarry, and to the south-west at Top o' th' Croft Quarry. No features are indicated within the compound area.

Likely Scheme impacts

It is not anticipated that the Order Scheme will impact upon any significant archaeological or built heritage remains. No mitigation works.



Location of proposed compound. Base Map: GoogleEarth 2025



GoogleStreetView, looking east from Ladcastle Road down the slope towards the railway

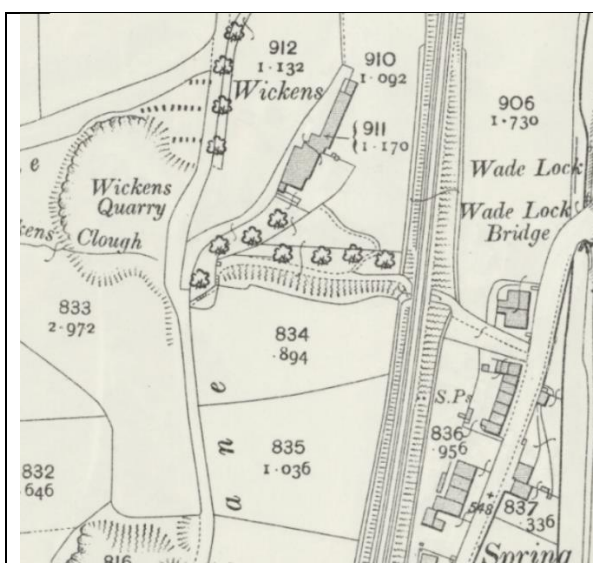


Yorkshire Sheet 271 Surveyed: 1849 to 1851, Published: 1854. Source: National Library of Scotland



Yorkshire Sheet CCLXXI.SW Revised: 1904 to 1904, Published: 1909. Source: National Library of Scotland

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Yorkshire CCLXXI.9 Revised: 1906, Published: ca. 1910. Source: National Library of Scotland



SD9905 – A Revised: 1952, Published: 1953. Source: National Library of Scotland

B18. FORMER SADDLEWORTH STATION COMPOUND

Location Saddleworth Station Compound, Saddleworth, Oldham OL3 5QR

NGR SD 99570 06455

Land use and proposals

Current use: Grass and tree planting adjacent to road.

Proposals: Laydown area for materials to construct fencing. No earthworks required.

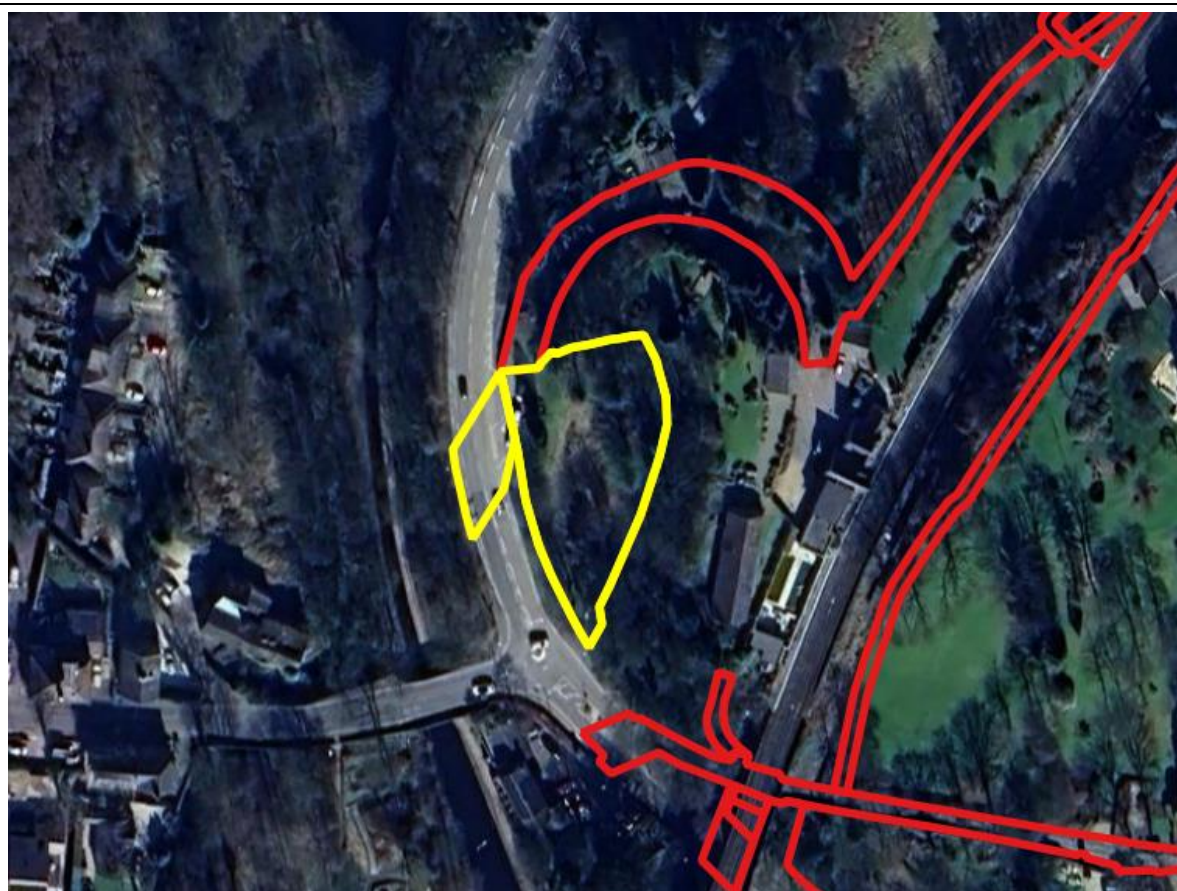
Known archaeological remains and potential

This proposed compound is located immediately west of the former Saddleworth Station (173.1.0) and to the north of the Uppermill Viaduct (MVL3/31) (NHLE 1068120), Lock 23 of the Huddersfield Narrow Canal (NHLE 1356719) and north-east of Brownhill Bridge Mill (NHLE 1309426), all of which are grade II listed. Uppermill Conservation Area is located c.45 m to the south-east.

