

Bristol | BS1 6HA

**Web:** <https://nationalhighways.co.uk/our-work/historical-railways-estate/>

Mobile: [REDACTED]

A tour of the Historical Railways Estate (HRE):  
<https://www.youtube.com/watch?v=Y-9I21JAgng>

Our latest renovation work at Westfield viaduct:  
<https://www.youtube.com/watch?v=Yjmb8ZVcgg4>  
Full story on our [website](#)

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**From:** [REDACTED] [@nationalhighways.co.uk](#)>  
**Sent:** Tuesday, July 4, 2023 6:37 AM  
**To:** [REDACTED]>  
**Cc:** HRE Enquiries [REDACTED]  
[REDACTED] [@nationalhighways.co.uk](#); [REDACTED]  
[REDACTED] [@nationalhighways.co.uk](#)>  
**Subject:** RE: Update on work to removal of the infill beneath Great Musgrave railway bridge.

Good morning Mr [REDACTED],

Thank you for your enquiry.

We are aware of the importance of the road to local residents & businesses. When we looked at options to strengthen the bridge after re-pointing failed and stones in the arch started to move, minimising disruption to road users was a key consideration. We were able to keep the road open through the infilling works, where other options for strengthening would have required the road to be closed. We consulted with the planners a year before we infilled the bridge, and at that time they wrote telling us that we did not require planning permission and only asked us to submit a planning application after works had been completed.

The infill material is mainly stone with only a small volume of foamed concrete at the top where it was not possible to compact the stone. Foamed concrete is lightweight, filled with tiny air pockets & much softer than concrete and the stone in the arch. When this material is removed we will still have a weak bridge & will have to undertake strengthening works. I apologise that the road will need to be closed during our works, we will work closely with the contractor to try to minimise the disruption.

We have specified our standard mortar mix of cement: lime: sand (1: ½:4).

We will be keeping our website page up to date but if you do have any further concerns please do let me know.

Regards,

[REDACTED] Senior Civil Engineer  
Historical Railways Estate (on behalf of Department for Transport)  
National Highways | 37 Tanner Row | York | Y01 6WP  
**General Office:** [REDACTED]  
**Mobile:** [REDACTED]

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**I am a Physical First Aider**

Contact me [or the team](#) if you need help

**Please note - I do not work on Mondays**

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**From:** [REDACTED]

**Sent:** Monday, July 3, 2023 8:42 PM

**To:** [REDACTED] [@nationalhighways.co.uk](#)

**Cc:** HRE Enquiries [REDACTED]

[@nationalhighways.co.uk](#); [REDACTED]

[@nationalhighways.co.uk](#)

**Subject:** Re: Update on work to removal of the infill beneath Great Musgrave railway bridge.

Thank you for the email, I must say we are appalled at the road closure, this is a very important piece of road which will impact on many businesses and the general public. There are many farmers who have land on both sides of the bridge, they will have to take a long diversion, we are entering the harvest season where this road is used to transport hay and straw to many farms, they are unable to come in via Warcop due to the low bridges, so the farms in Warcop and Sandford have to use this road to bring the animal feed and bedding in via this road. How are farmers going to move animals, this is done via walking on the road back to the farms or to other fields? Do you not realise this sort of things happen in the countryside?

We have a local gardener who sells his produce at his house, these sales will finish. The school bus uses this road to transport children to school. All of the village and other locals will be seriously affected, all