TRANSPENNINE ROUTE UPGRADE

ON TRACK TO BETTER

Trans-Pennine Route Upgrade

Heritage Statement for Railway Overbridge MVL3/82 Church Street (Paddock) Bridge

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	Name	Job Title	Signature
Prepared By:	Amy Binns	Heritage Consultant	
Checked By:	Hector Martin	Principal Heritage Consultant	
Approved By:	Gillian Scott Matthew Smedley	Technical Director (Built Heritage) Associate Director (Planning)	
Authorised By:	Tony Rivero	Town Planning & Heritage Manager (North) Network Rail Land & Property (Eastern)	

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1. INTRODUCTION

1.1 Purpose

This Heritage Statement has been prepared to support the application for listed building consent (LBC) for works required as part of the Trans-Pennine Route Upgrade (TRU). TRU is a major, multi-billion-pound programme of improvements to bring more frequent, faster and greener trains between York, Leeds, and Manchester on a better, cleaner, more reliable railway.

The TRU project involves a variety of works including the electrification of the railway (installation of overhead line equipment (OLE) and associated infrastructure) and the removal, re-modelling and replacement of bridges and structures to accommodate OLE. Due to the historic nature of the route, this includes works to listed bridges. This document forms part of the LBC application for works to the Grade II listed railway overbridge originally known as Paddock Bridge, and listed as Railway Overbridge MVL3/82, Church Street (NHLE 1452083). These works are required as part of safety measures related to the proposed OLE. In this document, the bridge will be referred to as Paddock Bridge.

1.2 Scope

This Heritage Statement presents a statement of significance for the Paddock Bridge structure, taking into account its architectural and historic interest, as well as placing it within the wider context of railway heritage. It goes on to provide an assessment of the impact of the proposed works on that significance in terms of harm caused, in line with current planning policy. This document also provides a background to the development of the TRU project, including decisions in relation to avoiding, minimising and/ or mitigating the impacts through options explored and design evolution. Finally, the heritage public benefits are set out in brief in order to understand the harm reported and enable the scheme to be weighed in the planning balance.

This document is submitted alongside the following supporting information and appendices:

- Listed Building Consent Cover Letter;
- Location Plan (including red line application boundary);
- 167037-TGP-56-MVL3-DRG-T-LP-168202-P02: Existing and Proposed General Arrangement & Sections;
- 167037-TGP-56-MVL3-DRG-T-LP-168203-P02: Existing and Proposed Elevation and Section;

- Appendix A - Listing Description Text;
- Appendix B - Archive Drawings of the Bridge from a proposed widening in the 1930s;
- Appendix C - Extract from; TransPennine Route Statement of History and Significance: West of Leeds (January 2017 Draft), Alan Baxter and Associates.

2. PLANNING LEGISLATION AND POLICY CONTEXT

2.1 Legislation

2.1.1 Planning (Listed Buildings and Conservation Areas) Act 1990

The Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) is the principal legislation that must be considered in the determination of any application affecting listed buildings and conservation areas.

Under Section 16 of the Act, listed buildings are protected against unauthorised works, being those works not authorised by the local planning authority or the Secretary of State. This process is embodied within listed building consent (LBC). The Act further states that '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' (Section 16 (1)). Furthermore, 'in considering whether to grant listed building consent for any works the local planning authority or the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses' (Section 16 (2)).

Section 17 of the Act deals with conditions attached to a listed building consent, including the preservation if particular features, making good after completion of the works and use of original materials. Of relevance to this application, Section 17 (2) states 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'.

In considering whether to grant planning permission which affects a listed building, Section 66 (1) of the Act requires that the local planning authority, or the Secretary of State 'shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses'.

2.2 National Planning Policy

2.2.1 National Planning Policy Framework (NPPF; Ministry of Housing, Communities and Local Government (MHCLG) 2025)

The NPPF sets out the Government's planning policies for England and how these should be applied to contribute to the achievement of sustainable development. Section 16 of the NPPF sets out a series of policies that are a material consideration to be taken into account in development management decisions in relation to the heritage consent regimes established in the Ancient Monuments and Archaeological Areas Act 1979 and the Planning (Listed Buildings and Conservation Areas) Act 1990.

The NPPF describes the importance of being able to assess the significance of heritage assets that may be affected by a development proposal. 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. Furthermore, they should take this assessment into account when considering the impact of a proposal on a heritage asset (paragraph 208). Significance is defined in Annex 2 as 'the value of an asset because of its heritage interest. This interest may be archaeological, architectural, artistic or historic and can extend to its setting'. The setting of a heritage asset is defined in Annex 2 as 'the surroundings in which a heritage asset is experienced'. The level of detail should be proportionate to the asset's importance and no more than is sufficient to understand the potential impact of the proposal on their significance (paragraph 207).

In determining planning applications, local planning authorities should take account of:

- the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- the desirability of new development making a positive contribution to local character and distinctiveness (paragraph 210).

Paragraphs 212 to 216 of the NPPF introduce the concept that heritage assets can be harmed or lost through alteration or 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 given to an asset's conservation and the more important the asset, the greater the weight should be. Distinction is drawn between those assets of exceptional interest (e.g. grade I and grade II* listed buildings), and those of special interest

(e.g. grade II listed buildings). Any harm or loss of heritage significance requires clear and convincing justification, and substantial harm or loss should be wholly exceptional with regard to those assets of greatest interest (paragraph 213).

In instances where development would cause substantial harm to or total loss of significance of a designated asset, consent should be refused unless that harm or loss is ‘necessary to achieve substantial public benefits that outweigh that harm or loss’ (paragraph 214). 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 including its optimum viable use (paragraph 215).

2.2.2 Planning Practice Guidance: Historic Environment (MHCLG 2024)

The Planning Practice Guidance (PPG; MHCLG 2024) is a government produced on-line document that expands on national policy presented in the NPPF. It expands on terms such as ‘significance’ and its importance in decision making. The PPG clarifies that being able to properly assess the nature, extent and the importance of the significance of the heritage asset and the contribution of its setting, is very important to understanding the potential impact and acceptability of development proposals (Paragraph 008: Reference ID: 18a-008-20190723).

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: 018 Reference ID: 18a-018-20190723).

The NPPF indicates that the degree of harm should be considered alongside any public benefits that can be delivered by development. The PPG states that these benefits should flow from the Proposed Development and should be of a nature and scale to be of benefit to the public and not just a private benefit and would include securing the optimum viable use of an asset in support of its long term conservation (Paragraph: 020 Reference ID: 18a-020-20190723).

2.2.3 Historic England Advice

Historic England has published a series of Good Practice Advice (GPA) notes and Historic England Advice Notes (HEANs), of which those of most relevance to this appraisal are GPA2 - Managing Significance in Decision-Taking (March 2015) and HEAN 12 - Statements of Heritage Significance (Oct. 2019).

