

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order
Springbank Lane Footbridge (MVL3/8) – Heritage Statement
October 2025

TRANSPORT AND WORKS ACT 1992

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

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

DOCUMENT: Springbank Lane Footbridge (MVL3/8) – Heritage Statement

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1. INTRODUCTION

1.1 Transpennine Route Upgrade

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

1.1.2 The TRU will aim to deliver:

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

1.1.3 The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order extends from Stalybridge Tunnel, in the west, through to the eastern 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 in Route Section W2B involves a variety of works including the electrification of the railway (installation of overhead line equipment (OLE) and associated infrastructure), reconstruction and modification of existing bridges to facilitate electrification of the railway, construction of a new station at Mossley, closure of Stockport Road Level Crossing and Moorgate Halt Level Crossing, railway works at Greenfield Station to support the upgrade and electrification of the railway track reconfiguration works and track lowering works through Stalybridge and Scout Tunnels.

- 1.1.5 Under the Planning (Listed Buildings and Conservation Areas) Act 1990, consent is required from the local planning authority for any proposed works that would affect the character of a Listed Building. The Transport and Works Act 1992 introduced section 12(3A) into the Planning (Listed Buildings and Conservation Areas) Act 1990, the effect of which is to "call-in" for determination by the Secretary of State applications to the local planning authority for listed building consent where such consent is required in consequence of proposals included in an application for a Transport and Works Act Order (TWAo). The procedures in the Transport and Works Applications (Listed Buildings, Conservation Areas and Ancient Monuments Procedure) Regulations 1992 then apply to the call in of such listed building consent applications.
- 1.1.6 This Heritage Statement has been compiled in support of an application for listed building consent by Network Rail in respect of the proposed works on the grade II listed Springbank Lane Footbridge (MVL3/8) (NHLE 1452382). This bridge is located in the village of Heyrod (NGR SD 97332 00110), approximately 3.6 km east of Ashton-Under-Lyne. A location plan is provided in Appendix A.
- 1.1.7 The Historic England list description (included in full in Appendix B) names the listed building as "Railway Overbridge MVL3/8, Springbank Lane Footbridge". Throughout this Heritage Statement the structure is referred to as "Springbank Lane Footbridge (MVL3/8)" in accordance with Network Rail's naming of the structure.
- 1.1.8 The preparation of this assessment has been informed by the Statement of History and Significance: West of Leeds (Alan Baxter Associates, 2024) and the Route-wide Statement of Significance (Alan Baxter Associates, 2019).

1.2 Scope

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

1.2.2 This Heritage Statement will seek to:

- Identify and discuss the heritage significance of the listed structure, including the contribution of setting;
- Present the design requirements of the Order Scheme at the structure;
- Present the process of development and optioneering which has led to the design proposal for the Order Scheme in relation to the structure;
- Identify the impacts of the design proposal on the significance of the structure, in the context of current national and local planning policy and guidance;
- Discuss any mitigation recommended in relation to the structure; and
- Consider the public benefits to be gained from the Order Scheme weighed against the impact on the significance of the structure, in line with the National Planning Policy Framework, 2024 (MHCLG, 2024) and the Tameside Unitary Development Plan Written Statement, 2004 (Tameside Metropolitan Borough Council, 2004).

1.3 Current Conditions

1.3.1 Springbank Lane Footbridge (MVL3/8) (Insert 1-1) was originally built in the mid to late 1840s by A. S. Jee for the Huddersfield & Manchester Railway, and was reconstructed in the later 19th century. The footbridge is situated on the eastern peripheries of the small settlement of Heyrod, which is located c. 3.6 km east of Ashton-under-Lyne, and consists of narrow flat span that crosses over the two-track railway line of the Transpennine route.

1.3.2 The structure was subject to a visual examination as part of Network Rail's maintenance regime in 2020, which notes that 'significant defects were present on this structure' (Network Rail, 2020). These defects include:

- Open joints and loose masonry (Insert 1-2);
- Vegetation rooted in fractures to the jack arch and abutments; and
- Bulging stonework.

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Insert 1-1 Springbank Lane Footbridge (MVL3/8) south elevation in the foreground



Insert 1-2 Springbank Lane Footbridge (MVL3/8), open joints and fractures to approach walls

1.4 Summary of proposal

- 1.4.1 In order to achieve the TRU programme objectives, electrification of the route is required. This would require the alteration of a number of existing bridges, including Springbank Lane Footbridge (MVL3/8) to accommodate Overhead Line Equipment (OLE). Following optioneering, it has been determined to be necessary to undertake a minor track lower, like for like repairs to the structure and retain and raise the parapet of Springbank Lane Footbridge (MVL3/8) (option 1). These works would therefore enable implementation of the Order Scheme.

2. LEGISLATION AND POLICY CONTEXT

2.1 Legislation

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

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

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

a) any object or structure fixed to the building;

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

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

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

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

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

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

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

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

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

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

2.2 National Policy

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

2.2.2 Section 2 of the NPPF outlines the principles of achieving sustainable development including, in Paragraph 8, an environmental objective 'to protect and enhance our natural, built and historic environment'. Paragraph 9 sets out that these objectives should be delivered through the preparation and implementation of plans and the application of the policies within the NPPF. Section 16

of the NPPF deals specifically with the historic environment. Where changes are proposed, the NPPF sets out a clear framework to ensure that heritage assets are conserved, and where appropriate enhanced, in a manner that is consistent with their significance.

- 2.2.3 This Heritage Statement aims to address relevant policy within the NPPF in relation to Section 16 ‘Conserving and enhancing the historic environment’ and includes guidance on plan making, managing Historic Environment Records; how to determine proposals affecting the historic environment; and how to consider potential impacts on significance.
- 2.2.4 The following paragraphs as set out in the NPPF include key provisions considered of particular importance to this application:
- Paragraph 207 – *‘In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets’ importance and no more than is sufficient to understand the potential impact of the proposal on their significance.’*
 - Paragraph 212 – *‘When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss, or less than substantial harm to its significance.’*
 - Paragraph 213 – *‘Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of:*
 - a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional;*
 - b) assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.’*
 - Paragraph 214 – *‘Where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:*

- a) *the nature of the heritage asset prevents all reasonable uses of the site; and*
 - b) *no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and*
 - c) *conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and*
 - d) *the harm or loss is outweighed by the benefit of bringing the site back into use.'*
- Paragraph 215 – *'Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including, where appropriate, securing its optimum viable use.'*
 - Paragraph 216 – *'The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgment will be required having regard to the scale of any harm or loss and the significance of the heritage asset.'*
 - Paragraph 219 - *'Local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites, and within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably.'*

Planning Practice Guidance: Historic Environment

- 2.2.5 The Planning Practice Guidance (PPG) (MHCLG, 2019) provides further advice and guidance that expands the policy outlined in the NPPF. It expands on terms such as 'significance' and its importance in decision making. The PPG clarifies that being able to properly assess the nature, extent and the importance of the significance of the heritage asset and the contribution of its setting, is very important to understanding the potential impact and acceptability of development proposals (paragraph 008 Reference ID: 18a-008-20190723).
- 2.2.6 The PPG states that in relation to setting, a thorough assessment of the impact on setting needs to take in to account, and be

proportionate to, the significance of the heritage asset under consideration and the degree to which proposed changes enhance or detract from that significance and the ability to appreciate it (paragraph 009 Reference ID: 18a-009-20190723).

- 2.2.7 The extent and importance of setting is often expressed by reference to visual considerations. Although views of or from an asset will play an important part, the way in which an asset is experienced in its setting is also influenced by other environmental factors such as noise, dust and vibration from other land uses in the vicinity, and by our understanding of the historic relationship between places.
- 2.2.8 Paragraph 013 of the PPG recognises that the contribution that setting makes to the significance of the heritage asset does not depend on there being public right or the ability to experience that setting. When assessing any application for development which may affect the setting of a heritage asset, local planning authorities may also need to consider the implications of cumulative change (Paragraph: 013 Reference ID: 18a-013-20190723 Revision date: 23 07 2019).
- 2.2.9 In relation to substantial harm, the PPG states that ‘it is the degree of harm to the asset’s significance rather than the scale of the development that is to be assessed’ (paragraph 017). Harm to heritage assets can be avoided or minimised if proposals are based on a clear understanding of the heritage asset and its setting (paragraph 008 Reference ID: 18a-008-20190723). The NPPF indicates that the degree of harm should be considered alongside any public benefits that can be delivered by development.

2.3 Local planning policy

Tameside Unitary Development Plan

- 2.3.1 The Tameside Unitary Development Plan (2004) is part of the statutory Local Plan policies for Tameside Metropolitan Borough which provides the set of planning policies which make up the current local plan.
- 2.3.2 The Tameside Unitary Development Plan sets out local planning policies that ‘provide a framework for development and conservation over the whole of the Tameside area, to set out the main considerations on which planning applications in the Borough are determined, and to guide land use decisions by the Council and other agencies.’
- 2.3.3 Policies within the framework which are relevant to this Heritage Statement are outlined below.

Policy C Conservation and Enhancement of the Built Environment.

Policy 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.

Policy 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

Policy 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.

Policy 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.

Places for Everyone (Greater Manchester Combined Authority 2024)

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

Policy JP-P2: Heritage

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

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

Setting out a clear vision that recognises and embeds the role of heritage in place-making;

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;

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;

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

Exploring opportunities to reduce greenhouse gas emissions that restoration of historic buildings offer.

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

and/or any updated heritage assessment submitted as part of the planning application process.

Historic England Guidance

- 2.3.5 Historic England has published a series of Good Practice Advice (GPA) notes and Advice Notes (AN) of which those of most relevance to this appraisal are GPA2 – Managing Significance in Decision-taking (Historic England, 2015), GPA3 – The Setting of Heritage Assets (Historic England, 2017), and AN12, Statements of Heritage Significance (Historic England, 2019).
- 2.3.6 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).
- 2.3.7 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.
- 2.3.8 AN12, Statements of Heritage Significance outlines a recommended approach to assessing the significance of heritage assets in line with the requirements of NPPF. It includes a suggested reporting structure for a ‘Statement of Heritage Significance’, as well as guidance on creating a statement that is proportionate to the asset’s significance and the potential degree of impact of a proposed development. The AN also offers an interpretation of the various forms of heritage interest that an asset can possess, based on the terms provided in the NPPF Glossary (Annex 2); namely archaeological, architectural, artistic, and historic.

3. ASSESSMENT METHODOLOGY

3.1 Research

- 3.1.1 In accordance with Historic England guidance and as determined by policy requirements, this assessment identifies the baseline heritage interest of Springbank Lane Footbridge (MVL3/8). The historical narrative informing the baseline has been derived from a review of various resources including maps and other cartographic and photographic sources. Statutory information in relation to the designated assets has been obtained from the National Heritage List for England maintained by Historic England and the Historic Environment Record maintained by Greater Manchester Archaeology Advisory Service.
- 3.1.2 Additional information concerning the assets, their condition, use and setting has been obtained from a survey undertaken by suitably qualified and experienced heritage specialists on 21 and 22 May 2024, including observation from surrounding vantage points and informed by appraisal and observation derived from close working with other disciplines within the project team.

3.2 Significance and setting

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

- Permanence.
- Consequential effects.