Historic maps from 1854 to 1952 show that this was the location of Brownhill Quarry (sandstone). Due to its previous use as a quarry, no survival of archaeological remains is anticipated.

Likely Scheme impacts

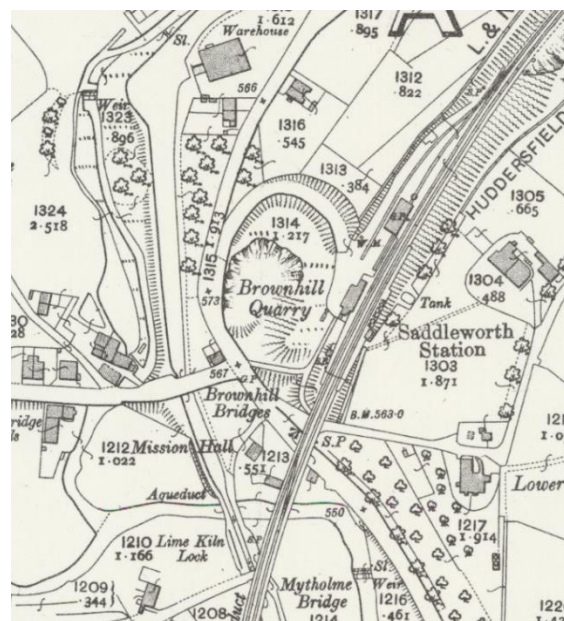
It is not anticipated that the Order Scheme will impact upon any significant archaeological or built heritage remains. No mitigation works.



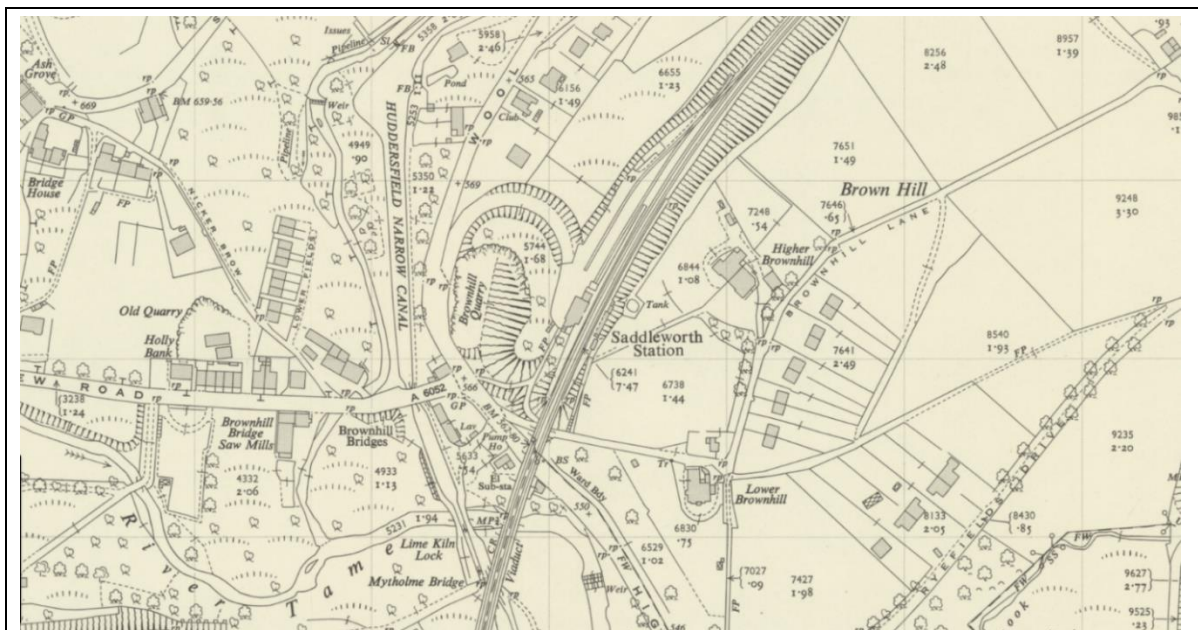
Location of proposed compound. Base Map: GoogleEarth 2025



OS Yorkshire Sheet 271 Surveyed: 1849 to 1851, Published: 1854 Source: National Library of Scotland



Yorkshire CCLXXI.5 Revised: 1904, Published: 1906 Source: National Library of Scotland



SD9906 – A Revised: 1952, Published: 1953 Source: National Library of Scotland

B19. BROWNHILL LANE ACCESS

Location 30, Brownhill Lane, Saddleworth, Uppermill, Oldham OL3 6BZ

NGR SD 99871 06534

Land use and proposals

Current use: Pasture land.

Proposals: Temporary access route.

Known archaeological remains and potential

There are no heritage assets recorded within the access route boundary.

The grade II listed building of Butterhouse Lindum Cottage (NHLE 1067465) is located c.90 m to the east.

A possible barrow (1096.1.0) is recorded on Brown Hill, c.110 m west of the site. It was dug by quarrymen in 1844, and its contents were mostly destroyed. Two urns (found at a depth of 4ft 6" [1.37 m] from the top the barrow) and a broken perforated celt were uncovered at the site. No visible evidence of the barrow was identified in the vicinity of Brown Hill during the site visit. The exact location of the barrow is no longer known, and further satellite burials may be present in this vicinity.

Historic maps show that the area was formerly fields, as it is now.

Low to moderate potential for prehistoric archaeological remains of low (local) to medium (regional) significance, depending on the presence / survival of any deposits associated with Bronze Age or later burials and the impact of 19th century quarrying.

Likely Scheme impacts

Whilst proposals for access route establishment are not yet available, it is anticipated that this may require vegetation clearance, ground levelling, and groundworks. These works have the potential to result in the truncation or removal of potential archaeological remains within the access route boundary.

It is likely that a staged programme of archaeological mitigation works may be required in advance of development. Further consultation will be undertaken with GMAAS to determine the scope and nature of such mitigation when further information is available about the compound layout and establishment.



