

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

STATEMENT OF CASE FOR THE APPLICATION ***NETWORK RAIL***

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**The Network Rail (Stalybridge to Diggle (Saddleworth)
Enhancements) Order
*Statement of Case (NR30)***



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1. GENERAL INTRODUCTION

1.1. Purpose of the statement

- 1.1.1 On 7 November 2025 Network Rail Infrastructure Ltd (“Network Rail”) applied to the Secretary of State for Transport pursuant to section 6 of the Transport and Works Act 1992 (“the TWA”) (**NR01**) for an order known as the Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order (“the Order”) (**NR02**) under Sections 1 and 5 of the TWA.
- 1.1.2 The purpose of the Order is to give Network Rail the necessary powers to construct, operate and maintain works on the Transpennine line between Stalybridge and Diggle (Saddleworth), including works for the electrification of the railway between Stalybridge and Diggle (Saddleworth) for the purposes of increasing capacity and improving journey time and performance reliability of railway services on the Transpennine line both between Stalybridge and Diggle (Saddleworth) and between Manchester, Leeds and York.
- 1.1.3 The Order would authorise works to upgrade the operation of the existing railway between Stalybridge and Diggle (Saddleworth), including the construction of a new relocated station at Mossley, railway electrification works and bridge reconstruction works. The Order also confers powers to close and replace existing level crossings on the railway between Stalybridge and Diggle (Saddleworth) and powers in connection with the construction and operation of the railway.
- 1.1.4 The works proposed in the Order application are referred to in this Statement as “the Order Scheme”. The Order Scheme forms part of the wider Stalybridge to Diggle (Saddleworth) Enhancements Scheme (“the Scheme”). In addition to the delivery of the works which comprise the Order Scheme, Network Rail will also be delivering a series of associated works to the railway between Stalybridge and Diggle under permitted development rights which are conferred on Network Rail by the Town and Country Planning (General Permitted Development) (England) Order) 2015 (“the GPDO”) (**NR92**).
- 1.1.5 In connection with the application for the Order a request has also been made to the Secretary of State for Transport under section 90(2A) of the Town and Country Planning Act 1990 (**NR58**) that planning permission, so far as it is required, shall be deemed to be granted for the development proposed to be authorised by the Order (**NR11**).
- 1.1.6 Listed building consents are also required for the purposes of the proposals included in the application for the Order and accordingly ten listed building consent applications were submitted, three to Tameside Metropolitan Borough Council (“TMBC”) (**NR18** to **NR20**), one to both TMBC and Oldham Metropolitan

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Borough Council (“OMBC”) (**NR21**) and six to OMBC (**NR22** to **NR27**) Under Section 12(3A) of the Planning (Listed Buildings and Conservation Areas) Act 1990 (**NR61**) the above listed building consent applications will be referred to the Secretary of State for determination.

1.1.7 The following requests for certificates under the Acquisition of Land Act 1981 (**NR56**) have been made to the Secretary of State:

- A certificate under section 19(1)(b) that in relation to the acquisition of open space land that the provision of land in exchange is unnecessary; and
- A certificate under paragraph 6(1)(a) of Schedule 3 in relation to the acquisition of rights over open space land that the provision of such rights will render the open space land no less advantageous than it was before

1.1.8 The period during which objections, representations and letters of support could be made to the Order application ended on 19 December 2025. The Department for Transport (“DfT”) received 256 objections, 14 representations and 27 letters of support. No objections, representations or letters of support were made in relation to the requests for the open space certificates.

1.1.9 As a consequence of those objections, and in accordance with the Transport and Works (Inquiries Procedure) Rules 2004 SI No.2018 (“the TWA Inquiries Rules”), (**NR67**) the Secretary of State for Transport announced on 12 January 2026 their intention to hold a Public Inquiry into the application. The inquiry is likely to take place in June 2026.

1.1.10 Rule 7 of the TWA Inquiries Rules requires Network Rail to provide a Statement of Case. This Statement of Case contains the full particulars of the case Network Rail intends to make at the Inquiry in support of the Order application.

1.1.11 Appendix 1 to this Statement of Case provides a list of the documents which Network Rail currently intends to refer to or submit in evidence at the Public Inquiry. These documents will be available on the Network Rail website. For further details please refer to section 16

1.1.12 In this Statement of Case, references to the core supporting documents listed in Appendix 1 are shown in **bold** type.

1.2. Structure of the Statement of Case

1.2.1 This Statement of Case is structured as follows:

- Section 1: General Introduction
- Section 2: The Applicant and the Application

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- Section 3: Consents and Authorisations Sought
- Section 4: Background
- Section 5: The Case for the Scheme
- Section 6: Policy Framework
- Section 7: Scheme Development and Construction
- Section 8: Level Crossings
- Section 9: Historic Environment
- Section 10: Open Space
- Section 11: Environmental Effects
- Section 12: Land and Property
- Section 13: Consultation and Engagement
- Section 14: Objections, Representations and Statements of Support
- Section 15: Notice as Regards Core Documents
- Appendices 1-4

2. THE APPLICANT AND THE APPLICATION

2.1. The Applicant

- 2.1.1 Network Rail is the applicant for the Order. Network Rail owns and operates the rail infrastructure network of Great Britain (“the Network”). Network Rail’s purpose is to provide a safe, reliable, economic and efficient railway for Great Britain.
- 2.1.2 Network Rail is primarily responsible for the operation, maintenance, repair and renewal of track, stations, signalling and electrical control equipment. Train services on the Network are operated by train and freight operating companies (“TOCs” and “FOCs”). Network Rail, as owner of the Network, grants rights to use the track, stations, depots and access through contracts approved by the Office of Rail and Road (“ORR”).
- 2.1.3 The activities of Network Rail as the Network operator are regulated by the ORR through a network licence granted under Section 8 of the Railways Act 1993 (**NR65**). The Network licence requires Network Rail to secure the replacement and renewal of the Network. When works are proposed to meet the licence requirement they must be carried out in accordance with best practice and in a timely, economic and efficient manner so as to satisfy the reasonable requirements of funders and rail-related service providers.