4. CONSULTATION

- 4.1.1 Historic England and Tameside Metropolitan Borough Council (TMBC) have been involved in ongoing stakeholder consultation with Network Rail through the development of Route Section W2B of the TRU.
- 4.1.2 Regular meetings with Historic England and TMBC have been held to discuss the significance of Springbank Lane Footbridge (MVL3/8) and the alignment of the railway as well as the design development of this structure. Initial meetings were held periodically throughout 2021 and resumed in 2024 to discuss the overall Route and design development for all listed structures along Route Section W2B.
- 4.1.3 The design development of the Order Scheme in relation to Springbank Lane Footbridge (MVL3/8) was discussed during meetings with the statutory stakeholders on the dates outlined in Table 4 1 below:

Table 4-1 Consultation for Springbank Lane Footbridge (MVL3/8)

Date	Stakeholder in attendance	Key agreements/items discussed
12 January 2021	<ul style="list-style-type: none"> • TMBC • Historic England 	<ul style="list-style-type: none"> • Presentation of options to stakeholders comprising: <ul style="list-style-type: none"> • Track lower and retention of Springbank Lane Footbridge (MVL3/8) and Springbank Lane Overbridge (MVL3/9); and • Reconstruction of Springbank Lane Footbridge (MVL3/8) and Springbank Lane Overbridge (MVL3/9). • Track lowering identified to be preferred option for Historic England.
2 February 2021	<ul style="list-style-type: none"> • TMBC • Historic England 	<ul style="list-style-type: none"> • Historic England highlighted their desire for retention of the structure and need for a strong and clear justification if replacement is proposed. Balance of this harm against public benefit of the proposals was also noted.
2 March 2021	<ul style="list-style-type: none"> • TMBC 	<ul style="list-style-type: none"> • Preferred option for Springbank Lane Footbridge (MVL3/8) identified to comprise retention of the structure with a track lower and parapet raise (option 1).
May 2021	<ul style="list-style-type: none"> • Historic England • Oldham Metropolitan 	<ul style="list-style-type: none"> • Overview of the structures along Route Section W2B which are of historic interest, including the grade II overbridges and underbridges which are noted for their inherent significance, particularly as essential railway structures. The

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Date	Stakeholder in attendance	Key agreements/items discussed
	<p>Borough Council (OMBC)</p> <ul style="list-style-type: none"> Kirklees Council 	<p>group value of the bridges was identified as a key contributor to significance.</p> <ul style="list-style-type: none"> Presentation of the purpose of Heritage Statements and their assessment of impact with the emerging GRIP 3 designs. Early-stage recommendations to minimise harm to significance against the requirements for justification of proposals and opportunities to pursue sensitive design and compensation. Reassurance was provided to the councils that they would be involved in the GRIP 3 design process which would be used within the detailed design development of GRIP 4 (Single Option Development). Clarification was also provided on the sustainable heritage initiatives. Historic England stated that they expect to get an understanding of significance at this stage and that they anticipate options to be shared for comment. Also stressed the importance of minimising harm.
22 June 2021	<ul style="list-style-type: none"> TMBC 	<ul style="list-style-type: none"> Review of track lowering and bridge reconstruction options with TMBC.
25 January 2022	<ul style="list-style-type: none"> TMBC 	<ul style="list-style-type: none"> Update provided to TMBC officers on design development for Springbank Lane Footbridge (MVL3/8). Parapet height requirements noted to be 1.8m above the bridge deck. Discussion of the balance of harm against the public benefit delivered by the TRU.
22 June 2022	<ul style="list-style-type: none"> TMBC 	<ul style="list-style-type: none"> Review of optioneering for Springbank Lane Footbridge (MVL3/8).
6 February 2024	<ul style="list-style-type: none"> Historic England 	<ul style="list-style-type: none"> Details of the challenges of the electrification of the Route in relation to listed overbridges were presented. Design measures under consideration for addressing these challenges noted to include: <ul style="list-style-type: none"> Reduced voltage clearances: Development of scheme-specific pantograph, reducing electrical clearances to a minimum. Site specific risk assessments of bridges due to reduced overhead wire heights. Electrical protection works: Risk-based approach to raising parapets. Where safe to do so, 1.5m height parapets may be employed, rather than standard 1.8m height. This approach has been embedded in designs for W2B.

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Date	Stakeholder in attendance	Key agreements/items discussed
		<ul style="list-style-type: none"> • Example images of recently installed steeple copers were shared, and the potential for colouring of the concrete copers was noted. • The design approach for electrification across / under existing railway bridges was noted to have agreed in principle by Network Rail and following consultation with the Local Authorities & Historic England at the preceding design stage.
5 March 2024	<ul style="list-style-type: none"> • Historic England 	<ul style="list-style-type: none"> • Network Rail presented the discussion around retention and reconstruction of the group of listed structures in which Springbank Lane Footbridge (MVL3/8) would be retained.
19 March 2024	<ul style="list-style-type: none"> • TMBC 	<ul style="list-style-type: none"> • Meeting to discuss the electrical protection works to the seven listed structures, including Springbank Lane Footbridge (MVL3/8). Principles of electrification works were presented and included the use of a risk-based approach to reduce the impact to the existing structures. • The proposed works Springbank Lane Footbridge identified that the current parapet height of 1.5m is sufficient for electrification and therefore works would include refurbishment of the footbridge, replacing the copers with triangular concrete copers to prevent loitering on the parapet as well as anti-trespass fences. • The council queried whether natural stone could be used instead of concrete for the copers to be more in keeping with the character of the structure.
9 April 2024	<ul style="list-style-type: none"> • Historic England 	<ul style="list-style-type: none"> • Presentation of revised proposals for Springbank Lane Footbridge (MVL3/8) comprising retention of structure, welcomed by Historic England.
5 May 2024	<ul style="list-style-type: none"> • TMBC 	<ul style="list-style-type: none"> • Presentation of proposals for listed structures along Route Section W2B to TMBC conservation officer including electrical protection works and approach to overbridge reconstruction. • Preference for use of stone copers for listed bridges emphasised by TMBC.
7 May 2024	<ul style="list-style-type: none"> • Historic England 	<ul style="list-style-type: none"> • Electrical protection works comprising parapet raising at Springbank Lane Footbridge (MVL3/8) agreed in principle by Historic England.
14 May 2024	<ul style="list-style-type: none"> • TMBC 	<ul style="list-style-type: none"> • Presentation of revised proposals for Springbank Lane Footbridge (MVL3/8) to TMBC officers comprising: <ul style="list-style-type: none"> • Retention of grade II listed asset; Raising of existing parapet to 1.5m using steeple copers; and repairs to jack arch, parapet and cast-iron beams.

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24 May 2024	<ul style="list-style-type: none"> TMBC 	<ul style="list-style-type: none"> This meeting was used to outline to members of the Local Planning Authority (following changes in personnel) the significance of Springbank Lane Footbridge (MVL3/8), and identified the requirements for intervention in order to accommodate the electrification. The works therefore included: <ul style="list-style-type: none"> Replace existing copers with triangular concrete copers; Reinstate fencing to lighting columns to reduce trespass; and Refurbishment of the footbridge. The council expressed their preference of natural stone instead of concrete for the proposed triangular copers.
25 June 2024	<ul style="list-style-type: none"> Historic England 	<ul style="list-style-type: none"> Pre-application advice letter from Historic England (see Appendix C for the full letter) identifies in relation to Springbank Lane Footbridge that: <ul style="list-style-type: none"> Works are largely limited to raising of the parapet height. Acknowledge that NR have a legal obligation to prevent contact with OLE and ensure parapets cannot be climbed or walked upon. Investigation into various option acknowledged. Use of stone rather than concrete copers preferred. Parapet design should be tailored to each bridge.
15 July 2024	<ul style="list-style-type: none"> TMBC 	<ul style="list-style-type: none"> Written response from TMBC on proposed alteration of listed railway bridges identifying the following requirements relevant to Springbank Lane Footbridge (MVL3/8): <ul style="list-style-type: none"> Proposed works to listed bridges should be kept to the minimum necessary to facilitate the Order Scheme and ensure their continued use and enjoyment, whilst retaining as much as practicable of their individual character and appearance. Any replacement stonework and/or new stonework (copings, for example) should be in natural stone. All new stonework at bridge level should respect the colour, texture, form to the existing and follow the same coursing pattern. Any application for listed building consent should be supported by a Heritage Statement prepared in accordance with the NPPF. Listed building consent drawings to clearly identify on plan and in a methodology / specification details all works including repair work, fencing for all bridges, and

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Date	Stakeholder in attendance	Key agreements/items discussed
		to include the extent of reconstruction of MVL3/7 and MVL3/20.
27 August 2024	<ul style="list-style-type: none"> Historic England 	<ul style="list-style-type: none"> Design presented to Historic England in meeting, agreed that impact only changes the profile of the copers from flat top to steeple. Assessed as overall minor works.
17 September 2024	<ul style="list-style-type: none"> Historic England 	<ul style="list-style-type: none"> Extended pre-application advice letter from Historic England (see Appendix C) identifies that: <ul style="list-style-type: none"> The appearance of the bridge would change slightly from new copers and increased parapet height. Natural stone would minimise appearance of new copers Overall very low level of less than substantial harm
28 March 2025	<ul style="list-style-type: none"> TMBC 	<ul style="list-style-type: none"> Review of draft heritage statements for structures including Springbank Lane Overbridge (MVL3/9). Inclusion of Historic England's formal responses within the Heritage Statements requested. Need for clear identification of public benefits of the scheme in the heritage statements identified. TMBC confirmed that construction methodology as set out in the heritage statement was sufficient for consenting purposes.
4 April 2025	<ul style="list-style-type: none"> Historic England 	<ul style="list-style-type: none"> Overview of draft comments from Historic England. Request to draw out the heritage interpretation in the reports as part of the heritage benefits.
6 May 2025, 14 May 2025, 21 May 2025, 29 May 2025	<ul style="list-style-type: none"> TMBC 	<ul style="list-style-type: none"> Emails sent to TMBC regarding updated proposals for attachment of a parallel flange channel to Springbank Lane Overbridge (MVL3/9) and inclusion in the listed building consent application. Confirmation received that listed building consent application should encompass the parallel flange channel only, and not the wider retaining wall
18 July 2025	<ul style="list-style-type: none"> Historic England 	<ul style="list-style-type: none"> Pre-application advice letter received from Historic England providing overarching feedback on proposals affecting listed bridges between Stalybridge and Standedge Tunnel (see Appendix C). Acknowledgment given to the collaborative approach taken at pre-application stage, to fully explore alternative options to reconstruction and for the opportunity for Historic England to feed into design plans. The heritage statements adjudged to be well considered with clear justification having been provided for the substantial harm identified to those structures proposed for removal or reconstruction.

Date	Stakeholder in attendance	Key agreements/items discussed
		<ul style="list-style-type: none"> The inclusion of interpretation at Greenfield Station is welcomed by Historic England.

5. HERITAGE ASSETS AND THEIR SIGNIFICANCE

5.1 History of the W2B Transpennine Route

- 5.1.1 The railway connecting Stalybridge to Huddersfield, which runs under Springbank Lane Footbridge (MVL3/8) was constructed by the Huddersfield & Manchester Railway Company between 1846 and 1849. The mid-1840s was a period of commercial confidence and massive expansion in the railway network across England, known as ‘Railway Mania’ which has been described by Historic England as the Heroic Age of railway building (Historic England 2017b). Between 1845 and 1852 the railway network expanded from 2,345 miles to 7,272 miles (3774 km to 11,703 km) (Alan Baxter Associates, 2019). Constructed at the height of this boom, the Stalybridge to Leeds Line was a product of this trend. Traversing a challenging landscape through the Pennines, the line was planned to follow the route of the Huddersfield Narrow Canal for much of its length, with the canal acquired by the Railway Company the year after the railway’s authorisation (Alan Baxter Associates, 2019). These difficult landscape conditions resulted in the need to build several major viaducts and tunnels. This included Standedge Tunnel through the Pennines, which was constructed alongside the 1811 canal tunnel and is ‘indisputably significant as a major engineering achievement’ (Alan Baxter Associates 2024).
- 5.1.2 The development and expansion of the railways during the 19th century transformed the landscape and settlements through which they passed, fuelling industrial growth and settlement expansion. The impact of improved communications, first with the arrival of the canal in 1811, and then the railway in 1849, provided valuable links with Huddersfield, Manchester and Leeds, enabling import of raw materials and export of manufactured goods. This fuelled the gradual industrialisation and settlement expansion along the Tame Valley. This can be seen on historic Ordnance Survey maps dating from the 19th and early 20th century where industrial development including mills, dyeworks, printworks and quarries, is shown to have been present along the route of the railway and extending into the more upland areas around Saddleworth and Harrop Dale, whilst settlements such as Mossley and Dobcross gradually expanded.