GPA2 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).

Advice Note 12 outlines a recommended approach to assessing the significance of heritage assets in line with the requirements of NPPF. It includes a suggested reporting structure for a 'Statement of Heritage Significance', as well as guidance on creating a statement that is proportionate to the asset's significance and the potential degree of impact of a proposed development. The HEAN also offers an interpretation of the various forms of heritage interest that an asset can possess, based on the terms provided in the NPPF Glossary (Annex 2: Glossary); namely archaeological, architectural and artistic, and historic.

2.3 Local Planning Policy

Kirklees Local Plan was adopted on 27 February 2019 (Kirklees Council, 2019). Relevant policies include Policy LP19 Strategic Transport Infrastructure, and Policy LP35 Historic Environment.

The justification for Policy LP19 states that efficient transport is especially significant given the district's strategic position on the national motorway and rail networks.

The Policy states that: "Proposals will be encouraged where they assist to bring forward strategic transport infrastructure." Upgrades to the Trans-Pennine rail line is specifically referred to within the Local Plan as a strategic opportunity and is referred to in the justifications for Policy 19.

The justification for Policy LP35 Historic Environment reiterates the strategies of the NPPF. It states that the council recognises that heritage assets are an irreplaceable resource and should aim to conserve them in a manner appropriate to their significance.

Amongst other points, Policy LP35 states that the strategy takes into account the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; and the wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring.

The Policy LP35 justification states that some historic assets are less sensitive to change than others and can be altered without damaging their significance: “Alterations and extensions to historic buildings should in the main make use of traditional materials and craftsmanship. However, in some cases, where there is less significance, modern innovative design should not be disregarded.”

3. HERITAGE ASSET AND ITS SIGNIFICANCE

3.1 Location

Paddock Bridge spans over the railway line at NGR SE1275416289, which extends east towards Huddersfield and Leeds, and west to the Standedge Tunnel and Manchester, as shown in the accompanying MVL3/82 Location Plan drawing. Figure 1 shows the location of MVL3/82 relative to the other locations where LBCs are proposed as part of the Trans-Pennine Upgrade.

Figure 1: Location of Paddock Bridge in relation to other listed structures requiring LBCs as part of electrification works. Map Data © 2026 Google, Airbus.

Paddock, once a village, is now a western suburb of Huddersfield. It is a mixed residential area of Victorian terraces and 20th century semi-detached dwellings.

The bridge once lay at the centre of a cluster of places of worship and Sunday Schools of various denominations which gave the street its name, Church Street. These are now demolished, in alternative use or, in the case of All Saints’ Church south of the bridge, partially

ruined. Immediately east of the bridge is a later bridge crossing the railway, Branch Street, from which views of Paddock Bridge are possible.

3.2 Heritage Baseline

3.2.1 Historical Background

The Trans-Pennine route overall reflects the agricultural development of the landscape until the arrival of the industrial age in the late 18th and 19th century. This had a striking effect on the landscape.

The Huddersfield & Manchester railway forms an important part in this industrialisation, cutting through the rural landscape to link the industrially burgeoning towns. The railways took over from the canals in transporting goods and people across the country. The canals were focussed around the existing waterways, linking the industrial towns of the Midlands and the North West. The railways provided the opportunity to link more rural areas and smaller towns to encourage a larger movement of people, and thus a workforce, as well as goods.

The Stalybridge to Leeds line, 35 miles long, is the core component of the main Trans-Pennine railway route. It was built through some exceptionally difficult terrain, involving numerous viaducts and tunnels. It was constructed at the height of the railway boom of the mid-1840s, and was essentially the work of three railway companies: the Huddersfield & Manchester Railway; the Leeds, Dewsbury & Manchester Railway; and the Lancashire & Yorkshire Railway.

Paddock Bridge is included in the section originally built by the Huddersfield & Manchester Railway, authorised in 1845. It was planned to follow the route of the Huddersfield Narrow Canal for much of its length. The engineers appointed to survey and design the line were Joseph Locke and Alfred Stanistreet Jee, who had already been working together on a major project to link Manchester and Sheffield. It appears to have been Jee who took the main responsibility for the new line to Huddersfield, assisted by resident engineers including his brother Moreland Jee (until 1848) and Herbert F. Mackworth.

The masonry overbridges along this section of the line generally have a segmental arch, as does Paddock Bridge. The basic design is of coursed rusticated walling, rusticated stepped voussoirs to the arch, flanked by buttress piers and wing walls. The West of Leeds Statement of History and Significance (Alan Baxter, 2017), stated that they are handsomely constructed and of good quality stone, but are generally typical and conventional structures of the era.

The line was opened in July 1849. The Leeds Intelligencer's reporter was a passenger on the opening day, and particularly noted the cutting at Paddock and the flying arch bridge over it (Leeds Intelligencer, 1849).

He wrote: "*Immediately beyond Paddock church, we enter into a most stupendous cutting, chiefly through solid rock, 32 chains long, and 44 feet at the deepest part, a fly bridge of 60 feet oblique span crosses over the cutting on the turnpike road from Paddock to Royds Hall, and leaving this place we emerge on to the Paddock embankment, running immediately beyond Milne Bridge House, the seat of Joseph Armitage, Esq. On this part of the line, a prospect perhaps only to be equalled in the hilly districts of Yorkshire, at once meets the view. On the left the river Colne is seen winding its way down the centre of the valley, and also the canal (which this railway is now partly superseding, although amalgamated with the same interest), meets the view for the first time.*"

The most conspicuous subsequent change on this line was the widening from two to four tracks (known as quadrupling). A notice of an application to Parliament was made by the London and North Western Railway Company in 1877 for an Act to empower them to make a large number of improvements, including the widening of the Huddersfield-Manchester Railway (Leicester Journal, 1877). The structures along the line were widened in 1881-9 in a variety of ways. Although the line has subsequently been reduced to two tracks, including at this site, the changes are still evident through the materials and construction techniques used to increase the capacity of the route.

At Paddock Bridge, the widening was achieved by cutting back the embankments to form a cutting of vertically-hewn natural rock, which form the abutments. As the site could still only accommodate three lines under the bridge, an additional tunnel was constructed alongside the bridge to take the fourth line. This short tunnel, south of the bridge, is not listed, though it was assessed by Baxter as having local interest due to its group value with the adjacent bridge.

A tramway to Dod Lea, passing over Paddock Bridge, was constructed in the late 19th century, following the passing of the Huddersfield Tramways Bill, 1878. (Huddersfield Chronicle, 1878).

In the 1930s, plans were made to widen the bridge. However, the tramways were already declining in popularity, and were finally closed in 1940 (Huddersfield Exposed, no date). The bridge was not altered.