2.2. The Application Documents

- 2.2.1 The application for the Order, associated deemed planning permission and listed building consents comprise the following documents as required by the Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006 (“2006 Rules”) (**NR69**).
- Copy of Application letter (**NR01**)
 - Draft Order (**NR02**)
 - Explanatory Memorandum (**NR03**)
 - Statement of Aims (**NR04**)
 - Funding Statement (**NR05**)
 - Estimate of Costs (**NR06**)
 - Consultation Report (**NR07**)
 - Book of Reference (**NR08**)

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- Deposited Plans and Sections, Traffic Regulation Plans and Open Space Plan (**NR09**)
- List of Consents, Permissions or Licences required under other enactments (**NR10**)
- Request for Deemed Planning Permission and statement of proposed conditions (**NR11**)
- Planning Direction Drawings in support of the request for a planning direction (**NR12**)
- Secretary of State for Transport screening decision for this application (**NR13**)
- Environmental Report Volume 1 - Main Text (**NR14**)
- Environmental Report Volume 2 - Figures (1 of 3) (**NR14**)
- Environmental Report Volume 2 - Figures (2 of 3) (**NR14**)
- Environmental Report Volume 2 - Figures (3 of 3) (**NR14**)
- Environmental Report Volume 3 - Appendices (**NR14**)
- Environmental Report Volume 4 – Ecological Addendum (**NR14**)
- Planning Statement (**NR15**)
- Design and Access Statement (**NR16**)
- Code of construction Practice Part A (**NR17**)
- Listed Building Consent Application No.1- Heyrod Hall Overbridge (MVL3/7) (**NR18**)
- Listed Building Consent Application No.2- Springbank Lane Footbridge (MVL3/8) (**NR19**)
- Listed Building Consent Application No.3- Roughtown Road Overbridge (MVL3/17) (**NR20**)
- Listed Building Consent Application No.4- Wrights Mill Overbridge (MVL3/20) (**NR21**)
- Listed Building Consent Application No.5- Wrights Overbridge (MVL3/23) (**NR22**)

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- Listed Building Consent Application No.6- Royal George Underbridge (MVL3/25) **(NR23)**
- Listed Building Consent Application No.7- Shaw Hall Bank Road Footway (MVL3/26) **(NR24)**
- Listed Building Consent Application No.8- Oldham Road Overbridge & Footbridge (MVL3-28) **(NR25)**
- Listed Building Consent Application No.9- Wickens Underbridge (MVL3/29) **(NR26)**
- Listed Building Consent Application No.10- Uppermill Viaduct (MVL3/31) **(NR27)**

2.2.2 On 27 November 2025 the Secretary of State for Housing, Communities and Local Government gave notice of the intention to give a certificate pursuant to section 19(1)(b) and paragraph 6(1)(a) of Schedule 3 of the Acquisition of Land Act 1981 **(NR29)**, subject to Network Rail giving notice of the announcement of this intention and the consideration of any representations and objections made following that notice, before the Secretary of State reaches a decision.

2.3. The Order

- 2.3.1 The Order, if granted, will grant Network Rail the power to carry out the Order Scheme. It will also grant powers to compulsorily to acquire land and rights in land as required for the Scheme and to temporarily possess land required for the construction of the Scheme.
- 2.3.2 The Scheme is a key component of a wider programme of works known as the Transpennine Route Upgrade (“TRU”). The TRU is a series of railway upgrade projects between Manchester, Huddersfield, Leeds and York with the objective being to improve journey times and capacity between key destinations on the Transpennine Route, improve overall reliability and resilience on the Transpennine Route and provide environmental benefits through a modal shift to rail and the electrification of the Transpennine Route.
- 2.3.3 The Stalybridge to Diggle (“Saddleworth”) section of the Transpennine route is the route section subject of the Order Scheme (“The Scheme Route”). The Scheme Route includes 11km of track and two stations at Mossley and Greenfield. The Scheme Route currently experiences a number of constraints which contribute to adversely affecting the capacity and reliability of the Transpennine route as a whole and which, without address, would prevent the modernisation of the Transpennine route and the realisation of the full benefits of the wider TRU programme. Therefore, the Order Scheme, together with the

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wider Scheme works, is a key contributor towards the delivery of the wider TRU programme.

2.3.4 The Scheme will be constructed on land which consists of both operational railway land and land outside of Network Rail's ownership.

2.3.5 Table 2-1 summarises the consenting regimes for the Scheme.

Table 2-1: Consenting Regimes for the Scheme

Consenting Regime	Works
The Order	All permanent and temporary works authorised by the Order within the Scheme boundary.
Request for Deemed Planning Permission	The principle elements of the development authorised by the Order (as contained in Appendix 1 of the Request for Deemed Planning Permission (NR11) and all other development authorised by the Order within the limits of the Order.
Permitted Development under the GPDO	<ul style="list-style-type: none">• Track upgrade works within Network Rail operational land, including track alignment alteration works and track lowering works.• Physical works to decommission the Moorgate Halt and Stockport Road level crossings.• Installation of Overhead Line Electricity (OLE) structures and wiring, signalling equipment and other railway plant and equipment on Network Rail operational railway land.• Installation of a new Global System for Mobile Communications – Railway (GSM-R) Mast and substation adjacent to the Relocated Mossley Station, on Network Rail operational land.• Upgrades to non-listed structures on Network Rail operational land, where the external appearance of the structure would not be materially altered. Likewise for structures which are located on third party land but within the Limits of Deviation of the relevant Railway Act.

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	<ul style="list-style-type: none"> • Minor works to MVL3/10 Manchester Road Underbridge which do not materially alter its external appearance. • Decommissioning of Mossley Station (Existing) including demolition of platforms. • Demolition of existing footbridges at the existing Mossley and Greenfield Stations. • Temporary construction compounds on Network Rail operational railway land, or adjoining Network Rail operational land subject to certain exclusions including earthworks and access works. • New and upgraded lineside fencing and walls on Network Rail operational land.
Permitted Development Requiring Prior Approvals under Part 18, Class A of the GPDO	<ul style="list-style-type: none"> • Improvement works to Greenfield Station including platform extensions, a new footbridge with lift shafts and alterations to station furniture and shelters, are proposed to be submitted to Oldham Metropolitan Borough Council on 2nd March 2026; and • Alterations to MVL3/9 Spring Bank Lane Overbridge (application ref. 25/01058/NPRIV) were submitted on 22nd December 2025 to Tameside Metropolitan Borough Council. The Prior Approval application was approved 16th February 2026.
Listed Building Consents for Order Works	<p>10 no. applications for Listed Building Consent submitted alongside the Order on 7th November 2025 for works to:</p> <ul style="list-style-type: none"> • MVL3/7 Heyrod Hall Overbridge (NR18); • MVL3/8 Spring Bank Lane Footbridge (NR19); • MVL3/17 Roughtown Road Overbridge (NR 20); • MVL3/20 Wright's Mill Overbridge- (NR 21);