- 5.1.3 Springbank Lane Footbridge (MVL3/8) was first constructed in the mid to late 1840s for the Huddersfield & Manchester Railway Company. The principal engineer for the Huddersfield & Manchester Railway was Alfred Stanistreet (A. S.) Jee (1816–1858), who was assisted by the more renowned engineer Joseph Locke (1805–1860). Jee's work on the Huddersfield & Manchester Railway represents, arguably, his greatest achievement. This can be seen particularly in the construction of the Standedge Tunnel, which at over three miles long was one of the longest and most difficult in England, but also through the various large-scale viaducts along the route. In the 1850s, he worked internationally on the Spanish line from Alar-del-Rey to Reynosa where his skill in design, his accuracy and his completeness of the details earned him high praise. He died in a fatal accident upon the opening of the second portion of that line.
- 5.1.4 In 1847, prior to the opening of the line, the Huddersfield & Manchester Railway Company was taken over by the London and North Western Railway (LNWR). As part of the LNWR network, the Huddersfield & Manchester Railway formed part of a direct route from Manchester to the West Riding, enabling the LNWR to access the textile and coal industries of West Yorkshire. By 1851, the LNWR was the most prominent railway company of the period, with over 800 miles of track and was the largest joint-stock concern of its time, capitalised at £29 million. The line was acquired by the London Midland and Scottish Railway in 1923, before being nationalised in 1948.
- 5.1.5 Whilst other parts of the Transpennine route were subject to significant alterations, the Huddersfield & Manchester Railway between Standedge Tunnel and Stalybridge was subject to relatively limited alteration. The Micklehurst Loop was constructed from 1881-85 to provide additional capacity, and diverged from the existing railway to the east of the Tame Vally, avoiding physical interaction with the majority of its alignment. A new junction to the south of Greenfield Station is shown on historic maps from the early 20th century as additional tracks toward Oldham were established from this station. However similarly to the Micklehurst loop, the additional lines diverged from the main Huddersfield line, running westwards at its intersection with Shaw Hall Bank Road Footway (MVL3/26). The railway was also widened to the east of Diggle to accommodate additional tracks serving new bores for the Standedge Tunnel which were added in 1868-71 and 1894, necessitating widening of bridges to the east of the route.
- 5.1.6 Piecemeal change has occurred on the Huddersfield & Manchester Railway, most notably with the closure of a small number of stations along the route, such as Diggle and Saddleworth Stations. The route today forms part of the wider Transpennine route between York,

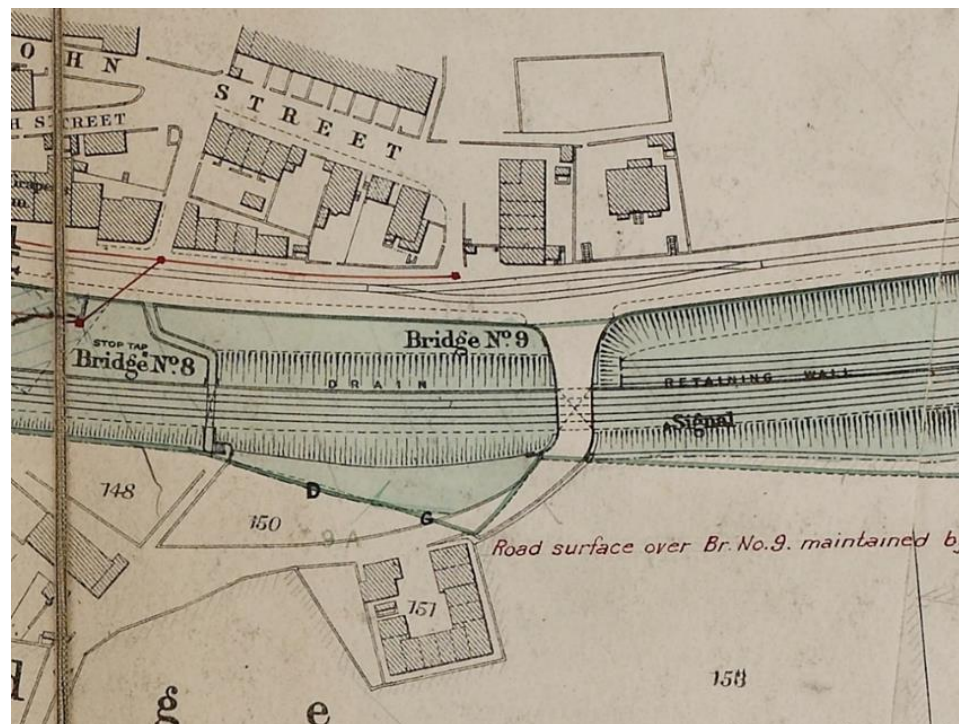
Selby and Manchester, which comprises sections of rail line developed by different railway companies.

- 5.1.7 The history and significance of the Transpennine route is discussed at more length in the Route-Wide Statement of Significance (Alan Baxter Associates, 2019). This was produced to characterise the overall heritage significance of the Transpennine route as a whole.

5.2 Springbank Lane Footbridge (MVL3/8)

History

- 5.2.1 Springbank Lane Footbridge (MVL3/8) was constructed between 1845 and 1849 during the Heroic Age of railway building. The single-span bridge was originally designed by A.S. Jee for the Huddersfield & Manchester Railway and provided pedestrian access east-west across the valley.
- 5.2.2 The 1st edition Ordnance Survey map of 1845 depicts the footbridge crossing of the ‘London and North Western Railway’, connecting Heyrod with nearby farmstead at Spring Bank, the Hartshead Print Works and Spring Grove Mill within a semi-rural landscape. Mapping from the 20th century (1938 Six-inch Ordnance Survey onwards) reveals the environs of the bridge to have remained largely unchanged, despite some alterations occurring within this local landscape, including the demolition of the Hartshead Print Works. The establishment of the large-scale Hartshead Power Station c. 85m east of Springbank Lane Footbridge from the mid-1910s and particularly the presence of the two cooling towers from the 1940s formed prominent elements within the setting of the footbridge until their demolition in the 1980s.
- 5.2.3 An undated drawing held by Network Rail reveals the partial reconstruction of the bridge, likely during the late 19th century (Insert 5-2). The drawing shows that the bridge deck was replaced using second-hand cast-iron girders from a structure in Walsall, cut down to fit the abutments of Springbank Lane Footbridge (MVL3/8). The insertion of girders, tie rods and jack arches and an additional layer of concrete topped with asphalt raised the level of the footway by ten inches, necessitating the insertion of an additional step at the east end of the bridge. It is possible that these alterations were undertaken in the later 19th century, as suggested by the use of blue engineering bricks for the parapets which were in common use by this time. The raising of the footway at this time also included the insertion of the two drainage channels along the borders of the footpath.

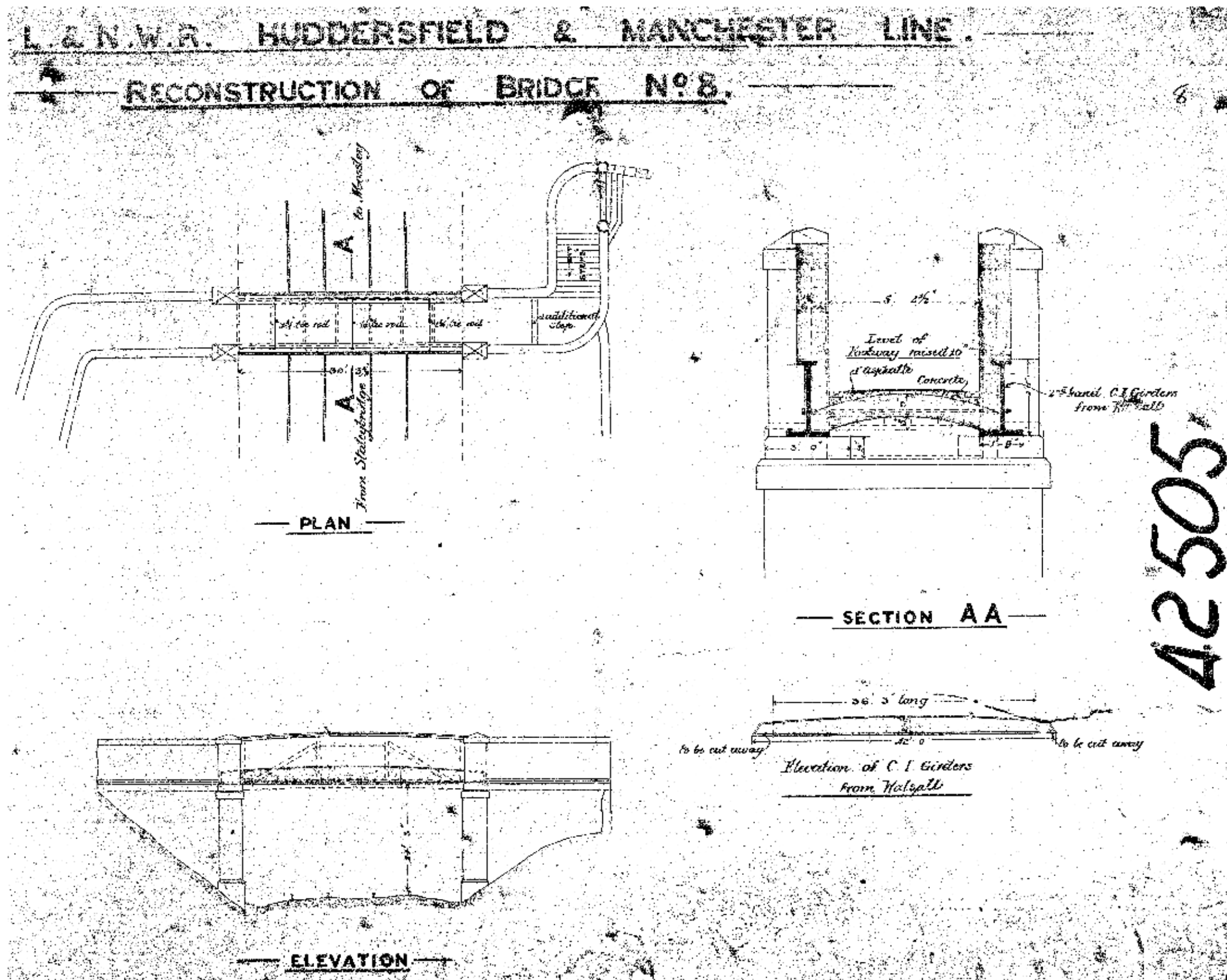


Insert 5-1 Springbank Lane Footbridge (MVL3/8) from the historic line plan held by Network Rail, 1905

Description

- 5.2.4 Springbank Lane Footbridge (MVL3/8) comprises a single span cast iron girder footbridge over the railway.
- 5.2.5 The footbridge comprises two cast-iron girders with a brick jack arch spanning between the bottom flanges and supporting a mass concrete fill bridge deck (Insert 5-3). Battered quarry-faced stone abutments encase the bridge and a weathered plinth is topped by an ashlar stone band. The parapets are constructed in blue engineering brick topped with flat stone copers, resulting from reconstruction in the later 19th century (Insert 5-2). The brick parapets may replace an original cast iron balustrade and retain some evidence for late 19th and early 20th century alterations. The current concrete and asphalt deck surface also likely results from alterations in the late 19th century as evidenced by Network Rail archival drawings (Insert 5-2 and Insert 5-4).
- 5.2.6 Projecting piers are present at all four of the inner corners which have quoins with flush returns linking them below the bridge span. These piers have parapet imposts, three ashlar steps and pyramidal caps which are highly weathered. The distinctive curved approach walling of the bridge is formed by random coursed squared stone with punched hog's-back copings and projecting band at the base. The bridge deck surface is topped with modern tarmac.