3.2.2 Map Regression

In this map of 1828 (Figure 2, below), prior to the arrival of the railway, Paddock is marked as a cluster of dwellings on the hillside, with Paddock Foot marked close to the river and canal. A road connects to the clusters. The landscape is largely rural.

Figure 2: 1828 map by Teesdale & Bingley. Copyright National Library of Scotland under Creative Commons licence.

The first Ordnance Survey map (Figure 3, below) featuring the railway shows the village of Paddock as separated from the town of Huddersfield. Fields are to the north and south of the bridge, although All Saints Church is marked as a cross immediately east of the bridge.

Figure 3: Ordnance Survey map surveyed 1838 to 1839, printed 1863. Copyright National Library of Scotland under Creative Commons licence.

A larger scale map (Figure 4, below) of a similar period shows the typical features of the village, including a pub, the Old Oak Tree; All Saints Church and a Friends Meeting House; some substantial named dwellings; and several sandstone quarries. The bridge is shown crossing the railway. It is here named Paddock Bridge, and the road it carries is called Paddock Road.

Figure 4: A larger scale Ordnance Survey map surveyed 1848 to 1850, published 1854. Copyright National Library of Scotland under Creative Commons licence.

Fifty years later, Paddock has grown considerably (Figure 5, below). The road layout east of the bridge has been altered. Many new rows of terraces have been built both east and west of the bridge. A substantial new chapel is immediately south of the bridge, with a Sunday

School next to it, and further chapels have been built both east and north of the bridge. This road is now called Church Street.

A tramway is shown as running down Church Street, over the listed bridge, which is here still named Paddock Bridge although the road name has changed. The lines have been quadrupled. An additional line runs under the bridge, whilst the fourth line is accommodated in a tunnel to the immediate south of the bridge (Structure Number MVL3/83). A new, wider bridge carrying Branch Street has replaced the bridge immediately east of the listed structure.

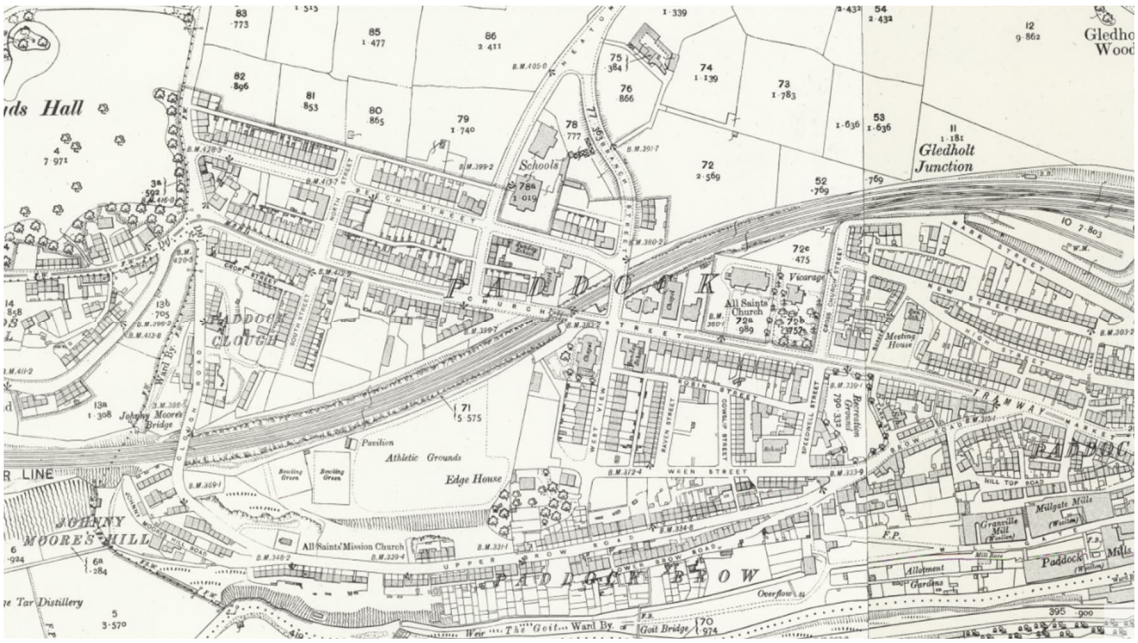

Figure 5: Ordnance Survey map revised 1904 to 1905. Copyright National Library of Scotland under Creative Commons licence.

By 1959, Paddock has again expanded with further rows of housing, predominantly pairs of semi-detached dwellings (Figure 6, above). The tramway is no longer shown. Otherwise, the bridge is unaltered, as are the buildings immediately surrounding it.

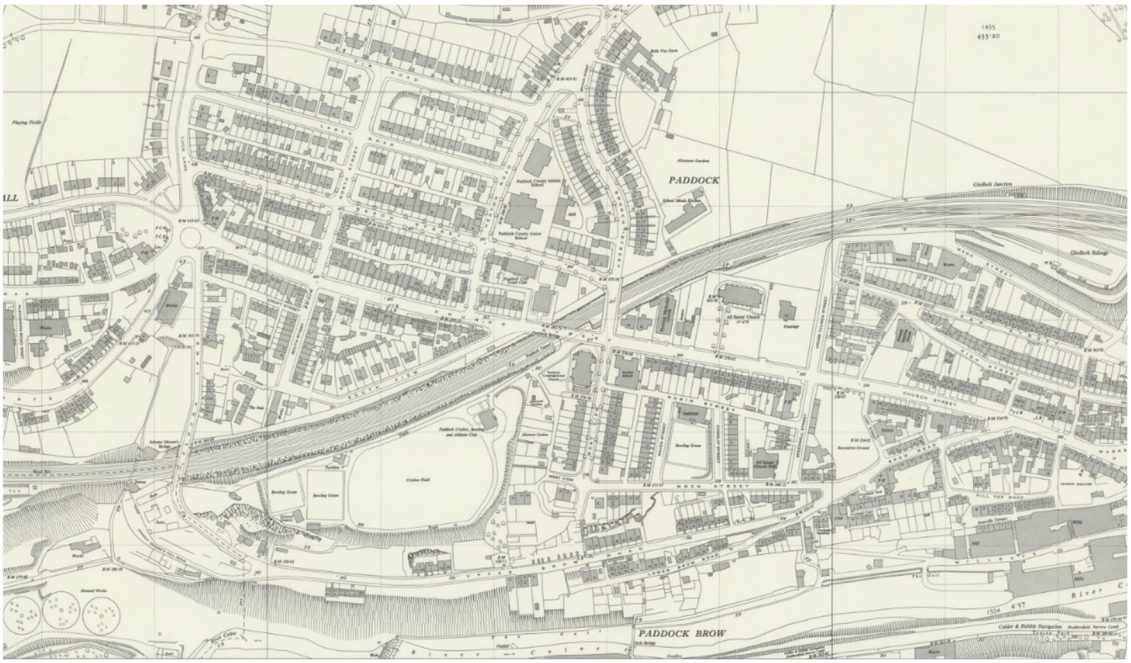

Figure 6: Ordnance Survey map revised 1959 to 1960. Copyright National Library of Scotland under Creative Commons licence.

