



**TRANSPORT AND WORKS ACT 1992
TRANSPORT AND WORKS (INQUIRIES PROCEDURES)
RULES 2004**

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

**REBUTTAL PROOF
RELATING TO PROOF OF EVIDENCE OF TIFFANY BATE
(OBJ/34) ON BEHALF OF NATIONAL GRID**

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Document Reference	NR/PoE/REB/OBJ/34
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Date	29 May 2026

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1. INTRODUCTION

1.1 Introduction

1.1.1 This rebuttal proof is providing Network Rail's responses to the Proof of Evidence submitted by National Grid (OBJ/34) which comprises:

- Proof of Evidence (**PoE-OBJ-34/TWA/25/APP/02**);

1.1.2 The rebuttal is limited to points which it will assist to address in writing. The fact that any point is not responded to does not mean it is accepted.

2. NETWORK RAIL'S REBUTTAL EVIDENCE

2.1 Rebuttal Evidence of Emma Clarke: Engineering & Design

Introduction

2.1.1 This section is providing Network Rail's responses to the following matters raised in Tiffany Bate's Proof of Evidence (PoE-OBJ-34/TWA/25/APP/02).

- Stalybridge 275kv substation access within Section 4 ("**Matter 1**");
- Appendix 1 National Grid Interests ("**Matter 2**")

Response to Matter 1

2.1.2 It is noted there are three routes to access the Stalybridge Substation. These include:

- Wakefield Road onto Printworks Road in a northerly direction (from Stalybridge);
- Wakefield Road onto Springbank Lane over bridge MVL3/9 and along Printworks road in a southerly direction (from Heyrod);
- From the east from Huddersfield Road at Millbrook, on to Grove Road, Springbank Lane and to Printworks Road.

2.1.3 Printworks Road is likely the most direct and passible route to the Substation and passes beneath Printworks Road Underbridge MVL3/5 with a signed height restriction of 12' 6".

2.1.4 Springbank Lane Overbridge MVL3/9 has a signed 10T weight restriction. The road between the bridge and Printworks Road is steep and narrow. There are no proposals to improve the load capacity of this Grade II listed bridge.

2.1.5 Accessing from Huddersfield Road involves passing over bridges crossing the Huddersfield Narrow Canal and River Tame. There does not appear to be a

weight restriction on the canal bridge, however an 18T weight restriction (currently unsigned) is expected to be imposed on the River Tame bridge.

- 2.1.6 Of the vehicles described by NGET it is expected many commercial vehicles, large vans and cars could use either of the alternative routes (as they are likely to have a maximum gross weight less than 10 tonnes). It is also anticipated these vehicles would account for the majority of traffic to the substation site. However, the alternative routes may not be suitable for larger commercial vehicles (i.e. HGVs) due to the weight restrictions on the bridges.
- 2.1.7 In order to facilitate the construction access into Printworks Road compound required to deliver the Scheme, the junction between Wakefield Road and Printworks Road needs temporary widening.
- 2.1.8 The junction widening works will likely be undertaken during daytime, and last for approximately 3-6 months with some periods more disruptive than others. The works will be undertaken in phases to maintain existing access to the substation for NGET (including HGVs) and will be outlined in a Construction Traffic Management Plan.
- 2.1.9 The junction will remain widened for the duration of the compound usage and Printworks Road should be unobstructed apart from when large deliveries are required. Traffic will be coordinated and should therefore not cause any restrictions on NGET usage.
- 2.1.10 As the compound is demobilised, the junction works to reinstate the existing arrangement will be phased in a similar manner to the widening works to maintain existing access for NGET.

Response to Matter 2

The following table addressed the Appendix 1 National Grid Interests in further detail.

Number on Plan	Purpose and description
2-022 (sheet 2)	This land is required for temporary junction alteration works between Wakefield Road and Printworks Road. There is a compound proposed between Wakefield Road and the railway due to be accessed from Printworks Road and the current junction arrangement is not sufficient to allow deliveries and access without disruption along Wakefield Road. Local alterations and widening of the junction is therefore required to improve access and minimise disruption to traffic on Wakefield

	Road. Post construction the junction will be returned to its current state.
2-023 (sheet 2)	As described within Plot 2-022 there are junction alterations proposed between Wakefield Road and Printworks Road to facilitate access to Printworks construction compound. This plot largely encompasses Printworks Road and therefore is subject to highway junction works to create access to the construction compound.
2-027 (sheet 2)	The Printworks compound is split by the presence of Printworks Road. There is a larger site to the south and a smaller site to the north which Plot 2-027 falls. A temporary access route from Printworks Road into this area is required to access the smaller site compound. This will involve temporary alterations to the boundary features to create the access into the compound area. Post construction the boundary will be returned to its current state.
2-029 (sheet 2)	This forms part of Printworks Road / verge and is required temporarily to allow unrestricted access to nearby worksites as described within. There is a culvert in this area also, the project may need to temporarily alter or manage the flow from this asset to maintain access along Printworks Road.
2-031A (sheet 2)	This plot is within the road where Network Rail has a temporary land required and an Overhead Contact Line Zone (OCLZ) exclusion zone. The temporary land encompassing the road is required to provide Network Rail unrestricted access beneath Printworks Underbridge MVL3/5 to travel from Printworks compound, located on the western of the railway, to the east of the railway without any blockages to undertake works along the railway boundary. The construction works are mainly related to the provision of lineside fencing, which is proposed route wide for safety purposes. This area is also subject to an OCLZ restriction, to avoid large metallic objects being installed close to the railway where they could create an electrical hazard.
2-031B (sheet 2)	This has the same requirements as plot 2-031A.
2-031C (sheet 2)	The OCLZ zone falls within this plot due to the narrow extents of the Network Rail boundary near bridge MVL3/5, and this area is subject to permanent land take so the OCLZ can be contained with the realigned permanent boundary fence.

2-032B (sheet 2)	This is for the same purpose as 2-031C. In addition, Network Rail seeks permanent access rights, with the permanent land acquisition. Network Rail has sought permanent access rights in this area, given there is an access staircase to the railway for maintenance which is not on Network Rail land, and this would provide the 24-hour access required for future essential railway maintenance works.
2-032C (sheet 2)	This has the same requirements as plot 2-031A.
2-033 (sheet 2)	Network Rail has sought permanent access rights in this area, given there is an access staircase to the railway for maintenance which is not on Network Rail land, and this would provide the 24-hour access required for future essential railway maintenance works.
2-034 (sheet 2)	This forms part of Printworks Road and is required temporarily to improve access to nearby worksites as described within.
3-005 (sheet 3)	Route wide fencing is required along the route for safety purposes to prevent unauthorised access given the presence of electrification and faster trains. This land is required temporarily to install lineside fencing along the Network Rail boundary safely given the constraints and challenges presented within the area which makes it difficult to construct from the railway.
3-011 (sheet 3)	This plot is required for temporary access to the railway to facilitate the geotechnical cess retention works at the crest of the embankment. Whilst the project is able to partially construct these works from track, temporary access outside the Network Rail boundary is required to complete the works and provide a working area for the construction team close by.
3-013 (sheet 3)	This plot has the same requirements as Plot 3-011.
3-014 (sheet 3)	This plot has the same requirements as Plot 3-011.
3-016 (sheet 3)	This plot has the same requirements as Plot 3-011.

3. WITNESS DECLARATION

3.1 Statement of declaration

3.1.1 Each named witness confirms that the declaration on their proof of evidence applies to the relevant parts of this rebuttal.