- 5.2.7 The bridge is accessed from the east via a long footpath from Spring Bank Lane which is constructed of short landings of sandstone setts divided by flights of three shallow steps with setted treads and flagstone risers, all of which are well-worn (Insert 5-5). This footpath forms part of the listed structure. The footpath leads to steep steps enclosed by a curving northern wall with circular posts that are punch dressed with a domed top (Insert 5-6). On the western extent of the bridge there is also a winding enclosed footpath connecting the footbridge with Wakefield Road (Insert 5-7).
- 5.2.8 The setting of Springbank Lane Footbridge (MVL3/8) is somewhat localised given the nature of the topography and landscape surrounding the structure. Views of the structure and its position spanning the Transpennine route are possible from Wakefield Road to the west, whilst views from the bridge deck provide a visual connection to Springbank Lane Overbridge (MVL3/9) located to the north. Views towards of the northern elevation of the footbridge are also appreciable from Springbank Lane Overbridge (MVL3/9) which evidences its relationship with the railway.
- 5.2.9 The landscape setting of the bridge is semi-rural, comprising a mixture of historic and modern residential buildings and woodland, with long views to the surrounding Pennines. The footpaths framing the approach to the bridge from the east and west gradually reveal views of the bridge and its setting due to the local topography and curving path. As such, the setting of the footbridge is a contributing factor to its overall significance



Insert 5-2 Engineering drawing setting out the reconstruction of Springbank Lane Footbridge (MVL3/8), undated from the historic plans held by Network Rail

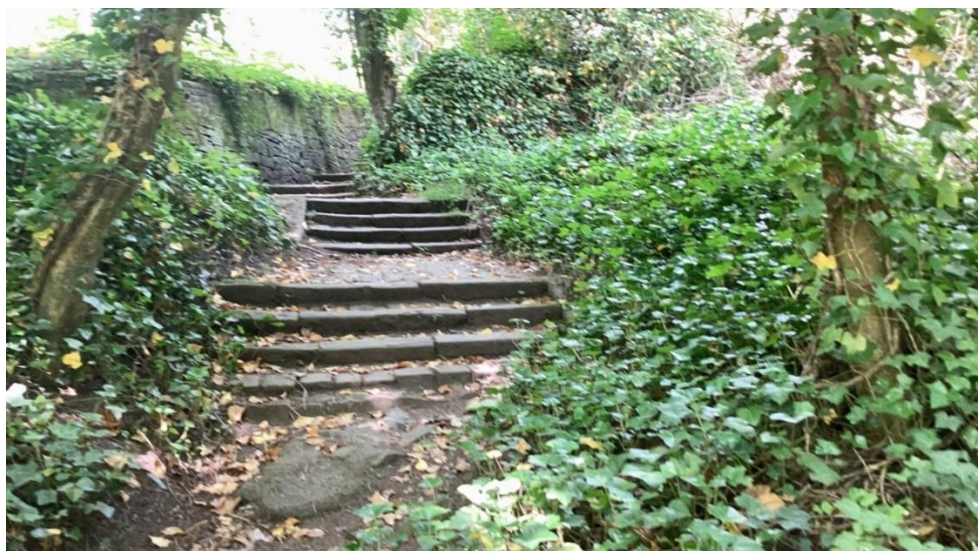
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Insert 5-3 Springbank Lane Footbridge (MVL3/8) northern elevation



Insert 5-4 Springbank Lane Footbridge (MVL3/8) footpath and parapets atop of the bridge



Insert 5-5 Footpath from Spring Bank Lane to Springbank Lane Footbridge (MVL3/8).

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Insert 5-6 Springbank Lane Footbridge (MVL3/8), curved approach from the east.



Insert 5-7 Springbank Lane Footbridge (MVL3/8), approach from Wakefield Road to the west of the overbridge.



Insert 5-8 View north from Springbank Lane Footbridge (MVL3/8) to Spring Bank Lane Overbridge (MVL3/9).



Insert 5-9 View south from the parapet of Springbank Lane Footbridge (MVL3/8).

Significance

- 5.2.10 Springbank Lane Footbridge (MVL3/8) was designated as a grade II listed building in 2018. The Historic England List Entry description identifies the bridge to be of special interest for the following reasons:
- Historic interest:
 - Constructed during the Heroic Age of railway building and a relatively little-altered example (retaining cast-iron edge beams) of an 1840s footbridge on what is now one of the main railway lines in northern England.
 - Designed by the notable railway engineer Alfred Stanistreet Jee.
 - Architectural interest:
 - The bridge is well-detailed with impost bands, a parapet incorporating pyramidal-capped pillars, and large circular gateposts leading to a well-constructed stepped footpath, that lift its design above the purely functional.
 - Group value:
 - With the other listed structures designed by Jee on the Huddersfield & Manchester Railway line, in particular Heyrod Bridge (NHLE 1449241) (Springbank Lane Overbridge (MVL3/9)).
- 5.2.11 Springbank Lane Footbridge (MVL3/8) is of significance as an example of an 1840s footbridge. It was originally constructed during

the Heroic Age (1841–50) of railway building and the period of ‘railway mania’ which marked a time of commercial confidence and expansion in the railways. The bridge’s direct historic relationship with historic railway companies of the period, comprising the Huddersfield and Manchester Railway and LNWR, and the notable railway engineer A. S. Jee, who also designed similar structures along the route, give the structure historical value from which it derives significance. The bridge remains in use as a part of the operational railway network and, together with surviving contemporary structures, evidences the historic infrastructure of the Huddersfield & Manchester Railway.

- 5.2.12 Documentary evidence reviewed as part of this project has identified evidence for reconstruction of the bridge using cast iron beams from another structure in the late 19th century. This reveals Springbank Lane Footbridge (MVL3/8) to have been subject to significant alteration, contrary to the NHLE assessment of it as a little altered structure. Despite these changes, Springbank Lane Footbridge (MVL3/8) retains evidence of the high-quality workmanship and attention to detail which is characteristic of Jee’s work for the Huddersfield & Manchester Railway. This can be seen in the distinctive narrow curved parapet walling, with use of varied stone walling techniques and styles on the bridge abutments and approaches. The use of dressed stone, coping and decorative return quoins adds further architectural interest to the bridge. The quality of design and construction evident in the pilasters and wing walls elevates the overall visual expression of the footbridge to become a structure that is more than merely functional. The replacement of the bridge deck reusing cast iron beams from an earlier structure to create a flat span evidences the evolution of the structure under the LNWR and the incorporation of fabric from other LNWR-owned structures.
- 5.2.13 The setting of Springbank Lane Footbridge (MVL3/8) makes a minor contribution to the structure’s overall significance. Though its setting has undergone changes since the mid-19th century, the footpaths to the east and west communicate the historic function of the structure, linking across the railway line and enhances the approach to and from the bridge and overall appreciation of the footbridge. The approaches enable for pockets of intervisibility between the bridge and footpath, whilst views of the bridge along the railway line allow for an appreciation of its relationship with the railway and Springbank Lane Overbridge (MVL3/9) which contribute towards its group value and setting. The contribution that setting makes towards the significance of Springbank Lane Footbridge (MVL3/8) is minor.

Group value

5.2.14 As identified in the list description, Springbank Lane Footbridge (MVL3/8) is recognised to be of group value with other listed structures by A.S. Jee on the Huddersfield & Manchester Railway¹. These comprise:

- Heyrod Hall Overbridge (MVL3/7) (grade II listed, NHLE 1449242);
- 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);
- Wrights Mill Overbridge (MVL3/20) (grade II listed, NHLE 1452406);.
- Wright's Bridge Overbridge (MVL3/23) (grade II listed, NHLE 1452409);
- Royal George Underbridge (MVL3/25) (grade II listed, NHLE 1451848);
- Shaw Hall Bank Road Footway (MVL3/26) (grade II listed, NHLE 1451852);
- Oldham Road Overbridge(MVL3/28) (grade II listed, NHLE 1451853);
- Wickens Underbridge (MVL3/29) (grade II listed, NHLE 1451854);
- Uppermill Viaduct (MVL3/31) (grade II listed, NHLE 1068120);
- Slaithwaite Viaduct (MVL3/61) (grade II listed, NHLE 1224049);
- Golcar Viaduct (MVL3/70) (grade II listed, NHLE 1276344);
- Milne Viaduct (MVL3/76) (Longwood Viaduct) (grade II listed, NHLE 1220121).;
- Church Street (MVL3/82) (grade II listed, NHLE 1452083);

¹ Wheatley's Overbridge (MVL3/103) (grade II listed NHLE 1450537) was designed by A.S. Jee for the Huddersfield & Manchester Railway. Consent was granted for extensive change to the overbridge as part of the Huddersfield to Westtown (Dewsbury) Order section of the Transpennine Route Upgrade. The overbridge 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.

- 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)².

5.2.15 Whilst the architectural detailing of Springbank Lane Footbridge (MVL3/8) is unique amongst these assets, the group value which Springbank Lane Footbridge (MVL3/8) derives from these relationships provides an understanding of the wider trends and engineering achievement which characterise both the Huddersfield & Manchester Railway and the Heroic Age (1841–50) of railway building more generally. This group value is enhanced by the structures continuing to form part of the operational railway; as a collective group of assets, they are experienced by those following the rail line (traveling on it, or near it) as coherent features of a single historic route.

5.3 Surrounding heritage assets

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

Designated heritage assets

5.3.2 There are a total of four listed buildings present within a 250 m buffer of Springbank Lane Footbridge (MVL3/8). These comprise:

- Springbank Lane Overbridge (MVL3/9) (grade II listed as Heyrod Bridge, NHLE 1449241), located c. 75 m north of Springbank Lane Footbridge (MVL3/8).
- Holly Cottage (grade II listed, NHLE 1309347), a late 18th century back-to-back double gabled terraced house, located c. 54 m northwest of Springbank Lane Footbridge (MVL3/8).
- 14, 16 and 18 John Street (grade II listed, NHLE 1163008), comprising three terraced houses all of which have three storeys (located c. 81 m northwest of Heyrod Overbridge (MVL3/8).

² 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.