Location of proposed access route. Base Map: GoogleEarth 2025



Fields north of Brownhill Lane Compound, March 2025.

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OS 6" Yorkshire Sheet 271. Surveyed 1849 to 1851, Published 1854. Source: National Library of Scotland



Yorkshire Sheet CCLXXI.NW Surveyed: 1889 to 1890, Published: 1894 Source: National Library of Scotland



Yorkshire Sheet CCLXXI.NW Revised: 1929, Published: 1933 Source: National Library of Scotland



OS 6" Yorkshire CCLXXI.NW. Surveyed 1948, Published 1949. Source: National Library of Scotland

B20. OLD RAILWAY TUNNEL COMPOUND

Location Butterhouse Tunnel, Higher Ryefields Lane, Saddleworth, Uppermill, Oldham

NGR SE 00096 06851

Land use and proposals

Current use: Disused former railway line adjacent to Transpennine Route.

Proposals: Site compound for access with temporary RRAP with associated earthworks and tree removal.

Known archaeological remains and potential

The proposed compound is located c.150 m west of Holly Grove conservation area. It is located east of Huddersfield Narrow Canal, its associated Lock 27W and Lock 28 (NHLE 19040.1.0, 19041.1.0). No heritage assets are recorded within the compound boundary.

The compound is located within the cutting for the former Micklehurst Loop railway, constructed by the LNWR between Standedge and Stalybridge which opened in 1886 to aid congestion on the mainline. The route closed in 1966 although a short section at the southern end remained in use until 1972 serving the nearby Hartshead PowerStation. Forming the southern boundary of the compound is the surviving north portal to Butterhouse Tunnel which extends c.300 m to the south. The western approach to Butterhouse has been infilled but the eastern portal remains open. Constructed of blue engineering brick, the portal is now in poor condition, with fallen brickwork and coping stones present within the railway cutting.

Construction of the railway cutting has removed any potential for archaeological remains predating the railway to be present in this area. The compound is assessed to have low potential for unknown archaeological remains.

Likely Scheme impacts

It is not anticipated that the Order Scheme will impact upon any significant archaeological or built heritage remains. No mitigation works are therefore required.



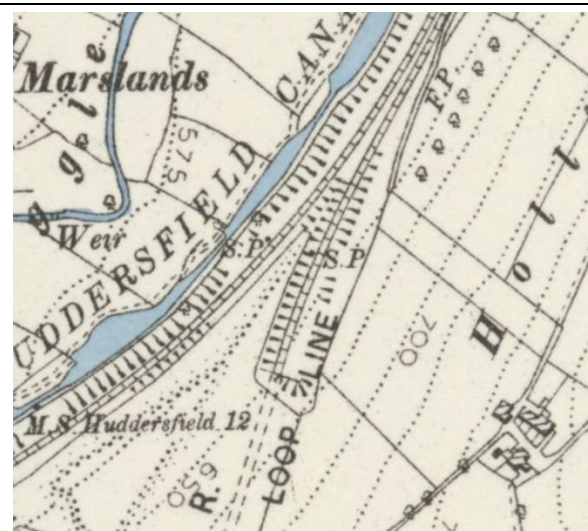
Location of proposed compound Base Map: Google Earth 2025



The north entrance to Butterhouse Tunnel. March 2025.



**Yorkshire Sheet 271 Surveyed: 1849 to 1851,
Published: 1854 Source: National Library of
Scotland**

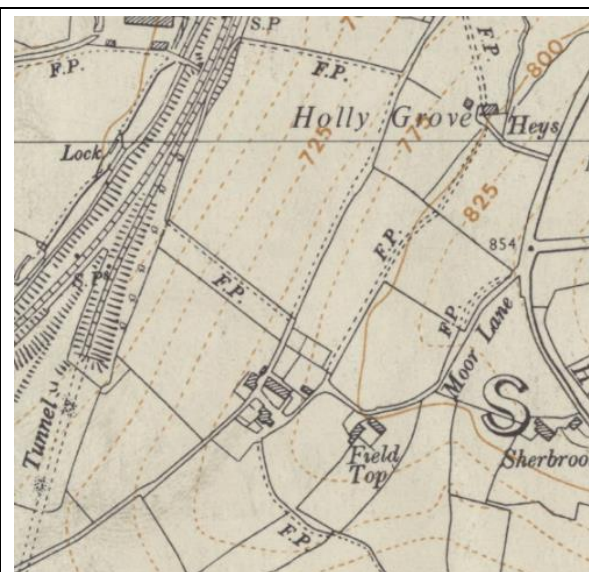


**Yorkshire Sheet CCLXXI.NW Surveyed: 1889
to 1890, Published: 1894 Source: National
Library of Scotland**

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**Yorkshire Sheet CCLXXI.NW Revised: 1929,
Published: 1933 Source: National Library of
Scotland**



**SE00NW - A/ Surveyed / Revised: Pre-1930
to 1955, Published: 1956 Source: National
Library of Scotland**

B21. WARD LANE SATELLITE COMPOUND

Location Compound south of Ward Lane Overbridge (MVL3/36), Diggle Junction, Diggle OL3 5JU

NGR SE 00386 07687

Land use and proposals

Current use: Rough pasture.

Proposals: Site compound with associated access and earthworks.