Today, Paddock shows continued residential expansion north of the railway line (Figure 7, below). East of the bridge, the sidings have been removed and replaced with modern light industrial sheds.

Figure 7: Paddock, 2025. Map Data © 2026 Google, Airbus.

3.2.3 Railway Overbridge MVL3/82 Church Street Description

Paddock Bridge is unusual in being constructed as a single skew span flying arch. It was constructed for two tracks but adapted for three by the London & North Western Railway. Although the third and fourth lines were discontinued, the space they accommodated is still apparent, as the remaining lines are offset beneath the bridge, as can be seen in Figure 7, below.

Figure 8: East elevation of Paddock Bridge with later tunnel to left.

The natural rock abutments have been built up with masonry to the springing points. The arch is of stepped, rusticated, v-jointed ashlar voussoirs springing from a squared ashlar impost band. The uppermost voussoirs are blunted by a squared ashlar string course, capped by a squared and coursed masonry parapet and slightly curved ashlar coping stones.

Figure 9: West elevation of Paddock Bridge with later tunnel to right

The listing description states that it was constructed of sandstone, with Alan Baxter (2017) stating that the sandstone is gritstone in type.

No trace of the tramway remains. The deck now consists of tarmac, with narrow pavements on either side.

The parapet was topped with handrails in the 20th century. These have been partially replaced at various times, with various fixings to the bridge. The bridge is generally in good condition, although in parts the handrails are rusted and discoloured (Figures 10 to 12 below).

Figure 10: Detail of more recent replacement handrail at south end of east parapet.

Figure 11: Deck looking south, west parapet and handrail with bottom rail.

Figure 12: East parapet without bottom rail fixed directly into the coping stone joints.

According to the listing description, the bridge has historic interest as being built just a few years after the first flying arch railway bridge at Mile Lane, Coventry, erected about 1838. It also has historic interest as being a design by the notable railway engineer Alfred Stanistreet Jee, and as being constructed during the heroic age of railway development.

It has architectural interest as an early, and uncommon skewed flying arch with detailing that lifts it above the purely functional, and for the high degree of survival of the original fabric.

Alan Baxter (2017) assessed it as also having evidential interest with the adjacent tunnel as an example of how engineering challenges of railway widening were achieved in the late 19th century. Appreciation of this architectural and engineering interest is best experienced in views from the sides of the bridge to its south west and north east.

In addition, it has group value with the other listed structures designed by Jee on the Huddersfield & Manchester Railway line.

The handrails, as later additions, do not contribute to the significance of the structure.

4. DETAILED PROPOSALS

4.1 Description of Proposals

The proposals are driven by requirements to comply with British and NR Standards that result from the installation of OLE below the bridge.

An assessment of the existing bridge structure has been undertaken to British Standards and Network Rail standards concerning protective provisions relating to electrical safety for fixed installations. The top of the existing stone parapets is considered to be a standing surface. Therefore the electrical assessment for the existing structure must be taken for protection by clearance from this point. The existing structure does not pass this assessment. A security assessment has also been undertaken based on historic delay minute data from trespass which shows significant costs from security incidents at the bridge which requires mitigation.

Increasing the height of the parapet through masonry build-up, and with Steeple Copes was considered, but this was dismissed as an option due to two issues; the increased loading of each parapet with approximately 8 tonnes of additional weight, and the challenges of tying into the construction of the existing parapet.

The existing handrails, which are not original to the bridge, are to be removed. These handrails are attached to the centre of the top of the coping stones, and thus create a climbable, standing surface on the top of the parapet. This is not compliant with safety regulations associated with the new overhead electrification works.

The proposed design solution for the implementation of safety measures related to the proposed OLE consists of a post and screen system which will be flush with the inner (road-side) face of the parapet. This will reduce opportunities for climbing onto the parapet. The screens are proposed to be black charcoal painted steel in a simple perforated design, and will be treated with anti-graffiti paint, with the perforation also minimising the appeal for use as a surface for graffiti.

These proposals have been developed through pre-application consultation meetings with Kirklees Council's Conservation Officer, Engineers at Tony Gee Partnership (TGP), Heritage Specialists at AECOM, and with the client Network Rail. The design solution was agreed in principle at a meeting on 21st January 2026 between the above named.

At these meetings, decorative historic or mural patterns to the perforated screen were considered, but were discounted as they would detract from the architectural interest and

appearance of the listed bridge in its flying arch. A more simple, utilitarian approach was therefore decided upon.

In accordance with British Standards and Network Rail standards concerning protective provisions relating to electrical safety for fixed installations, electrical safety signs are to be installed on the inside face of each parapet near the ends of the new mesh screen. The location of these signs are shown on the proposal drawings.

5. IMPACT OF PROPOSALS

5.1 Impacts to Heritage Assets

There will be a minimal change to the historic fabric of the bridge. The removal of the 20th century multi-phase parapet railings will be an enhancement to the structure. The installation of the new posts to support the fixing of the screen, and new safety signage, will result in a small physical impact to the masonry of the parapet.

The new posts to support the fixing of the mesh screen will appear similar to those currently in place, however these new posts will be uniform in appearance and design. The design of the screen is simple and utilitarian, being distinct from the historic fabric, it has been chosen in order not to detract from the architectural special interest of the bridge and its masonry character.

From the bridge itself, the screen will be visually permeable and allow views down the track to the west, and across to Branch Street bridge to the east. When crossing the bridge, the visibility of the copers will be obscured at oblique angles, and the experience of crossing the bridge will be altered as the parapet will be raised. This change in visibility and appearance of the parapet will have a small impact on the experience of the architecture of the bridge from the bridge deck. However, the mesh screen and fixings will have no impact on the appreciation of the flying arch and its special architectural, engineering, and historic interest, as the flying arch can only be viewed from the side in views from the east and west, and not from the parapet.

This bridge, as part of a fairly busy suburban road, is not part of any established viewpoint or vista. It is not easy to see from lanes alongside the railway due to the height of fences on West View Rise and South View. It can best be appreciated from the Branch Street bridge, but again, this is not a place where passers-by linger. From the Branch Street bridge, the new screens will appear as a marginal change from the existing handrails, and will not detract from the flying arch below.