- Moorfield House (grade II listed, NHLE 1356467), a late 18th century house, located c. 179 m south-west of Springbank Lane Footbridge (MVL3/8).
- 5.3.3 The most pertinent designated heritage asset to Springbank Lane Footbridge (MVL3/8) is Springbank Lane Overbridge (MVL3/9) (NHLE 1449241) which forms a grade II listed single span arch railway overbridge. As a result of the clear and open nature of the railway tracks, and its location sunk into the railway cutting, views north from the footbridge are channelled towards the southern façade of Springbank Lane Overbridge (MVL3/9). These uninterrupted views emphasise the prominence of the overbridge within the setting of Springbank Lane Footbridge (MVL3/8), reinforcing the legibility of the structure's ties to historic transportation networks.
- 5.3.4 The grade II listed Holly Cottage (NHLE 1309347) comprises a pair of late 18th century double-depth terraced houses, one bay in width which are located c. 50 m south-west of the overbridge. Principal views from the cottages look to the south, towards a series of later cottages ranged along John Street. The rear (north) elevation is largely blind and does not enjoy significant views. The east gable looks across the railway line and bridge, with casement windows present to either side of the elevation. Springbank Lane Footbridge (MVL3/8) may be visible in oblique views from the gable end however does not form a prominent element within these views and does not contribute to the significance of Holly Cottage.
- 5.3.5 None of the remaining designated heritage assets, 14,16, and 18 John Street (NHLE 1356467 and Moorfield House (NHLE 1356467) within the 250 m study area are considered relevant to Springbank Lane Footbridge (MVL3/8) either in terms of historical relationship, shared intervisibility or proximity.

Non-designated heritage assets

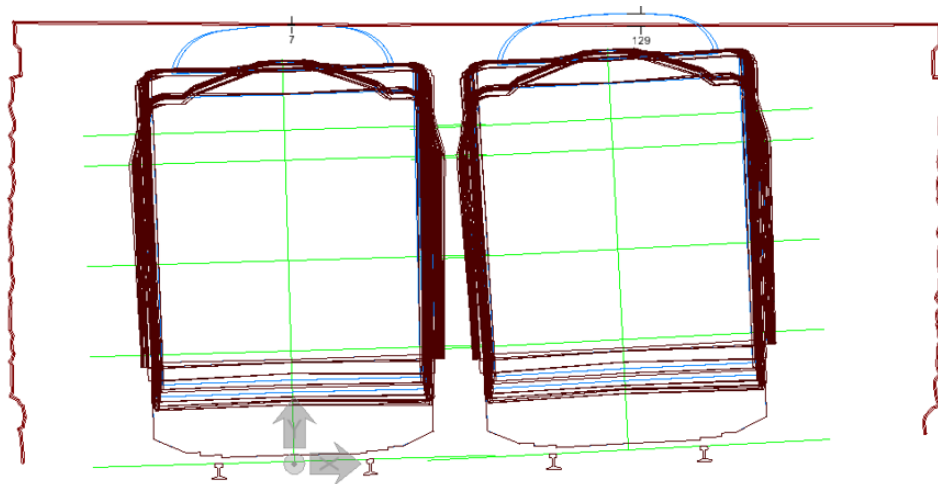
- 5.3.6 The Greater Manchester Historic Environment Record (HER) records four non-designated heritage assets within 250 m of Springbank Lane Footbridge (MVL3/8) all of which duplicate the listed buildings identified in above.
- 5.3.7 Not recorded within the local Historic Environment Record but considered a non-designated heritage asset within its own right, is the abandoned remains for the Hartshead Power Station. It is considered relevant to the proposed Order Scheme at Springbank Lane Footbridge (MVL3/8) principally through the relative proximity and the bridge's former use in supporting access to that power station (despite this not being its original purpose). The Greater Manchester Historic Landscape Characterisation survey (Redhead,

2012) indicates that the Hartshead Power Station operated east of Heyrod from 1926 until it was demolished in the 1980s; some buildings survive (HGM44414; HGM44566). It is shown on early 20th century Ordnance Survey mapping. Infrastructure associated with the power station, including the water coolers, were built immediately south-east of the footbridge, extending the site to cover approximately 26 acres (Wharton-Street and Young, 2019). The power station was decommissioned in 1979 and the cooling towers demolished. The site is now disused and covered by woodland, screening it from surrounding areas. There is limited opportunity for glimpsed views of the power station from the bridge. Due to the recessed nature of the bridge within the railway and undulating topography, there are no views of the bridge from the power station site.

6. PROPOSALS

6.1 Background to proposals

- 6.1.1 In order to achieve the TRU programme objectives of improving journey times, capacity, overall reliability and resilience, and delivering environmental benefits, the electrification of the railway line and achievement of increased line speed is required. This necessitates the installation of OLE along the Route Section W2B .
- 6.1.2 Inadequate clearances to safely install OLE has been recognised as a challenge across much of the TRU, preventing the installation of overhead lines below some existing overbridges. To reduce the requirement for intervention into structures along the route as far as possible, a scheme-specific pantograph has been developed which enables the use of reduced overhead line wire height under structures, subject to a site-specific risk assessment. A number of structures along the route also do not provide adequate gauge clearance for the required freight trains on the route, the requirement for which has been considered as part of the design development process.
- 6.1.3 Insert 6-1 shows that even with use of the scheme-specific pantograph, there would still be significant clash between OLE and Springbank Lane Footbridge (MVL3/8). Works to enable the electrification of the railway at this site were therefore identified. Similarly, the bridge does not have the required freight gauge clearance. A process of design optioneering to identify the optimal solution has been undertaken.



Insert 6-1 Drawing showing the clash between existing Springbank Lane Footbridge (MVL3/8) and proposed pantograph level

6.2 Design development and justification

6.2.1 Design development for Springbank Lane Footbridge (MVL3/8) has taken into consideration a number of factors including the significance of the listed structure, operational requirements and constructability. The design development process has also involved engagement with Historic England and TMBC (as detailed above in Table 4-1). This iterative and robust process ensures the rigorous exploration of available options, incorporating multi-disciplinary review and ongoing engagement with the heritage consultees.

Optioneering

6.2.2 Based on Network Rail's extensive experience delivering comparable schemes, five options were identified for consideration at Springbank Lane Footbridge (MVL3/8). As introduced in 6.1, the option of retaining Springbank Lane Footbridge (MVL3/8) without undertaking any works would prevent the delivery of the Order Scheme. This option was therefore discounted at an early stage. The remaining four options comprised:

1. Track Lower - Lowering the height of the track to achieve the required headroom while retaining existing bridge.
2. Bridge Jacking - Increasing the height of the bridge through structurally lifting the deck up from the abutments. This would require cuts to be made to separate the deck from the abutments, lifting of the deck, infilling of the resulting gaps and refacing.

3. Bridge Reconstruction – Removal of the bridge deck, alteration of the abutments and replacement with a deck providing sufficient clearance.
4. Bridge Removal – demolition of the existing bridge and diversion of footpath.

6.2.3 A summary of the optioneering process is summarised in Table 6-1:

Table 6-1 Optioneering for Springbank Lane Footbridge (MVL3/8)

Option	Key Constraints	Advantages	Disadvantages	Preferred
1) Track Lower	<ul style="list-style-type: none"> Sufficient clearance needs to be achieved to enable electrification of the line and allow freight gauge clearance. Time required working within the railway corridor is required to be minimised as far as possible to reduce risk to construction staff and the length of line possession (closure of the railway) and resulting disruption to railway service. The bridge spans a railway cutting and is accessible from the highway network only via a narrow footpath flanked by stone walls. This constrains the accessibility of the site to construction vehicles and the delivery of materials / components. Ground investigation has revealed the shallow foundation depth of the bridge. There is currently no functional track drainage at this location. The designation of the bridge as a grade II listed structure places a requirement on Network Rail to have special regard for its preservation under the Planning (Listed Buildings & Conservation Areas) Act 1990. 	<ul style="list-style-type: none"> Lowering of the track would enable retention of the listed bridge with raising of the parapets undertaken to prevent access to OLE. Achieves clearance under Springbank Lane Footbridge (MVL3/8) and Springbank Lane Overbridge (MVL3/9) without the need for reconstruction 	<ul style="list-style-type: none"> Taking into account track lowering for MVL3/9 and to achieve the required clearance, the track would have to be lowered by varying depth for a distance of 500 m. The maximum depth would be c.342 mm on the Huddersfield Down line. Due to the shallow depth of rock at this location, this is a substantial engineering operation. Requirement to improve drainage and consider how this water is discharged Alteration of the retaining walls required to facilitate the new, lowered track position. Consideration to be given to the relationship between retaining wall configuration and listed building. 	<u>Y</u>
2) Bridge Jacking		<ul style="list-style-type: none"> Disruption of railway minimised due to short duration of jacking operation. This option would enable the retention of the listed bridge. The abutments, deck and parapet would be retained, although in altered form. 	<ul style="list-style-type: none"> Bridge jacking for masonry arch bridges is a relatively untested methodology, having been delivered on very few historic structures to date. The feasibility jacking masonry arch structures relies on optimal site conditions, where a high level of control can be achieved and long timescales allowed for implementation. The long-term viability of this option is currently unknown. The location of the bridge over a cutting with limited access has significant limitations for execution of a bridge jacking operation. Jacking of this bridge would not be viable as the structural beams are cast iron which is very brittle, therefore would likely be damaged during the jacking. Jacking of the bridge would raise the level of the footpath across the bridge, and require a greater increase to parapet height across the structure. Option would require consideration given to the design of altered junctions between deck and abutment/parapets which would impact appearance of retained structure 	N
3) Bridge Reconstruction		<ul style="list-style-type: none"> Reconstruction of the bridge would enable the preservation of elements of the historic structure, through the retention and reuse of the bridge abutments in conjunction with the new bridge deck. Reconstruction of the bridge can be delivered substantially from track level. This would minimise the need for construction access by road at this constrained site. The installation of a preconstructed deck would minimise railway possession time and disruption to the railway network. 	<ul style="list-style-type: none"> Reconstruction of the bridge would result in the loss of the bridge deck and a portion of the parapets and abutments. This would result in the removal of a significant proportion of the historic bridge, substantially altering its form and appearance, and negatively impacting the integrity and significance of the structure. 	N
4) Bridge Removal		<ul style="list-style-type: none"> Removal of the bridge would minimise disruption to the railway network and provide a cost effective solution. 	<ul style="list-style-type: none"> This option would result in substantial harm to the listed building due to the complete removal of the structure Removal of the bridge would permanently remove footpath access across the railway in this location, requiring consideration given to its re-routing 	N

- 6.2.4 The preferred option of track lowering and increasing parapet height (option 1) was determined in early discussions on the overbridge. This option was deemed to be deliverable in terms of cost and constructability and would have minimal impact on the significance of the grade II overbridge. Given that this is achievable for Springbank Lane Footbridge (MVL3/8), this option was progressed to detailed design and the other options 2 to 4 presented in Table 4 1 were not investigated further.

6.3 Preferred option design development – Option 1 Track Lower

- 6.3.1 Design development was subsequently undertaken to mitigate the potential impact of the electrification of the line on the heritage significance of the structure as far as reasonably practicable and develop a sensitive design solution which would ensure the structure complies with Network Rail safety standards for bridges over electrified railway lines.

Track Lower

- 6.3.2 To facilitate the track lower between Springbank Lane Footbridge (MVL3/8) and Springbank Lane Overbridge (MVL3/9) it is necessary to construct a retaining wall between the structures. The proposed design comprises the installation of piles (king posts) with boards spanning between these to retain the embankment. To minimise the potential for damage to the listed structure, attachment of this C-section structural steel component to the bridge would allow the piles to be offset from the listed building. This would avoid the need for piling in close proximity to the structure, yet still allow the retaining wall to extend right up to each of the listed bridges performing the required structural function. The PFC would be attached to the east abutment on the north elevation by bolts extending a minimum of 200mm into the structure. This minor and largely reversible intervention was considered to be preferable to the alternative of piling immediately adjacent to the listed building to facilitate the track lower, and ultimately the retention of Springbank Lane Footbridge (MVL3/8) over the electrified railway.