Known archaeological remains and potential

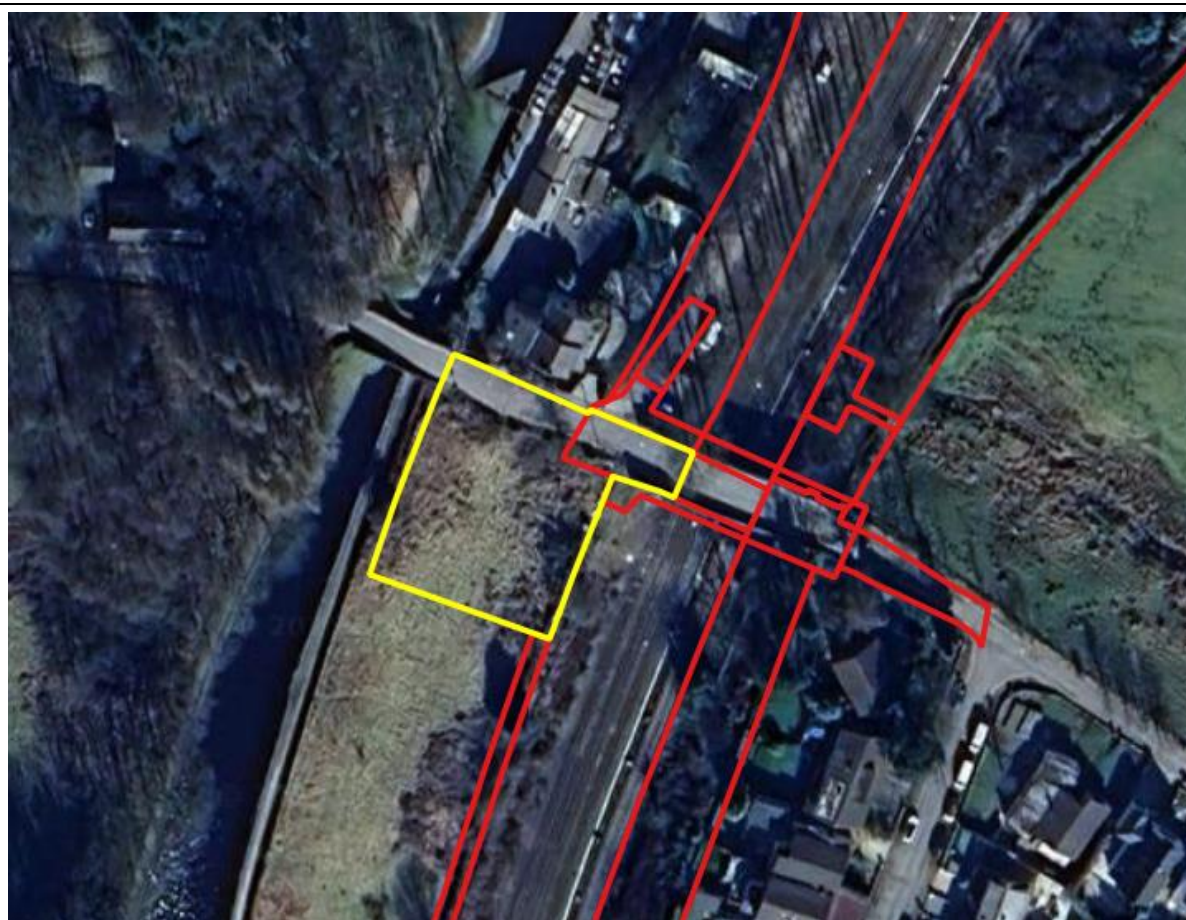
The compound location is located between the Huddersfield Narrow Canal to the west, and Route Section W2B to the east. No heritage assets are recorded within the site.

The Huddersfield Narrow Canal No. 66 Bridge (grade II, NHLE 1067433) is located to the immediate west of the compound location, and Ward Lane Overbridge (MVL3/36) is located to the east over the railway alignment. Further to the north-west (across the canal) is 1 Ward Lane (grade II, NHLE 1164775) and Huddersfield Narrow Canal Lock Adjacent to Ward Road Bridge (grade II, NHLE 1253530).

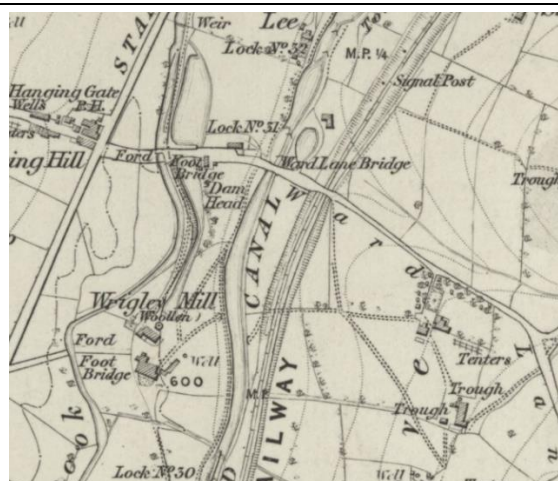
Historic Ordnance Survey maps show that this compound location has remained undeveloped since at least the mid -19th century. There is a low potential for significant archaeological remains to be present has been identified in this area, which may have been previously impacted by canal and railway construction works.

Likely Scheme impacts

It is not anticipated that the Order Scheme will impact upon any significant archaeological or built heritage. No mitigation works are therefore required.



Location of proposed compound Base Map: Google Earth 2025

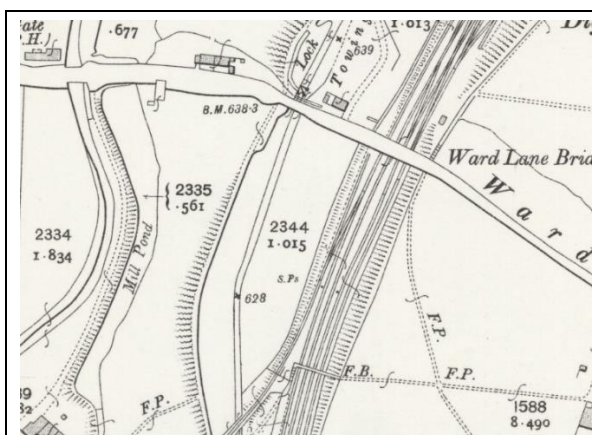


Yorkshire Sheet 271 Surveyed: 1849 to 1851, Published: 1854 Source: National Library of Scotland