The physical impact of the new fixings into the masonry, and the change in appearance and experience of the bridge from the bridge deck, which makes a lesser contribution to the special interest of the bridge, the proposals will amount to a very low level of less than substantial harm to the significance of the listed bridge in NPPF terms. The proposals are compliant with Local Plan Policy LP35 which state that “in some cases, where there is less significance, modern innovative design should not be disregarded.”

5.2 Public Benefits

In terms of the bridge itself, the works create an opportunity to remove the patchwork of existing handrails which are visually distracting, and replace them with a simple, unified design. In addition, some of the existing handrails are now rusting and jacking, which is likely to cause splitting and damage to the parapet copers in the long term.

The wider public benefits which flow from the electrification of the line are considerable, and have been outlined in the covering letter, submitted with this application.

The proposed works enable the structure to remain in its optimal viable use consistent with its conservation as a railway overbridge bridge. This is in the public benefit as it will allow the continued appreciation of the architectural and historic special interest of the heritage asset by the public. The proposed works are therefore compliant with PPG paragraph 020, NPPF paragraph 215, and Local Plan Policy LP35. The Approval of this application would be consistent with decisions taken in respect of other listed structures on the W3/4 sections of TRU in Kirklees Council’s jurisdiction, namely at Huddersfield, Dewsbury, and Union Mill (Batley) viaducts.

6. CONCLUSIONS

The TRU project will bring benefits to the transport network in the form of faster and more energy efficient trains and will contribute to the UK Government’s climate change targets. To facilitate this, works are required to the historic railway network, including physical works to a number of designated structures. Works to Paddock Bridge, (listed at Grade II as Railway Overbridge MVL3/82 Church Street NHLE 1452083) fall within these required works and are essential in achieving the proposed electrification of the route and the wider benefits of the TRU project. Without works to the listed structure, the TRU Programme cannot be delivered and the benefits of the TRU Programme will not be realised.

The Trans-Pennine route has evolved from an historic network of railways. It represents a significant heritage asset in its own right. Its significance is increased by the involvement of

pioneering railway engineers including Alfred Jee, responsible for designing many of the structures along this section of the route.

However, the route was designed to accommodate the technology of the time and is unable to accommodate the required upgrades. The TRU project upgrades are required to improve journey times and capacity between key destinations, to improve overall reliability and resilience, and deliver environmental benefits from both a modal shift to rail and the part electrification of the Trans-Pennine route.

Where harm will be caused to designated assets, a process of optioneering has been undertaken. Here, the level of harm caused by the impact of the replacement handrails, to the significance of the listed bridge, is a very low level of less than substantial harm in NPPF terms.

The very low level of less than substantial harm that would be caused to the significance of the listed bridge by these proposals should be weighed against the public benefits delivered by the TRU project. NPPF paragraph 215 should therefore be considered in weighing this public benefit.

In accordance with NPPF paragraph 213 justification for this less than substantial harm has also been set out within this heritage statement, with the alterations being necessary to achieve electrification of the line, and the ongoing use of the listed structure as a railway overbridge.

The heritage benefits of retaining the optimal viable use for the structure as a railway overbridge, as described in PPG paragraph 020 Reference ID: 18a-020-20190723 and by NPPF paragraph 215 have also been set out in this heritage statement.

The Kirklees Development Plan consists of the Kirklees Local Plan (Adopted 2019) and, in applicable areas, the Holme Valley Neighbourhood Development Plan. The Holme Valley Neighbourhood Development Plan is not applicable to this site. The tests set out in Policy LP35 of the Kirklees Local Plan regarding the historic environment are also considered to have been met. The proposals also align with Policy LP19 of the Kirklees Local Plan.

7. REFERENCES

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APPENDICES

APPENDIX A - LISTING DESCRIPTION TEXT

Railway overbridge MVL3/82, Church Street

Official list entry

Heritage Category: **Listed Building**

Grade: **II**

List Entry Number: **1452083**

Date first listed: **23-Mar-2018**

List Entry Name: **Railway overbridge MVL3/82, Church Street**

Location Description: Church Street, Huddersfield

This List entry helps identify the building designated at this address for its special architectural or historic interest.

Unless the List entry states otherwise, it includes both the structure itself and any object or structure fixed to it (whether inside or outside) as well as any object or structure within the curtilage of the building.

For these purposes, to be included within the curtilage of the building, the object or structure must have formed part of the land since before 1st July 1948.

Understanding list entries

(https://historicengland.org.uk/listing/the-list/understanding-list-entries/)

Corrections and minor amendments

(https://historicengland.org.uk/listing/the-list/minor-amendments/)

Location

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

District: Kirklees (Metropolitan Authority)

Parish: Non Civil Parish

National Grid Reference: SE1275416289

Summary

Road bridge over the Huddersfield & Manchester Railway line, built in 1845-1849 under the engineer Alfred Stanistreet Jee.

Reasons for Designation

Church Street Bridge, constructed between 1845 and 1849 by Alfred Stanistreet Jee for the Huddersfield & Manchester Railway, is listed at Grade II for the following principal reasons:

Historic interest:

* as an overbridge constructed in 1845-49 during the heroic age of railway development, on what is now one of the main railway lines in northern England;
* as a bridge with a skewed flying arch that was built just a few years after the first flying arch railway bridge at Mile Lane, Coventry (erected about 1838, Grade II listed);
* as a design by the notable railway engineer Alfred Stanistreet Jee.

Architectural interest:

* as a railway bridge with an uncommon skewed flying arch which is well detailed with rusticated voussoirs, ashlar dressings, impost bands, and a parapet with a tooled ashlar coping terminating in projecting piers, lifting its design above the purely functional;
* for the high degree of survival of the original fabric.

Group value:

* with the other listed structures designed by Jee on the Huddersfield & Manchester Railway line.

History

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

The Huddersfield & Manchester Railway was authorised in 1845 and followed the route of the Huddersfield Narrow Canal for much of its length, including a railway tunnel through the Pennine hills set alongside the earlier Standedge Canal Company tunnel of 1811; in 1846 the railway company also acquired the canal. Joseph Locke and Alfred Stanistreet Jee were appointed to survey and design the new line, the two engineers having already worked together on a major project linking Manchester and Sheffield. Jee became the lead engineer for the Huddersfield line, which passed through challenging terrain, assisted by

resident engineers that included his brother Moreland Jee (until 1848) and Herbert F Mackworth. Construction of the line was divided into various contracts, with many contractors being only responsible for a single cutting, viaduct or tunnel portal. The largest contract for the Standedge Tunnel between Diggle and Marsden was let to a single contractor, Thomas Nicholson in 1847. The tunnel's completion in 1849 marked the opening of the line.