Electrical Protection Works

- 6.3.3 A key factor considered throughout the design process is the required compliance with health, safety and security standards. The existing flat form of the copers to the footbridge presents a security risk due to the potential for sitting or walking along them. It is therefore necessary to replace these with anti-sitting steeple copers to prevent access along the top of the bridge parapet. This proposed alteration in turn triggers the need to comply with Network Rail safety standards for bridges crossing an electrified railway which require a

minimum clearance to be achieved to reduce the risk of members of the public coming into contact with live electrical equipment. Where these minimum clearances are not achieved, as is the case at Springbank Lane Footbridge (MVL3/8), a minimum parapet height must instead be achieved.

- 6.3.4 The current height of the parapets at Springbank Lane Footbridge (MVL3/8) falls below the minimum height requirement as set out in NR/L3/CIV/020. This Network Rail Standard has its basis in ensuring safety on the railway delivering adequate protection for users and the public in line with Health and Safety legislation and Building Regulations. The minimum parapet height required for bridges over an electrified line is generally 1.5 m; however, justification must be provided that a height of 1.8 m cannot be achieved whilst taking into account the risk profile of the bridge.
- 6.3.5 The risk assessment undertaken for Springbank Lane Footbridge (MVL3/8) identified the footbridge to be of 'low risk' with respect to security and contact with the public. Based on this assessment and in recognition of the need to retain the significance of the listed structure as far as possible, it has been determined that the minimum parapet height required for the structure is 1.55 m, allowing 50 mm tolerance for future resurfacing of the bridge deck.
- 6.3.6 To meet this requirement it was identified that the existing 235 mm copers be removed and replaced with 382 mm high steeple copers. The proposed replacement copers would satisfy the minimum required parapet height requirement and ensure the shape of coping stone complies with Network Rail standards. The proposed height of the altered parapets would exceed the minimum required height of 1.55 m; however, limiting the parapet raise to minimum permissible height while introducing a compliant coping stone shape would require intervention into the fabric of the parapets below the copers, thus resulting in greater impact to the historic fabric of the bridge.
- 6.3.7 Optioneering was undertaken to determine the type of material to be used for the parapet raising. Three options were considered to try to limit changes to the structure's historic fabric and impacts on its architectural interest. The options considered are summarised below in Table 6-2

Table 6-2 Parapet Extension Material

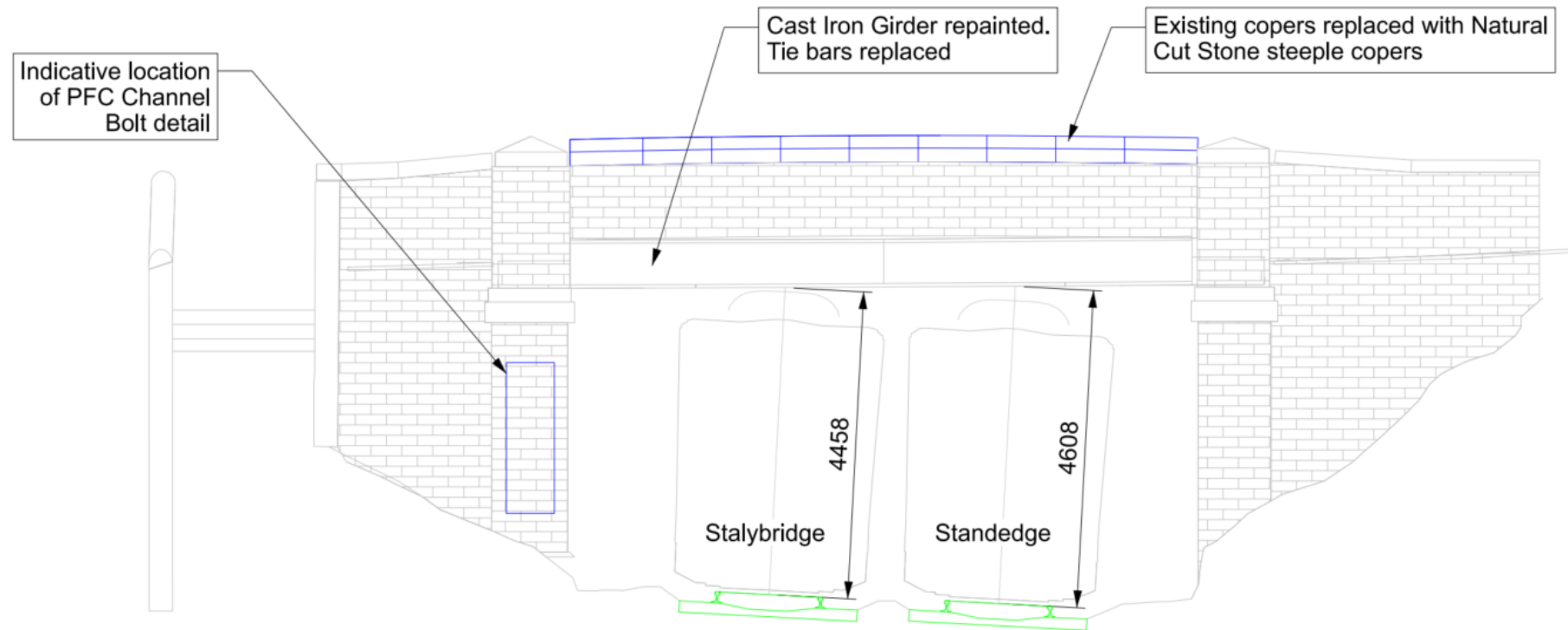
Option	Advantages	Disadvantages	Indicative image	Preferred
Option 1 – Natural Stone	<ul style="list-style-type: none"> Natural stone would be sympathetic to the historic character of Springbank Lane Footbridge (MVL3/8), in keeping with its architectural interest. Natural stone copers would represent an honest intervention, with the form of the stones readable as a response to the electrification challenge, while sympathetically integrating with the existing and historic character of the bridge. Over time, this material would weather to further integrate with the existing masonry elements Springbank Lane Footbridge (MVL3/8). 	<ul style="list-style-type: none"> This option is determined to be the most expensive of the three options due to costs for quarrying and fees for masonry contractors. Natural stone is heavier than the other two options, resulting in increased loading of historic parapets and bridge structure. The weight of natural stone also requires special consideration be given to manual handling safety protocols. 		<u>Y</u>
Option 2 – Coloured Concrete	<ul style="list-style-type: none"> Lighter material than natural stone, reducing loading on the retained parapets and structure. Concrete can be coloured to achieve a close visual match to the adjacent masonry coping stones. This material would weather over time, increasing the similarity in appearance between coloured concrete and the existing masonry. Coloured concrete copers would be relatively cost effective, reducing the cost of this publicly funded project. 	<ul style="list-style-type: none"> Introduction of different modern material into listed structure. While relatively sympathetic this material would risk negatively impacting on the architectural interest of the Springbank Lane Footbridge (MVL3/8) 		N
Option 3 – Glass Reinforced Plastic (GRP)	<ul style="list-style-type: none"> Lighter material than natural stone, reducing loading on bridge and parapets Cost effective material, reducing the cost of this publicly funded project 	<ul style="list-style-type: none"> There would be a stark visual disparity between the GRP copers and historic fabric, detracting from the architectural interest of Springbank Lane Footbridge (MVL3/8) GRP copers would not weather or soften in the way natural stone or concrete would, with the difference in material continuing to detract from the character of the historic bridge. Of the options considered, GRP copers would result in the highest level of harm to the character of the bridge 		N

- 6.3.8 Structural assessment of the existing bridge and parapets established that the footbridge can accommodate the additional weight of natural stone steeples copers without any requirement for strengthening the existing structure. Taking the factors outlined in Table 6-2 into account, it was decided that Option 1 (natural stone) would be progressed as the preferred option as it would minimise the adverse impact the works would have on the historic character and significance of Springbank Lane Footbridge (MVL3/8).

6.4 Description of proposals

- 6.4.1 The proposed track lowering at this location would enable the retention of Springbank Lane Footbridge (MVL3/8) in a largely unaltered state. Works are nevertheless required to the bridge to facilitate the electrification of the railway in a manner that complies with the required safety standard for a structure over an electrified line (Insert 6-2).
- 6.4.2 The works to the listed bridge would comprise:
- Replacement of the existing flat coping stones between the bridge piers with natural stone steeples copers which achieve the minimum parapet height and required sloped profile;
 - Repointing the parapets and jack arches;
 - Replacement of the jack arch tie bars;
 - Grit blasting and repainting of the cast iron girders;
 - Installation of bonding lugs;
 - Installation of two electrification warning signs per parapet;
 - Installation of flashover strips; and
 - Installation of PFC on the east abutment on the north elevation of the bridge.

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order
Springbank Lane Footbridge (MVL3/8) – Heritage Statement
October 2025



Insert 6-2 - Proposed north elevation of Springbank Lane Footbridge (MVL3/8)

Construction Methodology

- 6.4.3 The proposed works to Springbank Lane Footbridge (MVL3/8) would comprise:
- Removal of the existing copers using track machinery between the bridge piers;
 - Installation of nine new natural stone steeple copers per parapet, which would each be c. 1m in length, to be fixed to the parapet using stainless steel dowels.. The process for installation of copers comprises:
 - Drill holes into existing parapets;
 - Land steeple copers with cast-in dowels from the track using lifting straps and lower into the dowel holes and onto shims; and
 - Flood grout between the steeple copers including the dowel holes.
 - Removal of existing pointing and application of new pointing using hand tools using lime-based mortar for repairs to transverse jack arch and parapets.
 - Installation of five replacement jack arch tie bars, as per the NR standard detail (NR-CIV-SD-2800-B and 2801-B).
 - Clean using grit-blasting and then repaint existing cast iron beams.
 - Installation of a bonding lug on each of the cast iron girders.
 - Installation of PFC with fixings embedded at least 200mm into masonry.
- 6.4.4 The proposed works to Springbank Lane Footbridge (MVL3/8) are shown in the following drawings which accompany this application:
- Existing and Proposed Plan (167037-TGP-22-MVL3-DRG-T-LP-160802); and
 - Existing and Proposed Elevation and Section (167037-TGP-22-MVL3-DRG-T-LP-160803).

7. IMPACT OF PROPOSALS

7.1 Springbank Lane Footbridge (MVL3/8)

- 7.1.1 The proposed works to the grade II listed Springbank Lane Footbridge (MVL3/8) are required in order to accommodate OLE infrastructure as part of the wider TRU programme. These works would result in minor alteration of the structure comprising addition of natural stone steeple copers, replacement of tie bars, installation of a PFC, and minor repairs.
- 7.1.2 The proposed works have been designed in manner sympathetic to the historic character of Springbank Lane Footbridge (MVL3/8). Great weight has been given to preserving the structure's architectural interest, while also achieving a design which is deliverable and conforms with the safety requirements of an electrified railway.
- 7.1.3 The proposed works would result in the removal of the existing flat stone copers, and drilling of holes into the brick parapets for installation of the new copers with grouted steel dowels. This would result in some limited loss of historic fabric. However the existing copers were a later addition rather than part of the original A.S. Jee design, having been installed during the reconstruction of the bridge in the later 19th century. The addition of new natural stone steeple copers would constitute a permanent change to the structure. Following the installation of the copers, the steel dowels would be concealed from view.
- 7.1.4 The installation of steeple copers would alter the appearance of the bridge, slightly increasing the parapet and altering their form. The extent of this change in height has been limited as far as possible through a risk-assessment based approach. The new copers have been designed to match the existing in terms of colour and form to minimise visual changes and would be legible as a modern alteration of the structure. The proposed use of natural stone is sympathetic to the character of the bridge, matching the materiality of the existing flat copers as well as the original 1840s abutments. This material would weather over time to better integrate visually with the historic structure.
- 7.1.5 The installation of the PFC on the north elevation of the bridge would represent a minor alteration to the appearance of the structure, with an associated limited disturbance of historic fabric arising from the fixings required to facilitate attachment. This proposed permanent addition to the structure is considered preferable to the alternative of piling in close proximity to the bridge and would facilitate the lowering

of the railway track allowing the retention of Springbank Lane Footbridge (MVL3/8) over the electrified line.