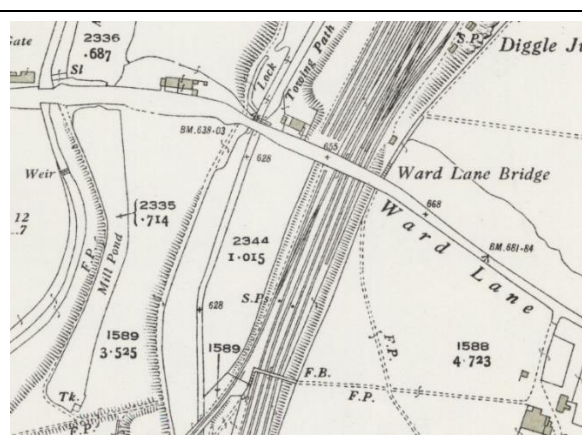


Yorkshire Sheet CCLXXI.1 Surveyed: 1890, Published: 1892 Source: National Library of Scotland

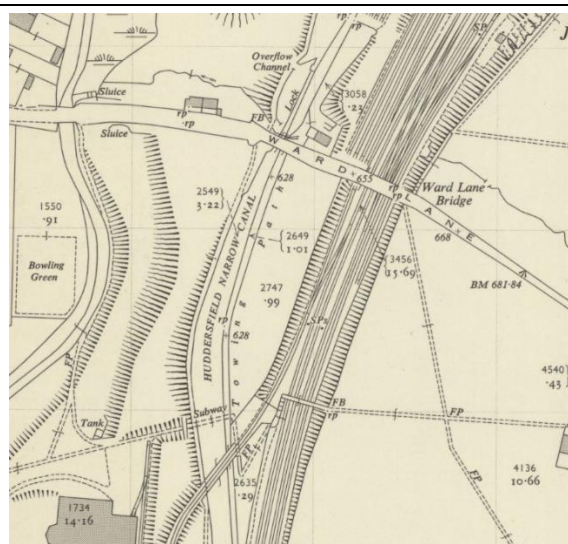
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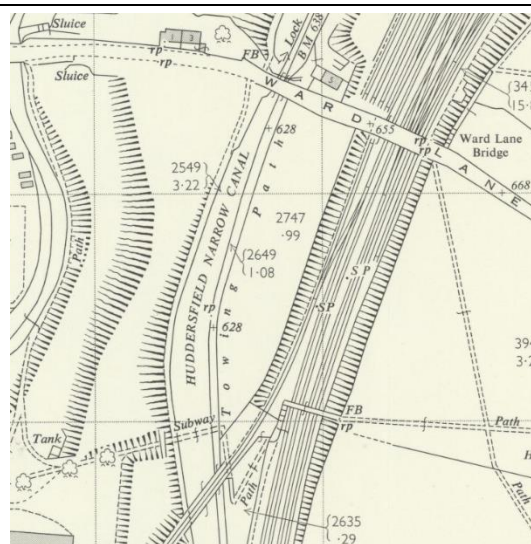
**Yorkshire CCLXXI.1 Revised: 1904,
Published: 1906 Source: National Library of
Scotland**



**Yorkshire CCLXX.1 Revised: 1929, Published:
1932 Source: National Library of Scotland**



**SE0007 - A Revised: 1951, Published: 1952
Source: National Library of Scotland**



**SE0007 – SE0107 - BA Revised: 1963,
Published: 1965 Source: National Library of
Scotland**



Huddersfield Narrow Canal No. 66 Bridge



Huddersfield Narrow Canal No. 66 Bridge

B22. GRANDPA GREEN SITE COMPOUND 1 AND GRANDPA GREENS SITE COMPOUND 2

Location Compound north of Ward Lane Overbridge (MVL3/36), Diggle Junction, Diggle OL3 5JU

NGR SE 00335 07576

Land use and proposals

Current use: Car parking and area of grassland / tree planting.

Proposals: Site compounds with associated access and earthworks.

Known archaeological remains and potential

The compound sites are located between the Huddersfield Narrow Canal and the Transpennine Route, to the north of Ward Lane. No heritage assets are recorded within the proposed compound boundary.

To the west are a group of grade II listed structures: Huddersfield Narrow Canal Lock Adjacent To Ward Road Bridge (NHLE 1253530), Huddersfield Narrow Canal No. 66 Bridge (NHLE 1067433) and 1, Ward Lane (NHLE 1164775), a mid-18th century house.

On the opposite side of the Huddersfield Narrow Canal, c.60 m from the compound are the sites of Warth Mill (or Wharf Mill) (HER 6094.1.0) and Ellis Mill (18088.1.0).

The 1st edition Ordnance Survey 6" map of 1854 shows a pond and small L-plan building to within the southern half of the site. This building is labelled on subsequent editions as Lock House, likely providing accommodation for the lock keeper, and was demolished by the mid-20th century.

Diggle Junction was located to the east of the site. This was the junction between the Huddersfield & Manchester Railway and the Micklehurst Loop, when came into use c.1881. The Diggle Junction Signal Box (HER 18983.1.0) is located directly to the east of the site, within the Network Rail land boundary. Erected in the 1880s, this is a large London & North Western Railway Type 4 signal box, however has been much altered externally with replacement of the timber cladding and windows.

Sidings were established across the northern half of the site in the late 19th century. The 1904 Ordnance Survey map shows railway sidings and buffers between the Huddersfield Canal and Diggle Junction. The map surveyed in 1963 shows the site occupied by two parallel, areas of tracks and sidings, separated by an embankment. Now removed, the former sidings is planted with young trees and in use as car parking. Fragmentary evidence of its past use survives today in the presence of bollards made of reused railway track along the access road from Ward Lane. To the east, within the Network Rail boundary, a cast iron lamp remains, now in poor condition, with the upper portion of the lamp and ladder now detached from the lamp post. To the west of the compound site is a timber lamp post with ladder, located hard against the boundary wall with the canal towpath. Archaeological traces

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of trackbed, positions of sleepers and superficial railway infrastructure may survive within the area. Any such remains are likely to be of low significance.

Likely Scheme impacts

It is not anticipated that the Order Scheme will impact upon any significant archaeological or built heritage remains, or that mitigation works will be required.