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	<ul style="list-style-type: none"> • MVL3/23 Wright's Overbridge (NR 22); • MVL3/25 Royal George Underbridge (NR 23); • MVL3/26 Shaw Hall Bank Road Footway (NR 24); • MVL3/28 Oldham Road Overbridge and MVL3/27B Oldham Road Footbridge (NR 25); • MVL3/29 Wickens Underbridge (NR 26); and • MVL3/31 Uppermill Viaduct (NR 27).
Listed Building Consents for Scheme works not authorised by the Order	<p>2 no. applications for Listed Building Consent have been submitted to Tameside Metropolitan Borough Council on the 12th and 20th January 2026 in relation to the proposed Scheme works to:</p> <ul style="list-style-type: none"> • MVL3/9 Spring Bank Lane Overbridge; and • MVL3/10 Manchester Road Underbridge.
Open Space Certificates	<p>The Secretary of State has been asked by Network Rail to certify:</p> <ul style="list-style-type: none"> • Under section 19(1)(b) of the Acquisition of Land Act 1981, that in relation to the acquisition of open space the provision of exchange land is unnecessary; and • Under paragraph 6(1)(a) of Schedule 3 of the Acquisition of Land Act 1981, that when open space is burdened with new rights acquired by Network Rail under the Order that land will be no less advantageous to those persons in whom it is vested and other persons, if any, entitled to rights of common or other rights, and to the public, than it was before.

2.4. Further consents sought

Request for Deemed Planning Permission

- 2.4.1 Network Rail has applied to the Secretary of State for Transport, under section 90(2A) of the Town and Country Planning Act 1990 (**NR58**), for a direction that planning permission be deemed to be granted for the Order works.
- 2.4.2 In making the request for Deemed Planning Permission (**NR11**), it is proposed that a direction be given that planning permission shall be deemed to be granted, subject to the conditions which are set out in Appendix 2 (**NR11**) to the request submitted with the Order application. These draft planning conditions were prepared by Network Rail in consultation with Tameside Metropolitan Borough Council (MBC) and Oldham Metropolitan Borough Council (MBC).
- 2.4.3 The main works for the Scheme to be authorised under the Order and deemed planning permission are summarised in Section 3 and set out in detail in Section 7.

Listed Building Consent

- 2.4.4 On 7 November 2025, Network Rail made applications to Tameside (MBC) and Oldham (MBC) for Listed Building Consent for works as part of the Scheme, to the listed structures in Section 2.2.1 above (**NR18** to **NR27**).
- 2.4.5 Under section 12(3A) of the Planning (Listed Buildings and Conservation Areas) Act 1990 (**NR61**) these listed building consent applications will be referred to the Secretary of State.
- 2.4.6 On 12 January 2026 the Secretary of State for Transport confirmed that a public inquiry into these applications will be held and will run concurrently with the Order application, under the TWA Inquiries Rules.

2.5. Scope of the Application

- 2.5.1 The main works to be authorised by the Order and the deemed planning permission are set out in Table 2-2 below.

Table 2-2: Works and Planning Permissions

Feature	Description
Stalybridge Tunnel	<ul style="list-style-type: none">Temporary ground stabilisation works within the existing tunnel which will project beyond the tunnel extrados together with protective works (where required) to properties above and adjacent to the tunnel.

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Heyrod	<ul style="list-style-type: none"> • Reconstruction of bridges MVL3/7* and MVL3/10A, • modifications to MVL3/8*, requiring temporary closures / diversions. <p>(*also the subject of listed building consent)</p>
Scout Tunnel	<ul style="list-style-type: none"> • Temporary ground stabilisation works within the existing tunnel which will project beyond the tunnel extrados together with protective works (where required) to properties above and adjacent to the tunnel.
Mossley	<ul style="list-style-type: none"> • New station including new station building (with ticketing and staff welfare facilities), new platforms and new step free access footbridge (MVL3/14A) with stairs and lifts. • Alterations to station car park and access including new entrance with associated highway works on A635 Manchester Road. • Diversion of water main onto MVL3/13 Stamford St. • Demolition of MVL3/12A pipe bridge. • New 11kV substation.
Mossley to Greenfield	<ul style="list-style-type: none"> • Reconstruction of bridges MVL3/18, MVL3/20* and MVL3/25*, • Modifications to MVL3/16, MVL3/17*, MVL3/19, MVL3/21, MVL3/22, MVL3/24 and MVL3/26 requiring temporary closures / diversions. • Demolition of MVL3/23* and permanent diversion of PRow. • Closure of Stockport Road Level Crossing and permanent diversion of PRow. <p>(*also the subject of listed building consent)</p>
Greenfield	<ul style="list-style-type: none"> • Reconstruction of bridge MVL3/28* and new MVL3/27A footbridge. • New Secondary Means of Escape staircase on platform 2 leading up to Oldham Rd. <p>(*also the subject of Listed Building Consent)</p>
Uppermill & Saddleworth	<ul style="list-style-type: none"> • Modifications to MVL3/29*, MVL3/31a and MVL3/32 requiring temporary closures / diversions.

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	<ul style="list-style-type: none"> • OLE fixings to MVL3/31* (Uppermill Viaduct). • Permanent closure of Moorgate Level Crossing and diversion of PRow. <p>(*also the subject of listed building consent)</p>
Diggle	<ul style="list-style-type: none"> • Removal of Diggle Down Loop line. • Reconstruction of bridges MVL3/36 & MVL3/39. • Modification of footbridge MVL3/35 requiring temporary closures / diversions. • Partial saddling of Standedge Canal Tunnel. • Reconstruction of underbridge MVL3/39B.

2.6. Funding

- 2.6.1 The funding position in respect of the Order Scheme is set out in more detail in the Funding Statement accompanying the Order application (**NR05**). The cost of implementing the Scheme works (referred to as the “TRU W2B Project” in the Funding Statement) to be authorised by the Order as set out in the Funding Statement is £224,922,162 to which Network Rail and the Government have provided public commitments to fund, subject to continued ongoing Value for Money (VfM) tests to ensure it remains the right thing to do for the UK taxpayer.
- 2.6.2 The Government has confirmed its funding commitment for Network Rail to develop and deliver the overall Transpennine Route Upgrade (“TRU”), including the Scheme, through its published Rail Network Enhancements Pipeline (“RNEP”) (updated following the Government’s 2025 Spending Review (SR25)), published in June 2025. Schemes within the RNEP, such as the Scheme, then progress through decision gateways to secure funding for delivery. As part of this process the Scheme secured Programme Business Case 2 approval in February 2024 which confirmed that the TRU W2B Project has secured a Decision to Design plus approved funding for programme protection activities¹.
- 2.6.3 The TRU and the construction of the Order Scheme will span two railway investment periods: Control Period 7 (2024 to 2029) and Control Period 8 (2029 to 2034).
- 2.6.4 The Order Scheme costs fall within the funding envelope for this element of the TRU Programme. In addition to the funds already available to Network Rail in Control Period 7 to progress the Scheme, further funding will be made available

¹ Programme protection activities include further survey activities/ ground investigations and development of the schemes detailed design/delivery procurement strategy to support a Final Business Case submission (anticipated June 27).