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

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

In 1847 the Huddersfield & Manchester Railway and the Leeds, Dewsbury & Manchester Railway were acquired by the London & North Western Railway (LNWR) so that the company could access the city of Leeds and the textile towns of West Yorkshire. This pitted them as rivals to the Lancashire & Yorkshire Railway, although at points on the route the two companies had to work together. By 1851 the London & North Western Railway had an overall mileage of railway track of 800 miles and it became the most prominent railway company in the country and the largest joint-stock concern in the world in the late C19. Although the LNWR had a general manager, Captain Mark Huish, the lines of the Stalybridge to Leeds route still managed their own affairs. LNWR later carried out expansion works, including the widening of tracks and bridges, the construction of additional tunnels, and station alterations. In 1923 the line became part of the London Midland & Scottish Railway, and subsequently part of the nationalised British Railways in 1948. The line, its structures and track are currently (2018) owned by Network Rail, and the passenger services operated by TransPennine Express and Northern Rail.

Church Street Bridge (MVL 3/82) was designed by A S Jee and built during the construction of the Huddersfield & Manchester Railway between 1845 and 1849 (it is depicted on the town plan of 1851 (1:1,056)).

It is a skewed flying arch overbridge; the arch springing directly from the rock of the cutting and crossing the railway at an angle or skew. The first flying arch bridge across a railway is thought to have been built in about 1838 at Mile Lane, Coventry, under Robert Stephenson (Grade II-listed, List Entry No.1431090). Church Street Bridge was formerly known as Paddock Bridge and was constructed to carry Paddock Road over the railway line; the road has since been re-named Church Street. Two sets of tracks run beneath the bridge. The embankment on the south side of the railway was excavated to accommodate an extra track for the London & North Western Railway when the line was widened from 1881 onwards. This involved cutting into the bedrock and inserting a very short tunnel next to the bridge on this side of the railway.

Details

Road bridge over the Huddersfield & Manchester Railway line, built between 1845 and 1849 under the engineer Alfred Stanistreet Jee.

MATERIALS: coursed and squared quarry-faced gritstone with ashlar dressings.

DESCRIPTION: Church Street Bridge is situated near the junction of Church Street with Branch Street in the Paddock area of Huddersfield. It carries Church Street (formerly Paddock Road) over a cutting for the Huddersfield & Manchester Railway line and is a skewed flying arch; the arch springing directly from the rock of the cutting and crossing the railway at an angle or skew. The bridge is similarly detailed on both sides and is constructed of coursed local gritstone with a segmental arched span incorporating rusticated voussoirs that springs from an ashlar impost band. Above the arch is a projecting carriageway band and a parapet of coursed quarry-faced stone with rounded and tooled ashlar coping stones. The parapet terminates in projecting piers at each end. There are steel handrails running along the top of the coping.

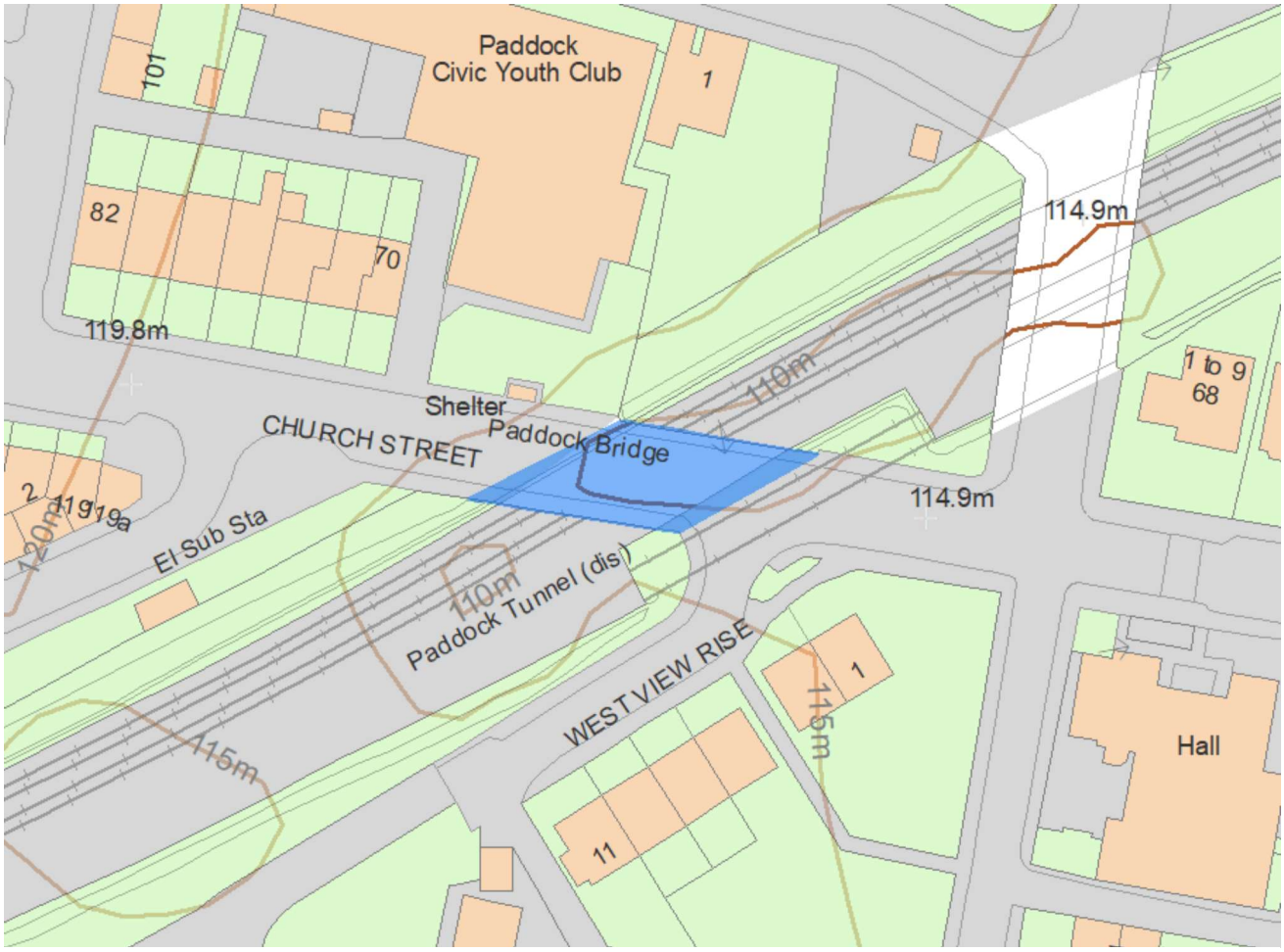
Sources

Other

TransPennine Route Statement of History and Significance: West of Leeds V3.1. Prepared for Network Rail, March 2017. Alan Baxter Ltd.

Legal

This building is listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest.