- 7.1.6 Whilst resulting in minor alteration and intervention into historic fabric of Springbank Lane Footbridge (MVL3/8), these works would have a limited impact on the overall significance of the structure. The form of the bridge's cast-iron deck and brick jack arch would be maintained, as would architectural features such as the quarry-faced stone abutments, ashlar stone band topped plinths and the quality of detailing and construction, which are key aspects of the asset's significance.
- 7.1.7 The group value of the structure with other bridges designed by A.S. Jee for the Huddersfield & Manchester Railway would be maintained. The proposed works would affect fabric of late 19th century date and would not impact Jee's original construction. The connection to the other Jee structures would continue to be understood, maintaining the bridge's group value with other Jee-designed bridges along the Transpennine route. The minor raising of the parapet height and adding of natural stone steeple copers would be understood as a sensitive alteration as this is only a slight visual variation from the previous flat stone copers. Further, this change is required to enable modernisation of the railway line through its electrification, and part of the ongoing use and modernisation of the historic railway network.
- 7.1.8 Repointing of the parapets and jack arch would improve the condition of the structure, maintaining its historic fabric and ensuring preservation of its significance. The grit-blasting and painting of the bridge deck and installation of bonding lugs to the cast-iron beams would also serve to improve its condition and longevity.
- 7.1.9 These proposals would therefore result in a very low level of less than substantial harm to the significance of Springbank Lane Footbridge (MVL3/8), as stated by Historic England in their letter of 17 September 2024.

7.2 Other heritage assets

- 7.2.1 Due to the distance from the surrounding heritage assets and the low visual impact of the proposals, the proposals would not result in any impact to any surrounding designated or non-designated heritage assets

7.3 Mitigation

- 7.3.1 The design proposals have been developed to minimise impacts on the fabric, form and appearance of Springbank Lane Footbridge (MVL3/8). This has been achieved through a robust process of optioneering, undertaken in consultation with Historic England and TMBC. Measures incorporated into the design to mitigate impacts on the significance of the bridge include:
- Use of natural stone steeples copers to best match existing historic fabric, to minimise visual impact upon historic significance and look more in keeping with its original architectural style. Natural stone copers would weather over time and aid their integration with the historic bridge masonry still evident in the abutments, deck and pilasters.
 - Inclusion of steeples copers allows for the raise in parapet height to exceed the safety minimum of 1.55m without requiring significant intrusion into fabric below copers.
 - Lowering the track rather than reconstruction, jacking or removal minimises impact on the fabric of the bridge while allowing for safe clearance under the footbridge.
- 7.3.2 During construction of the works, toolbox talks to disseminate best practice for reducing potential impacts in relation to construction activity associated with Springbank Lane Footbridge (MVL3/8), would also be delivered, for example to help avoid accidental damage.

Recommended Compensation

- 7.3.3 In addition to these embedded measures, additional mitigation secured through the use of listed building consent conditions is recommended comprising:
- A scheme of historic building recording to Level 1 standards in accordance with Historic England guidance (Historic England 2017c). This would provide a permanent record of Springbank Lane Footbridge (MVL3/8) in its current form and be lodged with the Greater Manchester Historic Environment Record.
 - A scheme of permanent heritage interpretation would be developed and installed adjacent to Greenfield Station. This would provide the opportunity to engage members of the public with the heritage of the Huddersfield & Manchester Railway including the historic structures designed by A. S. Jee, such as Springbank Lane Footbridge (MVL3/8). Further engagement with stakeholders with respect to the content of the

interpretation would be undertaken during the detailed design phase.

7.4 Public benefit

- 7.4.1 The works proposed to be undertaken to Springbank Lane Footbridge (MVL3/8) are required to ensure the realisation of the substantial public benefits of the Order Scheme.
- 7.4.2 As part of the wider TRU Programme, the Order Scheme would directly and indirectly play a role in improving regional connectivity and enhancing of some of Britain's busiest rail network, in turn realising economic, social and environmental objectives of the programme. The Transpennine route is identified as a key transport corridor, providing connections between cities in the North of England. The improvements in connectivity delivered by the TRU programme will support aspirations for economic growth and "levelling up" opportunities across the North of England.
- 7.4.3 The key objectives of the TRU programme are to achieve the part electrification of the Transpennine Route, improve journey times and capacity between key destinations, improve overall reliability and resilience of the route, and provide environmental benefits from modal shift from road to rail freight reducing the number of heavy vehicles on the highway network and associated air pollution. The completion of the proposed works at Springbank Lane Footbridge (MVL3/8) would contribute towards this, ensuring compliance with Network Rail safety standards to allow electrification under the footbridge, thereby delivering increases in line speed, capacity and resilience.
- 7.4.4 Electrification would deliver faster journey times and improved performance by allowing trains to accelerate faster, and brake more efficiently. The Order Scheme will deliver faster line speeds (80 mph throughout), improving journey times along the Transpennine Route, aiming to provide an improved journey time from Leeds – Manchester Victoria of 42-44 minutes and York to Manchester Victoria of 65-67 minutes. Works to the track and structures along the Route, including Springbank Lane Footbridge (MVL3/8), are required to accommodate this increase, and without these changes the Scheme would be unable to go ahead.
- 7.4.5 As a vital constituent part of the Order Scheme, the proposed works at Springbank Lane Footbridge (MVL3/8) would also facilitate indirect benefits associated with the wider programme of works, including station upgrades, track renewal and signalling improvements.

- 7.4.6 The reliability and resilience of the route and services operating on it will be improved by replacement of existing infrastructure with electrification equipment, new track drainage and signalling. Modern signalling equipment will reduce the headway between trains, allowing them to run closer together which will in turn provide increased capacity. The Scheme will provide the capability to operate four ‘express’, two ‘semi-express’ services and up to two local services an hour on the Route and will provide increased flexibility to timetable more train paths.
- 7.4.7 Electrification of the Scheme would provide substantial environmental and sustainability benefits through the introduction of more environmentally viable energy solutions and is an investment in ‘greener’ energy technology. This supports Network Rail’s Decarbonisation Strategy and is bolstering national targets for reducing harmful emissions that cause climate change, which are set out in Government legislation for achieving net zero carbon by 2050.
- 7.4.8 The Order Scheme will also deliver improved safety through measures including replacement of two level crossings, installation of additional safety measures on existing bridges; enhancements to the local highway networks and new pedestrian crossing points at locations including Greenfield and Mossley Stations. Accessibility of the railway network will also be improved with the provision of fully accessible stations at Greenfield Station and the relocated Mossley Station. These measures are being brought forward as part of the wider TRU Scheme to electrify and modernise the Route, as facilitated, in part, by the works to Springbank Lane Footbridge (MVL3/8).
- 7.4.9 Significant residual beneficial effects arising from the operation of the wider TRU Scheme have been previously identified in the Huddersfield-Westtown TWA Order Inquiry from December 2021. These included recognition of improved journey times, reliability, and capacity at the Local Authority area and in turn the sub-regional and regional level. These improvements will bring direct significant benefits to local businesses and the labour market through improved access to the local regions along the section of the route from Stalybridge to Diggle.
- 7.4.10 To this effect, the proposals at Springbank Lane Footbridge (MVL3/8) are therefore essential in achieving the overall substantial public benefits of Route Section W2B and wider objectives of the Order Scheme, and without these interventions, the Order Scheme would not be able to be safely and successfully implemented. Alongside these substantial public benefits, the delivery of heritage interpretation adjacent to Greenfield Station would enable public

engagement with the heritage of the Huddersfield & Manchester Railway, its architecture and significance.

8. CONCLUSION

8.1.1 The significance of Springbank Lane Footbridge (MVL3/8) lies primarily in its historic and architectural interest. The bridge is an altered example of an footbridge dating to the Heroic Age (1841-1850) of railway building, with later alterations likely from the late 19th century including the inclusion of blue engineering brick parapets. The high quality of the bridge's architecture, including impost bands, pyramidal-capped pillars, and large circular gateposts, together with the quality workmanship of the construction is characteristic of A.S. Jee's work for the Huddersfield & Manchester Railway. The bridge derives significance from this direct historic relationship with notable railway engineer A.S. Jee and the historic railway companies namely the Huddersfield & Manchester Railway and LNWR. The setting of Springbank Lane Footbridge (MVL3/8) makes a minor contribution to the significance of the structure. It also possesses group value as one of a number of A.S. Jee structures on the Transpennine route which share a common design language.

8.1.2 The proposals for alteration of Springbank Lane Footbridge (MVL3/8) have been developed through a robust optioneering process, undertaken in consultation with Historic England and TMBC, and designed to minimise impact on the significance of the listed building as far as possible. The proposed works would comprise:

- Replacement of the existing flat coping stones with natural stone steeple copers;
- Repointing the parapets and jack arches;
- Replacement of the jack arch tie bars;
- Grit blasting and repainting of the cast iron girders;
- Installation of bonding lugs;
- Installation of warning signs to the parapets;
- Flashover strips anchored into the jack arches and parapets over the track central line; and
- Installation of PFC to north elevation of the bridge.

8.1.3 The proposals would result in a low level of less than substantial harm to the significance of Springbank Lane Footbridge (MVL3/8), as defined under the paragraph 214 of the NPPF. These impacts are necessary in order to deliver the TRU, and would support the achievement of public benefits related to:

- Improved efficiency and reliability of the railway (in journey time saving and increased capacity);
- Reduction of delays to trains and other highway users (improved efficiency of the railways means fewer heavy vehicles on the highway network causing traffic issues and contributing to air pollution);
- Supporting sustainable transport development in line with Network Rail's Decarbonisation Strategy; and
- Improving public health and safety in providing safe routes across the railway.

8.1.4 In addition to this, the delivery of a programme of heritage interpretation at Greenfield Station would provide the opportunity for engagement of the public with the heritage of the Huddersfield & Manchester Railway.

8.1.5 These substantial public benefits would outweigh the less than substantial harm to the significance of Springbank Lane Footbridge (MVL3/8) as defined in paragraph 215 of NPPF. The proposals would also satisfy the requirements of Policy C5 of the Tameside Unitary Development Plan in relation to the impact on the character of the listed building, and preservation of its architectural style and features. They would also fulfil the requirements of policy JP-P2 of Places for Everyone in relation to responding to the significance of heritage assets and sense of place, and delivering benefits to the historic environment, economic viability, accessibility and environmental quality. The proposals therefore satisfy both national and local policy requirements in relation to the justification for harm to the significance of Springbank Lane Footbridge (MVL3/8).