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for the delivery of the Scheme from the identified funding allocation for TRU in accordance with the RNEP governance process. This provision will be sufficient to deliver the Scheme works to be authorised by this Order as part of TRU, provided it has the required consents and continues to represent value for money.

- 2.6.5 The Department for Transport has confirmed the Government's commitment to TRU and the Scheme works to be authorised by the Order along with allocation of funding subject to ongoing consideration to ensure the Scheme delivers the best results for both rail users and taxpayers.
- 2.6.6 The Scheme is therefore considered to be fully funded. The authorised funds will meet the capital cost of implementing the Order inclusive of compensation and acquisition of blighted land as identified within Section 149 of The Town and Country Planning Act 1990 (**NR57**) and undertaking associated work such as environmental mitigation as necessary.

3. CONSENTS AND AUTHORISATIONS SOUGHT

3.1. The Order

3.1.1 The Order will authorise both the Order Scheme and facilitate the wider Scheme, by providing powers for the:

- Construction of a new station at Mossley, bridge reconstructions, and the construction of a new footbridge adjacent to Greenfield Station;
- Construction, operation and maintenance of railway electrification works (including the provision of OLE) on the Scheme Route (including on the existing Uppermill Viaduct) for the purposes of the electrification of the Scheme Route;
- Temporary and permanent acquisition of land (including the subsoil and airspace of land), and the permanent acquisition of rights in land and the imposition of restrictive covenants;
- Provision of protective works to buildings, roads and apparatus of a statutory undertakers;
- Survey and investigation of land;
- Diversion of utilities;
- Execution of street works;
- Permanent diversion or stopping up of streets and Public Rights of Way (PRoW);
- Alteration of the layout of streets;
- Temporary stopping up of streets and PRoW;
- Creation of new or improved means of access;
- Closure of the two level crossings and works to create new sections of PRoW or enhance sections of existing PRoW;
- Temporary closure of Huddersfield Narrow Canal and works within the canal; and
- Traffic regulation powers.

3.1.2 The version of the Order (**NR02**) which was submitted with the application erroneously omitted replicating in Schedule 6 (Streets to be temporarily stopped up) of the Order the information that is contained on Sheets 17 to 20 of the TWAO

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Deposited Plans (**NR09**) which shows the extents of the public streets, public footpaths and public bridleways contained on those sheets that are to be subject to temporary stopping up under the Order. This information, as contained on Sheets 17 to 20 of the TWAO Deposited Plans (**NR09**), is shown in the table below. When making the Order application Network Rail posted on all of public streets, public footpaths and public bridleways listed in the table below (as required by Rule 14(7) of the 2006 Rules (**NR69**) public notices confirming that these public streets, public footpaths and public bridleways would be subject to temporary stopping up under the Order. The information listed below will be added to an updated version of the Order that will be submitted by Network Rail at the start of the Inquiry.

Table 3-1: Information to be replicated in Schedule 6 of the Order (NR02)

(1) Area	(2) Street to be temporarily stopped up	(3) Extent of stopping up
County of Manchester, District of Oldham	Footpath 76 SADD	Within Order limits (on sheets 17, 18 and 19)
	Footpath 76 SADD	Between points T1 & T2 (on sheet 17)
	Footpath 106 SADD	Within Order limits (on sheet 17)
	Footpath 76 SADD	Between points T3 & T4 (on sheet 18)
	Footpath 107 SADD	Between points T7 & T8 (on sheet 18)
	Ward Lane	Within Order limits (on sheet 18)
	Footpath 76 SADD	Between points T5 & T6 (on sheet 18)
	Footpath 75 SADD	Between points T1 & T2 (on sheet 18)
	Footpath 76 SADD	Between points T1 & T2 (on sheet 19)

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	Footpath 77 SADD	Within Order limits (on sheet 19)
	Station Road	Within Order limits (on sheet 19)
	Lee Side	Within Order limits (on sheet 19)
	Harrop Court Road	Within Order limits (on sheets 19 and 20)
	Harrop Green Lane	Within Order limits (on sheet 19)
	Sam Road	Within Order limits (on sheet 19)
	Boat Lane	Within Order limits (on sheets 19 and 20)
	Bridleway 65 SADD	Within Order limits (on sheets 19 and 20)
	Footpath 51 SADD	Within Order limits (on sheet 19)
	Footpath 53 SADD	Within Order limits (on sheets 19 and 20)
	Footpath 69 SADD	Within Order limits (on sheet 20)

3.2. EIA Screening

- 3.2.1 Under Rules 7(4) and 7(13) of the 2006 Rules (**NR69**), an Environmental Impact Assessment (EIA) screening decision was sought from the Secretary of State for Transport. The screening decision letter received from the Secretary of State for Transport dated 22 March 2024 (**NR13**) confirmed that an EIA is not required for the Order Scheme.
- 3.2.2 Further EIA Screening requests for Scheme works which benefit from permitted development rights under the GPDO were issued to TMBC and OMBC on 28th July 2025. Oldham MBC responded on 21st August 2025 (**NR90**) and Tameside MBC responded on 5th November 2025, to confirm that EIA is not required for

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the elements of the Scheme works benefitting from permitted development rights **(NR91)**.

3.2.3 Though an EIA is not required for the Order Scheme an Environmental Report **(NR14)** has been produced and submitted with the Order application. The Environmental Report appraises the environmental effects of the Order Scheme, recommends environmental mitigation as required and secured it via The Request for Deemed Planning **(NR11)** and the Code of Construction Practice Part A **(NR17)**. In addition, the Environment Report has been prepared to address the request in paragraph 6 of the Secretary of State's screening decision **(NR13)** to provide with the Order application an appropriate level of detail on proposed Order Scheme's impacts in relation to the following:-

- Cumulative and combined effects;
- Ecology, nature conservation and biodiversity;
- Water – hydrology and surface water;
- Land – transport and access;
- Land – landscape and visual;
- Land – cultural heritage;
- Soils – geology and ground conditions;
- Residues and emissions – materials and waste;
- Noise and Vibration; and
- Air pollution.