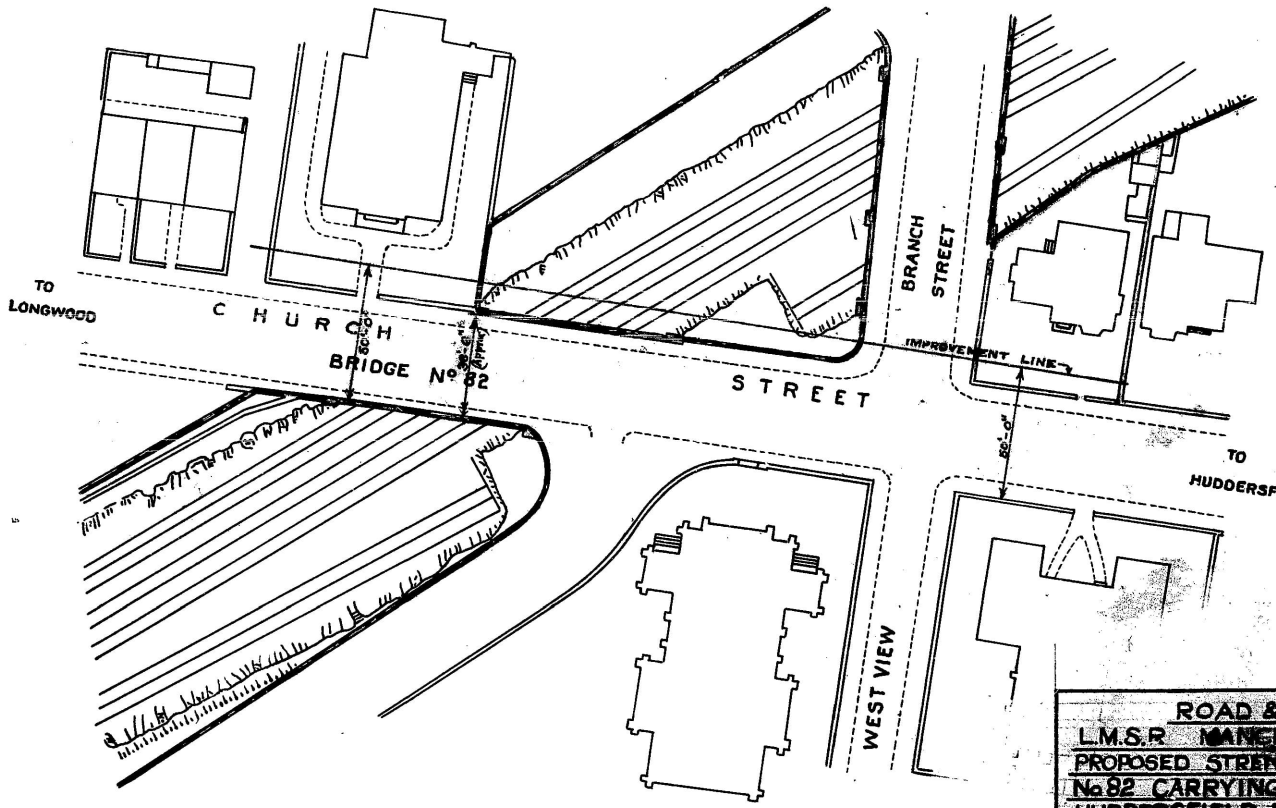


Map

This map is for quick reference purposes only and may not be to scale. This copy shows the entry on 14-May-2026 at 11:30:36.

End of official list entry

APPENDIX B - ARCHIVE DRAWINGS OF THE BRIDGE FROM A PROPOSED WIDENING IN THE 1930S



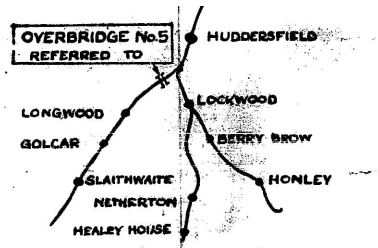
SITE PLAN

L.M.S. Ry Co's Freehold Boundary Edged Green

L.M.S. Ry Co's Leasehold Boundary Edged Blue

O.716
D.B.G
9.2.38

OVERBRIDGE No.5.



POSITIONAL DIAGRAM

ROAD & RAIL TRAFFIC ACT 1933
L.M.S.R MANCHESTER TO HUDDERSFIELD LINE
PROPOSED STRENGTHENING & WIDENING OF BRIDGE No.82 CARRYING CHURCH STREET PADDOCK NEAR HUDDERSFIELD FOR THE COUNTY BOROUGH OF HUDDERSFIELD

DRAWN	D.B.G	JOB DRAWING NO.
TRACED		
COLOURED		SCALE 1 inch to 41·66 feet
CHECKED		

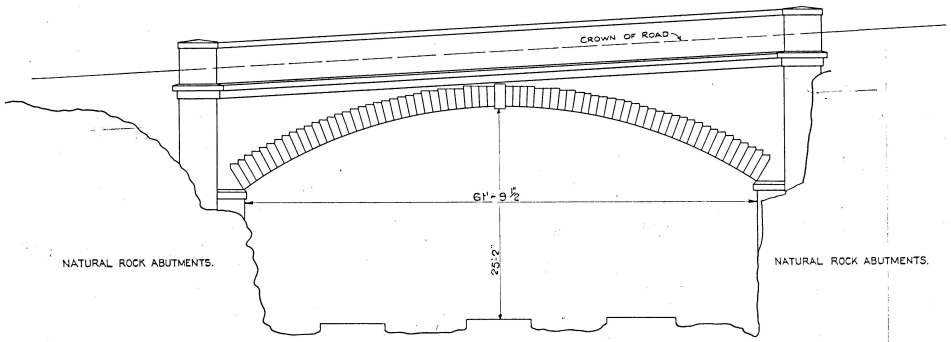
L.M.S. CHIEF ENGINEER'S OFFICE
STEELWORK SECTION
ST PANCRAS (L.M.S) CHAMBERS
EUSTON ROAD. N.W.1

(196)

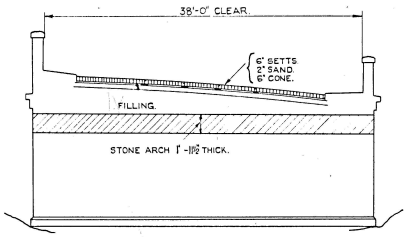
PHT 11"x17"

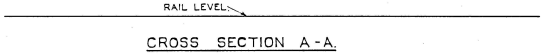
L.M.& S.R. HUDDERSFIELD & MANCHESTER LINE. BRIDGES Nos 82 ~~& 83~~ 802/82 ~~& 802/83~~