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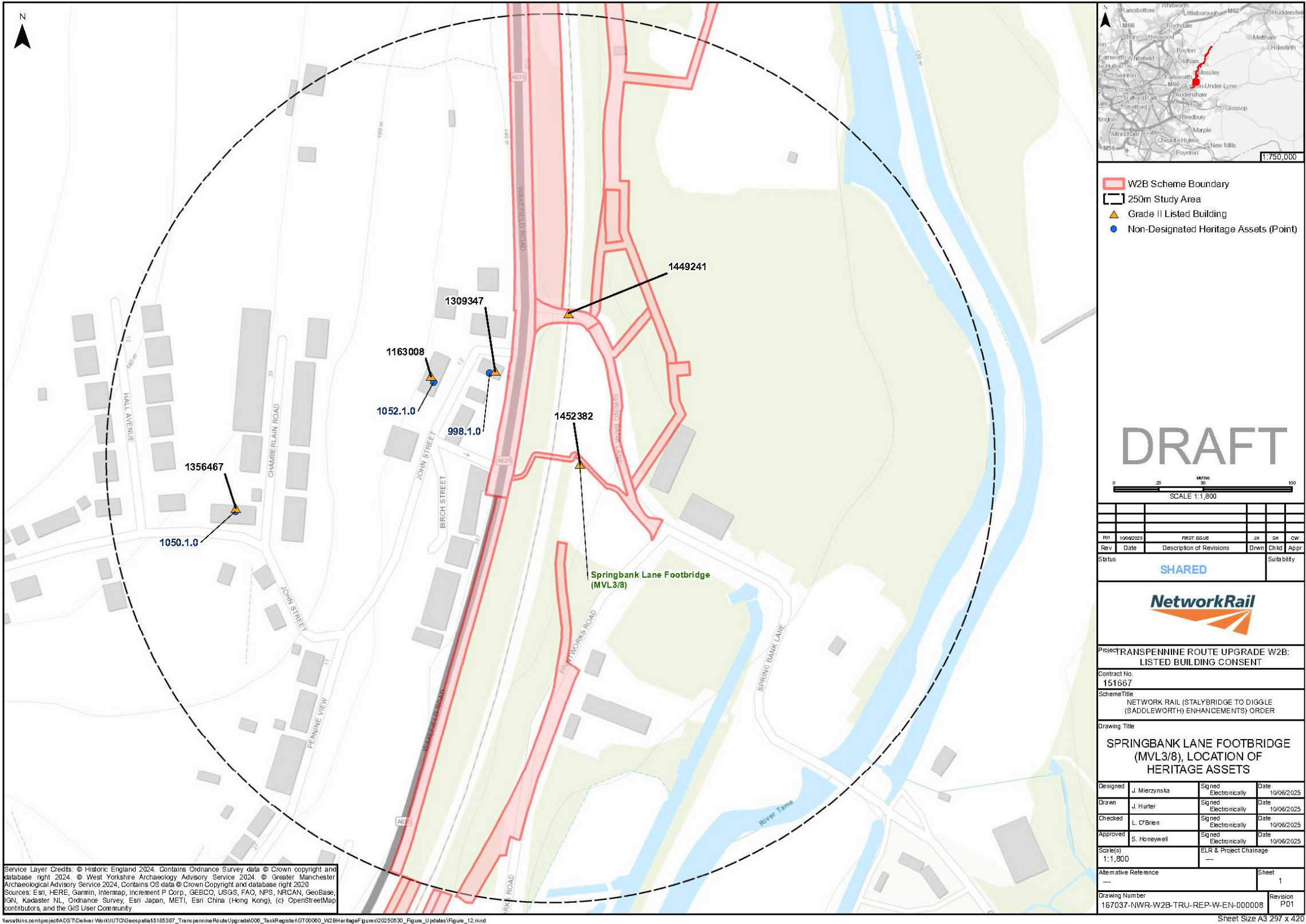
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APPENDIX A – LOCATION PLAN



APPENDIX B – NATIONAL HERITAGE LIST DESCRIPTION

Official list entry

Heritage Category:	Listed Building
Grade:	II
List Entry Number:	1452382
Date first listed:	23-Mar-2018
List Entry Name:	Railway overbridge MVL3/8, Springbank Lane Footbridge
Location Description:	Footpath between A635 Wakefield Road and Spring Bank Lane, Heyrod.

Location

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

District:	Tameside (Metropolitan Authority)
Parish:	Non Civil Parish
National Grid Reference:	SD9733200110

Summary

Railway overbridge and flight of steps, 1845-1849, with later parapets, by AS Jee for the Huddersfield and Manchester Railway.

Reasons for Designation

Springbank Lane Footbridge (MVL3/8), constructed in the mid-late 1840s by AS Jee for the Huddersfield and Manchester Railway and with later parapet alterations, is listed at Grade II for the following principal reasons:

Historic interest:

* constructed during the heroic age of railway building and a relatively little-altered example (retaining cast-iron edge beams) of an 1840s overbridge on what is now one of the main railway lines in northern England;

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* designed by the notable railway engineer Alfred Stanistreet Jee.

Architectural interest:

* the bridge is well-detailed with impost bands, a parapet incorporating pyramidal-capped pillars, and large circular gateposts leading to a well-constructed stepped footpath, that lift its design above the purely functional.

Group value:

* with the other listed structures designed by Jee on the Huddersfield and Manchester Railway line, in particular Heyrod Bridge (National Heritage List for England 1449241).

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.

This overbridge was built to carry the footpath between Spring Bank Lane and Wakefield Road over the railway. It was designed by AS Jee (1816-1858) and dates from the line's construction between 1845 and 1849. The upper courses of the parapets appear to be of a different brick from the lower six courses and all are probably a later addition, probably replacing an iron parapet or balustrade. The deck has been overlaid with tarmac. Otherwise the bridge appears little-altered.

Details

Railway overbridge and flight of steps, 1845-1849, by AS Jee for the Huddersfield and Manchester Railway, with late-C19 and C20 parapet alterations.

MATERIALS: sandstone, cast iron, red brick, blue engineering brick.

DESCRIPTION: the bridge carries a footpath running east-west over the railway, with steps on the eastern side down to a path running south-east towards Spring Bank Lane.

The single span has a deck formed by cast-iron edge beams with a brick jack arch spanning between the bottom flanges. The abutments are battered, of squared and coursed quarry-faced stone with a weathered plinth and surmounted by an ashlar band. Projecting piers at all four inner corners are quoined, with a flush return linking them beneath the span. The piers have parapet imposts of three weathered ashlar steps, and pyramidal caps. The approach walls are of random-coursed squared stone with punched hog's-back copings and a weathered projecting band at the base. The parapets are of blue engineering brick laid in alternate header and stretcher courses, the bottom six courses apparently older than those above. The stone parapet copings are twice-weathered. The deck is surfaced with tarmac.

On the eastern side steep steps run down to the north between the approach walls to a landing enclosed by a curving northern wall, with monumental posts at the eastern corners. The posts are circular with a weathered plinth, punch-dressed, and with a dome-topped deep circular cap to the southern post, that to the north being missing. The northern approach wall continues for two metres beyond the post alongside the footpath, stepping down to meet the ground. Mild steel handrails are fixed to the southern post and the inner faces of the approach walls.

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SUBSIDIARY FEATURES: from the landing, four sandstone steps run down to the footpath, which is comprised of short landings of sandstone setts divided by flights of three shallow steps with setted treads and flagstone risers, all well-worn.

Sources

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APPENDIX C – HISTORIC ENGLAND PRE-APPLICATION RESPONSE LETTER

**The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order
Springbank Lane Footbridge (MVL3/8) – Heritage Statement
October 2025**



Historic England

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Direct Dial: +447990339949

Our ref: PA01200823

25 June 2024

Dear Kate

Pre-application Advice

TRANSPENNINE ROUTE UPGRADE - STALYBRIDGE TO STANDEDGE

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

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

Significance

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

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



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

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

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

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

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



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

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

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

Impacts

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

Bridges requiring demolition works:

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

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

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



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

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

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

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

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

Bridges requiring modifications:

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

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



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

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

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

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

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

Policy

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



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

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

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

Position

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

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

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



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

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

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

Next Steps

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

Yours sincerely

Louise Davies
Inspector of Historic Buildings and Areas
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October 2025**



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Our ref: PA01200823

17 September 2024

Dear Kate

Pre-application Advice

TRANSPENNINE ROUTE UPGRADE - STALYBRIDGE TO STANDEGE

Thank you for arranging the meeting on 27 August to review the proposals for bridges MVL3/7, 8, 17 and 20. It was useful to see the drawings in advance and then talk through the proposals with the team.

The significance of the affected structures has been set out in our letter of 25 June 2024 and won't be repeated here. The impacts of the proposed changes and our comments are detailed below:

MVL3/7 - Heyrod Hall Overbridge

The changes to this bridge involve demolition and reconstruction of the bridge deck and sections of the abutments, resulting in substantial harm to the significance of the bridge. The bridge is built from coursed local sandstone, and the voussoirs have been lightly tooled around the edges to give them definition and add interest to the arch. The proposed changes will result in the total loss of the historic form of this bridge and much of the original fabric.

In order to reduce harm, every care should be taken when demolishing the bridge so as much original undamaged stonework as possible can be retained for re-use. Where new stonework is needed, this should be as close a match as possible to the original stone, and courses should match up to minimise the visual impact of the works. We welcome the use of natural cut stone copers.

MVL3/8 - Heyrod/Springbank Lane Footbridge

The appearance of this bridge will change slightly through the introduction of new copers which will increase parapet height. The use of natural stone will help to minimise the appearance of the new copers and mean they will be less obvious. Overall, there will be a very low level of less than substantial harm to this bridge.

MVL3/17 - Roughtown Road Overbridge

This is another bridge where the proposals involve the introduction of new copers



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which will increase parapet height. The changes here will be more noticeable than at MVL3/8 but still constitute a low level of less than substantial harm.

In order to minimise harm, it will be necessary to carefully design the ends of the new sections of coping stones to manage how they interact with the piers of the bridge. The piers are topped by shallow pyramidal caps, which currently form a prominent feature of the bridge's architecture. There is a danger that the definition of these caps will become lost if the new copers butt up to them. This mitigation could be achieved by either terminating the new copers short of the piers, or by raising the height of the pier caps so they remain prominent.

Additional mitigation should involve repairs to the fabric of the parapet walls, including removal of the cement kerb section and bollards, which will no longer be needed once the road is one-way.

MVL3/20 - Wright's Mill Overbridge

The proposals for demolition and reconstruction of this bridge will result in a substantially altered structure and substantial harm to the significance of the listed asset.

The historic form and materials of this bridge are very similar to MVL3/7, and the proposed construction works are also comparable, however the proposed parapet at MVL3/20 will be noticeably taller due to the bridge's use as a bridleway. The proposal drawings show the ends of the new copers sharply sloping down towards the piers of the bridge.

As advised with MVL3/17 above, care should be taken in the design and integration of these copers so they complement the existing structure and do not appear overly obvious. As with MVL3/7, we advise that every care should be taken when demolishing the bridge so as much original undamaged stonework as possible can be retained for re-use. Where new stonework is needed, this should be as close a match as possible to the original stone, and courses should match up to minimise the visual impact of the works.

Next Steps

I look forward to reviewing the next series of proposals for other parts of the scheme.

Yours sincerely

Louise Davies



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

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**The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order
Springbank Lane Footbridge (MVL3/8) – Heritage Statement
October 2025**



Historic England

Inspector of Historic Buildings and Areas
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**TRANSPENNINE ROUTE UPGRADE - STALYBRIDGE TO STANDEDGE
Pre-application Advice**

Information Provided

Draft LBC drawings, Tony Gee and Partners, August 2024



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October 2025**



Historic England

Sarah Coward
AtkinsRéalis

Direct Dial: +447990339949

Our ref: PA01200823
18 July 2025

Dear Sarah

Pre-application Advice

TRANSPENNINE ROUTE UPGRADE - STALYBRIDGE TO STANDEDGE

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

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

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

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

Next Steps

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

Yours sincerely



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