3.3. Deemed Planning Permission

3.3.1 Network Rail has applied to the SoS, for a direction under section 90(2A) of the Town and Country Planning Act 1990 that planning permission so far as it is required shall be deemed to be granted for the development proposed to be authorised by the draft Order **(NR11)**.

3.3.2 In making the request for deemed planning permission it is proposed that the planning permission would be deemed to be granted subject to the conditions which are set out in Appendix 2 of Request for Deemed Planning Permission and Statement of Proposed Conditions **(NR11)**. The draft planning conditions were prepared by Network Rail in consultation with Oldham MBC and Tameside MBC.

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3.3.3 The principal elements of the development to be authorised under the Order and deemed planning permission (as detailed in Appendix 1 of the Request for Deemed Planning Permission (**NR11**)) are summarised below with further details provided in Section 8:-

- Reconstruction of Heyrod Hall Overbridge (MVL3/7), including the construction of a temporary utilities bridge over the existing railway (Work No. 1 in the Order);
- Reconstruction of Manchester Road Footbridge (MVL3/10A) (Work No. 2 in the Order);
- The construction of a new station at Mossley, comprising new platforms, a station footbridge and lift shafts, station entrance building with ticketing and staffing facilities and associated station parking areas (Work No. 3 in the Order)
- Reconstruction of Roughtown Road Footbridge (MVL3/18) (Work No. 4 in the Order);
- Reconstruction of Wright's Mill Overbridge (MVL3/20) (Work No. 5 in the Order);
- Reconstruction of Royal George Underbridge (MVL3/25) (Work No. 6 in the Order);
- Construction of a new footbridge (Oldham Road Footbridge, MVL3/27B) (Work No. 7 in the Order).
- Reconstruction of Oldham Road Overbridge (MVL3/28) (Work No. 8 in the Order);
- Reconstruction of Ward Lane Overbridge (MVL3/36), including the construction of a temporary utilities bridge over the existing railway (Work No. 9 in the Order); and
- Partial reconstruction of Station Road Overbridge (MVL3/39), including the construction of a temporary utilities bridge over the existing railway (Work No. 10 in the Order).

3.4. Permitted Development

3.4.1 Planning consent for elements of the wider Scheme works is already granted by virtue of the permitted development rights that are conferred on Network Rail by the GPDO, in some cases subject to Prior Approval where required by Class A, Part 18 of the GPDO. Accordingly, these Scheme works are not authorised by the Order (**NR02**) and so are also not subject to the Request for Deemed Planning Permission (**NR11**). In summary, these elements of the Scheme works comprise:

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- Track upgrade works within Network Rail operational land, including track alignment alteration works and track lowering works (Part 18, Class A of the GPDO).
- Physical works to decommission the Moorgate Halt and Stockport Road level crossings (Part 8, Class A of the GPDO).
- Installation of OLE structures and wiring, signalling equipment and other railway plant and equipment on Network Rail operational railway land (Part 8, Class A of the GPDO).
- Installation of new GSMR Mast and substation adjacent to the Relocated Mossley Station, on Network Rail operational land (Part 8, Class A of the GPDO).
- Alterations to MVL3/9 Spring Bank Lane Overbridge (Part 18, Class A subject to Prior Approval as set out in Section 3.5)
- Minor alterations to MVL3/10 Manchester Road Underbridge which do not materially alter its external appearance (Part 8, Class A of the GPDO).
- Upgrades to non-listed structures on Network Rail operational land, where the external appearance of the structure would not be materially altered (Part 8, Class A of the GPDO). Likewise for structures which are located on third party land but within the Limits of Deviation of the relevant Railway Act (Part 18, Class A of the GPDO).
- Decommissioning of Mossley Station (Existing) including demolition of platforms (Part 11, Class B and C of the GPDO).
- Demolition of existing footbridges at the existing Mossley and Greenfield Stations (Part 11, Class B and C of the GPDO).
- Improvement works to Greenfield Station including platform extensions, a new footbridge with lift shafts and alterations to station furniture and shelters (Part 18, Class A subject to Prior Approval as set out in Section 3.5).
- Temporary construction compounds on Network Rail operational railway land (Part 8, Class A of the GPDO), subject to certain exclusions including buildings earthwork and access works.
- New and upgraded lineside fencing and walls on Network Rail operational land (Part 8, Class A of the GPDO).

3.5. Listed Building Consent

3.5.1 The Order Scheme includes works to ten Grade II listed structures, comprising nine bridges and one viaduct. These are:

- MVL3/7 Heyrod Hall Overbridge (**NR18**);
- MVL3/8 Spring Bank Lane Footbridge (**NR19**);
- MVL3/17 Roughtown Road Overbridge (**NR 20**);
- MVL3/20 Wright's Mill Overbridge (**NR 21**);
- MVL3/23 Wright's Overbridge (**NR 22**);
- MVL3/25 Royal George Underbridge (**NR 23**);
- MVL3/26 Shaw Hall Bank Road Footway (**NR 24**);
- MVL3/28 Oldham Road Overbridge and MVL3/27B Oldham Road Footbridge (**NR 25**);
- MVL3/29 Wickens Underbridge (**NR 26**); and
- MVL3/31 Uppermill Viaduct (**NR 27**).

3.5.2 Network Rail applied for Listed Building Consent (LBC) for these works on 7th November 2025 (see Section 2.2.1 above). Under Section 12(3A) of the Planning (Listed Buildings and Conservation Areas) Act 1990 (**NR61**) and these listed building consent applications will be referred to the Secretary of State for determination.

3.5.3 Two further LBC applications were submitted by Network Rail to TMBC on 12th and 20th January 2026 for alteration works to the following bridge structures:

- MVL3/9 Spring Bank Lane Overbridge; and
- MVL3/10 Manchester Road Underbridge.

3.5.4 These alteration works which form part of the Scheme are being delivered under permitted development rights conferred on Network Rail by the GPDO and so these alteration works are not the subject of the application for the Order or Request for Deemed Planning Permission. At the time of the preparation of this Statement of Case, these applications are yet to be determined by TMBC.