BWR/219/82
MV L3/82

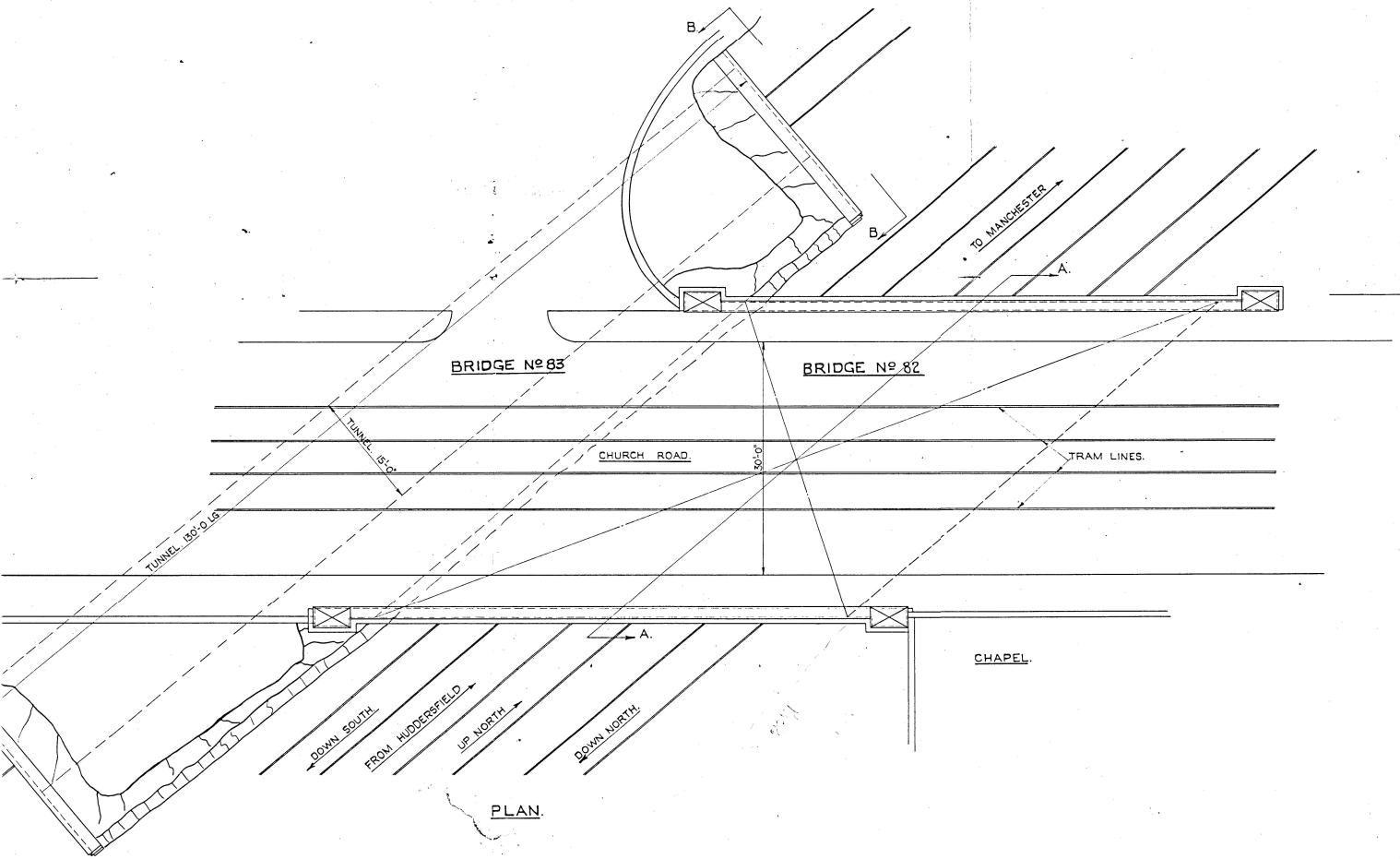


ELEVATION. BRIDGE Nº 82 (HUDDERSFIELD FACE).



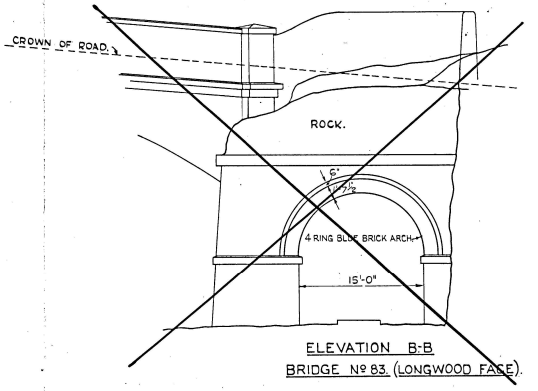


CROSS SECTION A-A.



PLAN.

NOTES:-
UNCLASSIFIED ROAD.
CATEGORY 'Y' BRIDGE.
NO NOTICE PLATES.
CONTRACT DRAWINGS AVAILABLE - Nos 2689, 2690. AT LONDON.



ELEVATION B-B
BRIDGE Nº 83. (LONGWOOD FACE).

DRAWN BY :- J.C.

APPENDIX C – EXTRACT FROM; TRANSPENNINE ROUTE STATEMENT OF HISTORY AND SIGNIFICANCE: WEST OF LEEDS (JANUARY 2017 DRAFT), ALAN BAXTER AND ASSOCIATES

.

Structure Number: MVL3/82

Church Street Bridge

ELR:	MVL3
Miles:	24
Chains:	48
Easting:	412800
Northing:	416300
LPA:	Kirklees Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Arch - flying skew
Primary Material:	Shale Grit/Kinderscout Grit/ Millstone Grit, brick
Secondary Material(s):	N/A
Construction date:	Huddersfield & Manchester Railway (1845-9)
Major alteration phase(s):	London & North Western Railway c.1881-87

Description of structure:

Church Street Bridge is a single skew span flying arch overbridge constructed by the Huddersfield & Manchester Railway in the 1840s and adapted by the London & North Western Railway for three tracks when it quadrupled the line west of Huddersfield from 1881. This adaption was by means of cutting back the embankments to form a cutting of vertically-hewn natural rock. The abutments consist of the natural rock of the railway cutting, which have then been built up with masonry to the springing points. The arch is of stepped, rusticated, v-jointed sandstone ashlar voussoirs springing from a squared ashlar impost band. The uppermost voussoirs are blunted by a squared ashlar string course, capped by a squared and coursed masonry parapet and ashlar coping.

Assessment of Significance:

This is an impressive and handsome masonry structure, of the less common flying arch form, that is little altered from is construction during the Herioc Age of raiilway development in the 1840s, and therefore potentially of special interest.

Significance Rating:

Potentially of special interest

Sources:

NR examination report; historic OS maps

TRANSPENNINE ROUTE UPGRADE

NetworkRail

www.networkrail.co.uk