Grandpa Green 1 site location plan



Grandpa Green 2 site location plan

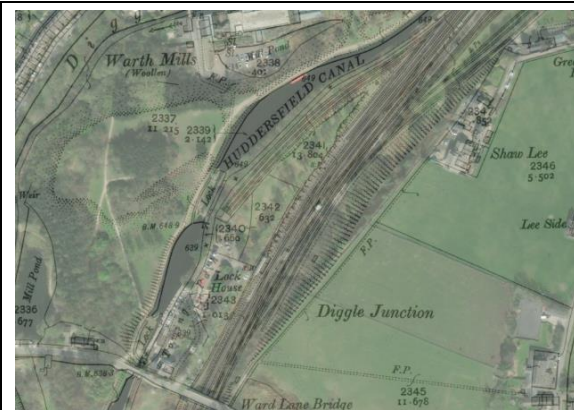


Yorkshire Sheet 271 Surveyed: 1849 to 1851, Published: 1854 Source: National Library of Scotland



Yorkshire Sheet CCLXXI.NW Revised: 1904, Published: 1907 Source: National Library of Scotland

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**Detailed overlay: Yorkshire Sheet
CCLXXI.NW Revised: 1904, Published: 1907
Source: National Library of Scotland**



**Detailed overlay: SE0007-SE0107 – BA
Revised: 1963, Published: 1965 Source:
National Library of Scotland**



**General view of Grandpa Green's
compound 2.**



**Reused rails in the car park at Grandpa
Green's compound.**



Cast iron gas lamp post located within Network Rail land boundary.



Timber lamp post located to the west of the proposed compound.



Diggle Junction Signal Box (LNW, 1885), located outside the compound boundary.

B23. DIGGLE COMPOUND

Location Lee Side, Harrop Dale, Saddleworth, Diggle, Oldham, Greater Manchester
OL3 5JZ

NGR SE 00549 07803

Lands use and proposals

Current use: Car park (west of Transpennine Route) and site compound (east of Transpennine Route).

Proposals: Site compound, associated earthworks, and strengthening of Standedge Canal Tunnel (MVL3/39A).

Known archaeological remains and potential

This compound comprises parcels of land to either side of the Transpennine Route in Diggle. No heritage assets are recorded by the greater Manchester HER within these areas.

Located c.90 m north along the Transpennine Route are the grade II listed tunnel portals to the Standedge Tunnel (MVL3/41) (NHLE 1452141). Harrop Green Conservation Area is located c.100 m to the north-west, and includes grade II listed buildings such as 11 Harrop Green (NHLE 1067460), and 7, 8 and 18 Harrop Green (NHLE 1163050). Directly to the north-east of the compound, the hamlet of Diggle is designated as a conservation area, and contains a number of grade II listed buildings including Ivy Cottage (NHLE 1309447), No.7 and Heather Cottage (NHLE 1162882). To the south of the compound, in the Ward Lane area is a group of grade II listed structures comprising Huddersfield Narrow Canal Lock Adjacent To Ward Road Bridge (NHLE 1253530), Huddersfield Narrow Canal No. 66 Bridge (NHLE 1067433) and 1, Ward Lane (NHLE 1164775), a mid-18th century house.

A number of non-designated assets are recorded in proximity to the compound. These include 19th century villas (HER 18982.1.0, 18998.1.0, 18997.1.0), a village school of 18th and 19th century date (HER 19000.1.0), and transport-related structures including Canal Lock 32W on Huddersfield Narrow Canal, Diggle Junction Signal Box (18983.1.0) and non-designated railway bridges (Ward Lane Overbridge (MVL3/36) and Diggle Brook (MVL3/37)).

The proposed compound to the west of the Transpennine Route is formed by a small surfaced car park which lies over the south end of the Standedge Canal Tunnel (MVL3/39A). This portion of the canal tunnel was constructed in the 1890, extending the original canal tunnel to accommodate railway tracks running through the north-west bore of the Standedge Tunnel, which opened in 1894. The tunnel portal is of rock-faced masonry construction with chamfered coping stones and a date stone inscribed 1893. The tunnel entrance is formed by an arch of blue engineering bricks with decorative modern metal gates. Internally the first section of the tunnel is formed by a brick arch supported on stone walls, before transitioning to a reinforced concrete slab supported on stone walls. Dating from c.2000, this section of the tunnel supports the railways above.