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3.6. Scheme Permissions and Prior Approvals

3.6.1 Other Scheme works which are not the subject of the application for the Order or Request for Deemed Planning Permission but which are being delivered under permitted development rights conferred on Network Rail by the GPDO are subject to separate requests for prior approval pursuant to Part 18, Class A of the GPDO works as follows:

- Improvement works to Greenfield Station including platform extensions, a new footbridge with lift shafts and alterations to station furniture and shelters (to be submitted to Oldham MBC during March 2026 following the conclusion of the pre-application advice process); and
- Alterations to MVL3/9 Spring Bank Lane Overbridge (application ref. 25/01058/NPRIV) (Prior Approval granted by Tameside MBC on 17th February 2020 under ref. 25/01058/NPRIV).

3.7. Level Crossing Closures

3.7.1 The Order will also provide for:-

- The closure of the Stockport Road level crossing and works to provide a diversion route for the existing PROW that crosses the Stockport Road level crossing; and
- The closure of the Moorgate Halt level crossing and works to enhance the existing PROW network between Oldham Road and Ladcastle Road, which passes under MVL3/29 Wickens Underbridge, to provide an alternative footpath route following the closure of the Moorgate Halt level crossing.

3.7.2 Further details on the Level Crossing proposals are set out in Section 8.

4. BACKGROUND

4.1 Transpennine Route Upgrade

- 4.1.1 TRU is a multi-billion-pound, transformative, long-term railway infrastructure programme that will improve connectivity in the North, between the major economic centres of the North West, Yorkshire-Humber and the North East. It will support economic growth in the North and deliver benefits for passengers and communities along the route and beyond.
- 4.1.2 Transport plays a vital role in enabling a modern trading economy, and rail has a particular advantage in connecting cities, both to each other and to their markets. The Transpennine Route– the subject of TRU– is the key East-West artery across the Northern economy. As shown in Figure 1, the Transpennine Route forms the most direct existing rail link between Manchester and Leeds, but is also used as a “spine” to link a wider set of economic centres such as Newcastle and Hull in the East, and Liverpool in the West. As well as linking city centres, the line also joins these to smaller towns and commuting areas, and key sites such as Manchester Airport and university and research centres (including other hubs like York and Huddersfield). The route also serves an important economic function in terms of supporting freight flows (typically 5-10 trains over the Pennine section per day) as one of the most direct East-West corridors across the North.

Figure 1 Transpennine: Route location



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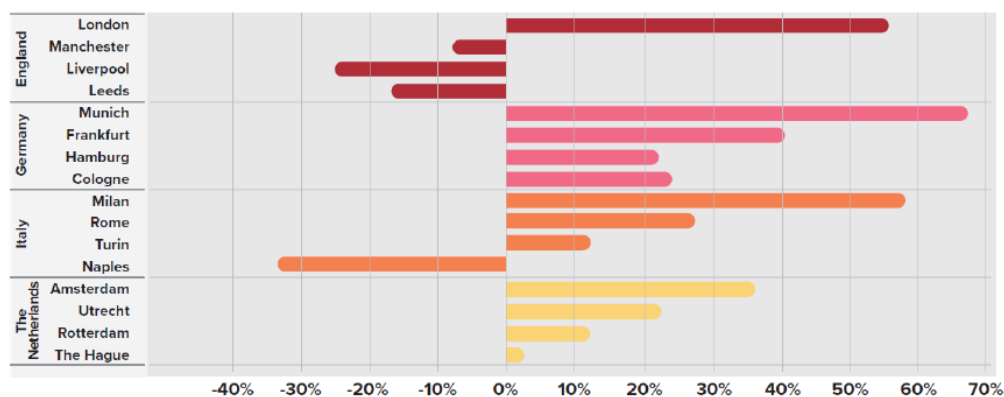
- 4.1.3 Stretching across the North of England between York and Manchester, via Leeds and Huddersfield, the 76-mile Transpennine Route serves 23 stations, crosses over and dips under 285 bridges, viaducts, passes through six miles of tunnels, and crosses over 29 level crossings.
- 4.1.4 The first two-track section of the route, between Huddersfield and Stalybridge, was opened in 1849, with a four track route completed in 1894 between Stalybridge and Leeds. Historically there was a long period of underinvestment in the route, starting in the 1960s and going through to the 1980s, during a time when demand for passenger and freight traffic on the route was declining, in line with structural economic change. Infrastructure capacity was degraded over the years to reduce operating and renewal costs, ordinarily through reducing previously prevalent sections of four-tracking to two tracks, as the mix of slow freight and fast passenger traffic requiring segregation reduced. During this period in the Scheme area, four tracks were reduced to two tracks between Stalybridge and Leeds, leading to a significant reduction in capacity which is a major cause of the issues that TRU is designed to resolve.
- 4.1.5 Today, there is currently a single passenger operator Transpennine Express (“TPE”) providing services across the Transpennine Route . TPE provide fast and frequent inter-city services across the North of England, typically 4 trains per hour (all day) starting from a number of origins in the North West (Liverpool & Manchester) to destinations in the North East (Leeds, York, Hull, Scarborough, Redcar & Newcastle). TPE also currently operate key local and commuter services into Manchester, Leeds and York, and other local centres, typically 2 trains per hour (peak time only). The same Transpennine Route also supports freight services, with around five a day in each direction currently using the route. The infrastructure improvements delivered through the Order Scheme and the wider Scheme will provide the system capability for passenger rail operators to operate improved express and local services on the Scheme Route.
- 4.1.6 The Transpennine Route is not currently well-placed to deliver a key enabling role in levelling up the Northern conurbations and making them a more coherent and productive economic entity. Up to the outbreak of the COVID pandemic, demand on the route had doubled to 50 million journeys per year since the mid-1990s, noting route demand has now returned to Pre-COVID levels, but the historic reduction in the carrying capacity of the infrastructure meant the route had reached the practical limit of its capacity, Pre-COVID, the route performed poorly and would form a constraint, rather than an enabler, to building back the Northern economy.
- 4.1.7 Overall productivity in the North trails behind the UK average. For the last 30 years, the North’s economic value per person, measured as Gross Value Added (GVA) has been consistently below the average for the rest of the UK. The

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widening gap can be attributed to the North of England generally experiencing slower GVA growth rates over the last decade compared to the UK average, with evidence showing low levels of transport investment being a contributing factor to the low levels of growth. The chart below in Figure 2 indicates the GVA per head differences between key cities in the North and London, and also between cities in selected other countries, pre-COVID. The UK had (and continues to have) the distinction of having the widest regional GVA per head disparity amongst the OECD countries.

Figure 2 GVA per head for UK cities and cities in other selected countries

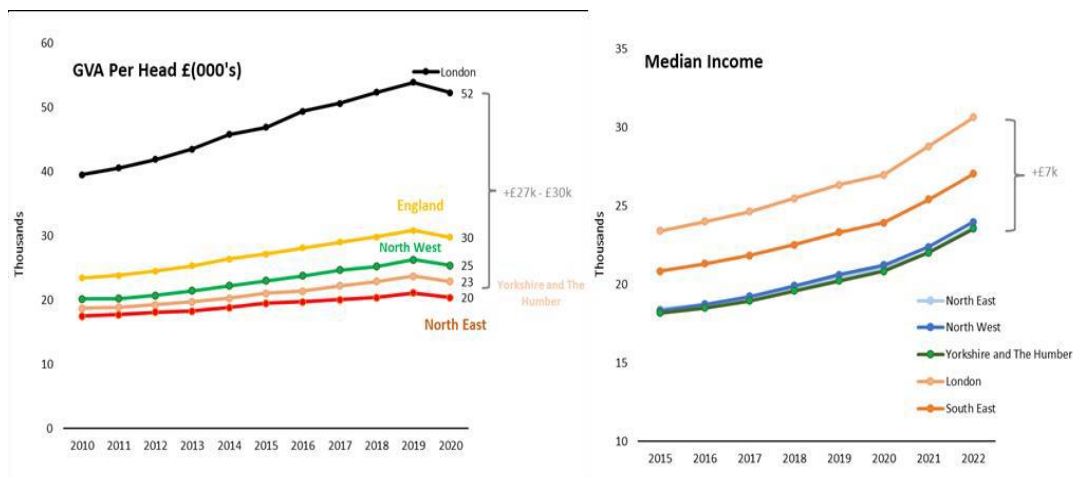


Source: National Infrastructure Commission calculations using OECD Statistics. Functional Urban Areas and National level, 2018 (except France where latest urban productivity data is 2016). Productivity in English cities has been calculated as a percentage of the UK average.

4.1.8 Within the UK, the difference in Gross Value Added per head between Northern regions (North West, North East and Yorkshire & Humber) and London has been widening. It was 63% in 2006 but 119% in 2019 (i.e. GVA was more than double in London - see Figure 3 below). In aggregate terms, the Northern economy was 9% bigger than that of London in 1997, but is now 19% smaller. (Source of all figures: ONS)

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Figure 3 GVA per head and median income for Northern regions versus London and South East (DfT Rail Analysis using ONS data)



- 4.1.9 Punctuality on the Transpennine Route was very poor pre-COVID, with only 38% of trains On Time (making station calls within a minute of the scheduled time). This has primarily been due to an absence of infrastructure capacity (passing sections and separate fast and slow lines) to regulate the large mix of service types on the route (slow freights, local passenger trains and fast expresses) and mitigate delays. These often occur further afield – and can quickly spread from the TRU route across the North. Although the provision of new, longer rolling stock has started to mitigate peak-time overcrowding on the trains that run now, there is no room for additional passenger services to serve a recovering and growing economy, and journeys are relatively slow for the distances involved (less than 60mph on average for the fastest trains).
- 4.1.10 Rail transport enjoys a comparative advantage over road transport in providing links between, and into urban centres. However, the Transpennine Route is not currently well-placed to deliver its key enabling role in connecting the Northern conurbations due to the reliability and performance issues it experiences, as well as significant capacity issues at peak hours, when problems are experienced on a day-to-day basis, with the Transpennine Route operating at capacity and performing poorly. This presents a missed opportunity in terms of levelling up economic growth and a more sustainable balance between road and rail use.
- 4.1.11 The decline in rail passenger numbers from the mid-20th Century began to reverse in the mid-1990s, and growth since then has led to a doubling of passenger journeys to 50 million per annum by early 2020's before the COVID-19 pandemic. This increase in passenger numbers correlates to GDP growth which was proportionately greater in the North West than in other regions (excluding London). However, underinvestment in the wider region is cited¹ as a contributor to lower productivity, and poor transport connectivity has contributed to both lower productivity and lower employment levels.

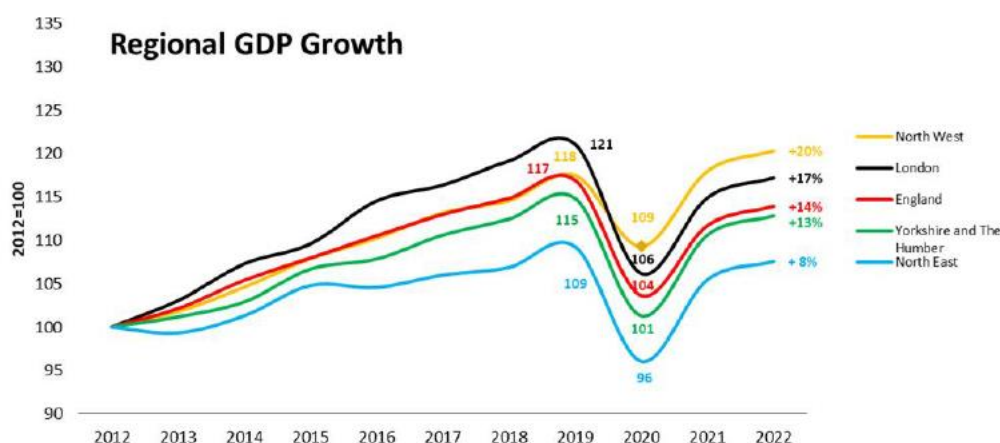
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¹ TransPennine Route Upgrade Programme Business Case – Approval 2 (2023) (NR94)

A lack of “agglomeration” (the positive linkages between economic activities observed in big city regions) is frequently cited as a driver of lower productivity, because the Northern economy is distributed across a number of towns and cities which are not effectively connected.

These factors continue to be borne out in the latest regional economic statistics, showing that most Northern regions are growing more slowly than the English average post-COVID (see figure 4 below). The notable exception is the North West, which is bouncing back more strongly.

Figure 4 The Spread of regional GDP growth since 2012, including post COVID. (DfT Rail Analysis using ONS data).



4.1.12 The amount of investment historically of the Transpennine Route has not matched that of the East Coast Mainline, or West Coast Mainline. Nevertheless, in offering much improved rail services and enhancing their daily lives, rail investment on the Manchester-Leeds-York corridor can contribute strongly to the “levelling up” agenda – both in terms of accelerating the post-COVID economic recovery and growth but in offering citizens in the North a brighter economic future.