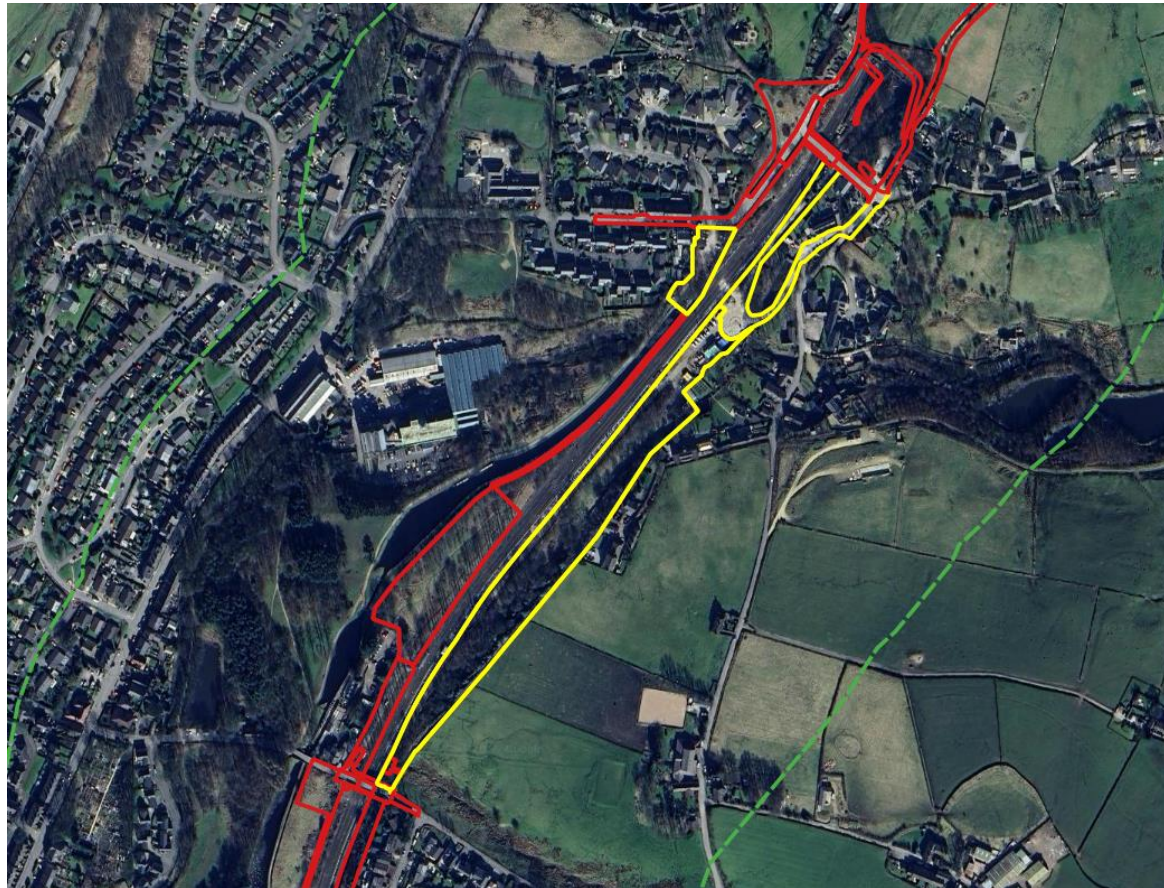
Historic maps indicate that the compound area to the west of the railway line was used as railway sidings at its northern end from the second half of the 19th century. Historic Ordnance Survey mapping depicts the sidings to have included turntables, a weigh bridge and small structures. Further to the south, the compound area contained paired railway lines for the Micklehurst Loop, which continued from Diggle Junction (located to the north of Ward Lane) to run through Butterhouse Tunnel. The Micklehurst Loop was closed in 1966, after which time the lines and sidings were removed. The site was terraced, sloping down from the east to the tracks, removing any potential archaeological remains predating this phase of activity.

It is assessed that the compound area to the west of the Transpennine Route has moderate potential for remains associated with the railway sidings, and low potential for remains of other periods. Any such remains are likely to be of low significance.

Likely Scheme impacts

Reinforcement of the Standedge Canal Tunnel (MVL3/39A) is proposed at its southern end in order to accommodate additional loadings during the construction phase. This would comprise the addition of a concrete saddle over the top of the tunnel arch for a length of 25m. The strengthening works would be set back from the tunnel portal and would not result in any alteration to the fabric of the portal. These works would strengthen the tunnel and, when complete, would not result in any visible change to the tunnel portal, or understanding of its evolution and historic interest. Construction controls set out in the CoCP will be implemented to protect heritage assets during the course of construction works.

It is not anticipated that the establishment of the compound to the east of the Transpennine Route would impact upon any significant archaeological remains or built heritage. No archaeological mitigation works are therefore anticipated.



Location of proposed compound. Base Map: Google Earth 2025



**Entrance to Standedge Canal Tunnel
(MVL3/39A). March 2025.**



**Proposed compound to west of the
Transpennine Route. March 2025.**

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GoogleStreetView of compound location



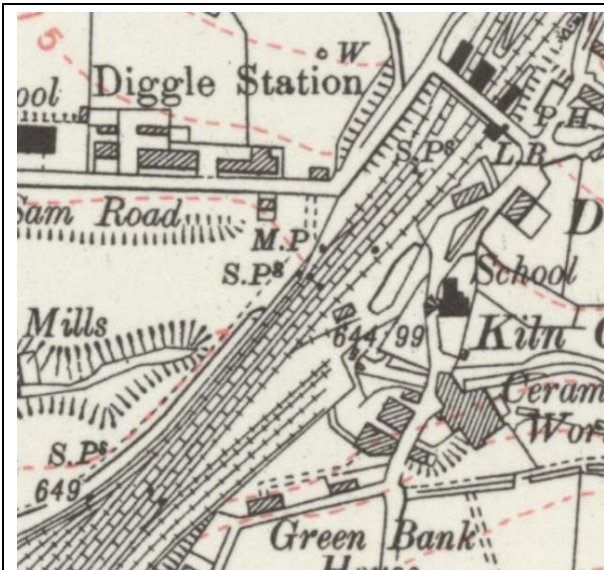
**Huddersfield Narrow Canal No. 66 Bridge
(NHLE 1067433).**



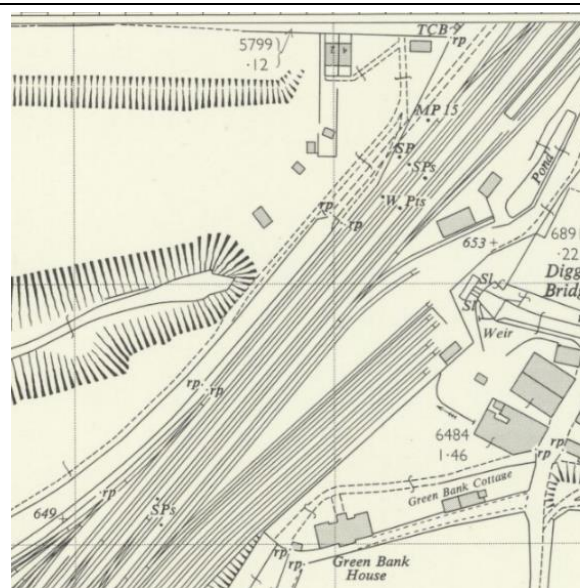
**Yorkshire Sheet 271 Surveyed: 1849 to 1851,
Published: 1854 Source: National Library of
Scotland**



**Yorkshire Sheet CCLXXI.NW Surveyed:
1889 to 1890, Published: 1894 Source:
National Library of Scotland**



**Yorkshire Sheet CCLXXI.NW Revised: 1929,
Published: 1933 Source: National Library of
Scotland**

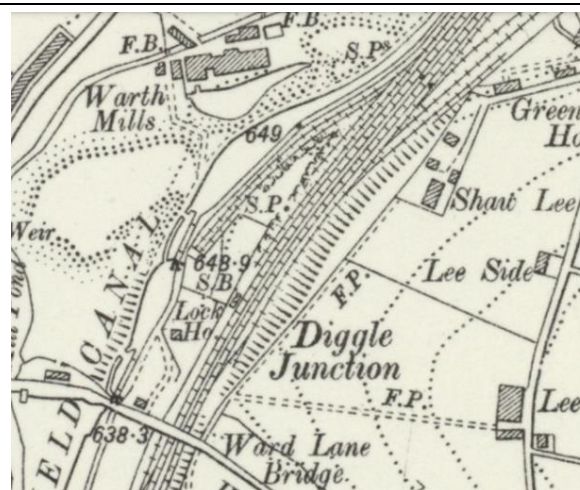


**SE0007-SE0107 – BA Revised: 1963,
Published: 1965 Source: National Library of
Scotland.**



OS 6" Yorkshire Sheet 271

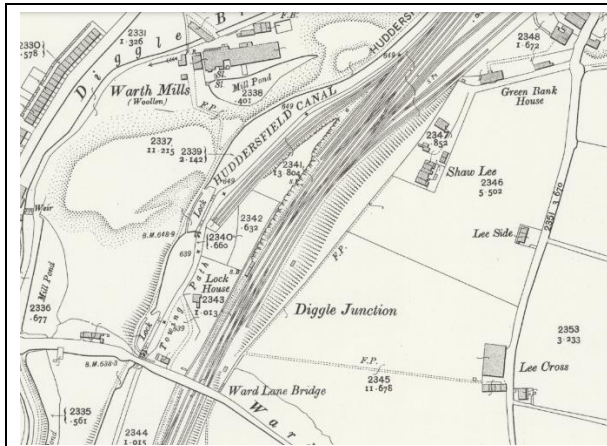
**Surveyed: 1849 to 1851, Published: 1854.
Source: National Library of Scotland**



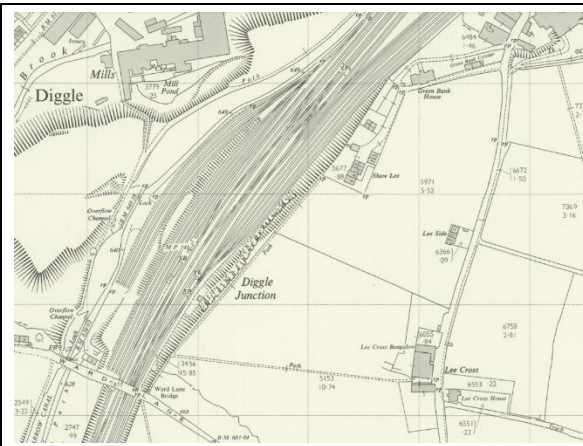
OS 6" Yorkshire Sheet CCLXXI.NW

**Revised: 1904, Published: 1907. Source:
National Library of Scotland**

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**OS 25" Yorkshire CCLXXI.1 Revised: 1904,
Published: 1906. Source: National Library of
Scotland**



OS 1:2500 SE0007-SE0107 – BA Revised: 1963, Published: 1965. Source: National Library of Scotland

ANNEX C – SITE VISITS UNDERTAKEN FOR ASSESSMENT OF THE ORDER SCHEME

Date of site visit	Site visit purpose	Assets visited	Description
21-23 May 2025	Built Heritage Assessment	MVL3/7 MVL3/8 MVL3/10 MVL3/10 MVL3/17 MVL3/20 MVL3/25 MVL3/26 MVL3/28 MVL3/29 MVL3/31	Site walkover to assess significance, condition and setting of the online designated heritage assets

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Date of site visit	Site visit purpose	Assets visited	Description
1 July 2024	Built Heritage and Landscape Assessment	Saddleworth Viaduct	A combined Heritage and landscape survey undertaken at MVL3/31 Saddleworth Viaduct. The Survey involved visual inspections of the Viaduct from a range of viewpoints during the daytime from public rights of way.
27-28 August 2024	Archaeological Potential and Built Heritage	MVL3/7 MVL3/22 MVL3/23 – land take MVL3/23 – Wright’s Overbridge Culvert 12.0359 Greenfield Station MVL3/20 MVL3/23 Temporary land take impact on Canal CA MVL3/28 temporary compound MVL3/36 and area Printworks Office Compound	A site visit to the compound sites along Route Section W2B

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Date of site visit	Site visit purpose	Assets visited	Description
		Standedge Tunnel Portal and Diglea CA	
3 October 2024	Compound area assessment	<p>COWI – Drainage and Land Access on Manchester Road, Mossley Station</p> <p>COWI – Construction Access and Drainage</p> <p>COWI – Construction Access and Drainage Temp</p>	Site visit to three additional compound areas along Route Section W2B.
21 and 24 March 2025	Compound area assessment	<p>MVL3/2 Stamford Street</p> <p>Printworks Main Compound</p> <p>Printworks office compound – archaeological potential</p> <p>Printworks Office Compound – Toll Bar Cottage (NHLE 1067986), Woodfield Farmhouse & Woodfield House</p> <p>MVL3/7</p> <p>Stockport Road Level Crossing and MVL3/20</p>	Site visit to additional compound areas along Route Section W2B.

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Date of site visit	Site visit purpose	Assets visited	Description
		MVL3/23 and Diversion Land take between bridges MVL3/22, MVL3/23 and parcel to the east MVL3/23 – Wright's Overbridge temporary land take Culvert 12.0359 MVL3/28 temporary compound MVL3/36 reconstruction MVL3/39	
June 2025	Plevins Compound	Former Goods Station Warehouse at Plevins Compound	Site visit to Plevins Compound to assess the extant former Goods Station Warehouse.