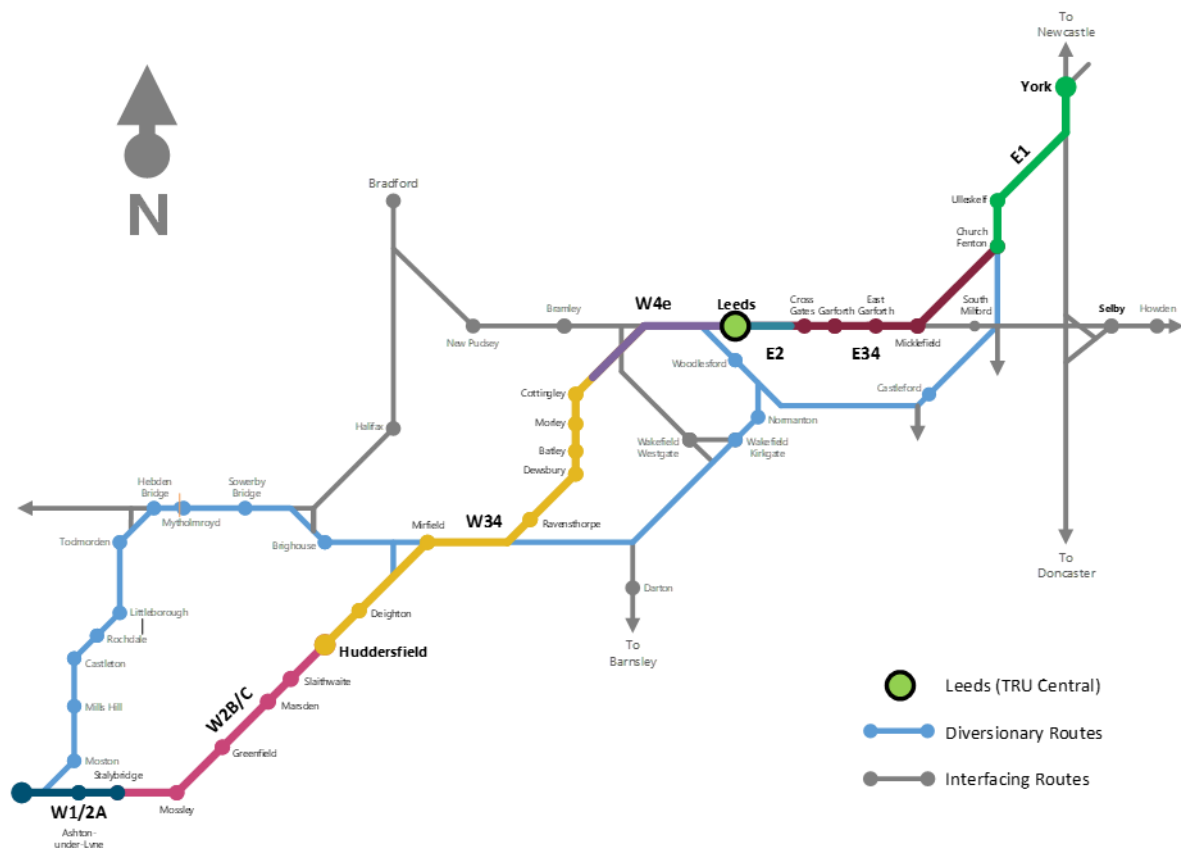
4.2. W2BC Project details

4.2.1 The TRU infrastructure programme scope covers the route between Manchester Victoria and York. The scope requires significant interventions across the whole route within the existing railway corridor. Due to the geographical extent of the proposed upgrade works it was necessary to break down the development and delivery of TRU into manageable work packages to facilitate a programme of this scale, complexity and to minimise the impact to passengers. The TRU route map, figure 5 shows the locations of the different

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projects that comprise the TRU programme and figure 6 shows the varying stages of maturity and delivery.

Figure 5 Locations of TRU Projects



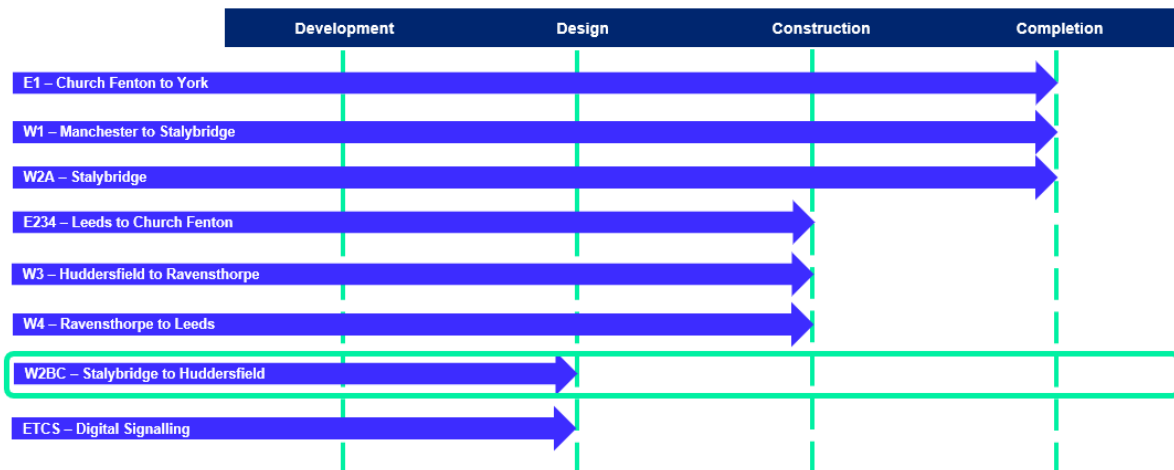
- 4.2.2 W2B/C is a component project within the wider TRU programme and covers the geographical area between Stalybridge and Huddersfield. The W2B/C project is located between Stalybridge (8mile post) and Gledholt Tunnel (25mile post), near Huddersfield on the Transpennine Route. The footprint covers 18 miles through the Pennines and includes four tunnels, five stations, over 80 structures and six viaducts. (Noting that Ashton Under-Lyne station and Katherine Street Tunnel form part of the W2B/C project despite sitting outside of the W2B/C geographical footprint).
- 4.2.3 The W2B/C Project is a key component to delivering the overall benefits to passengers along the Transpennine route. The current layout of the railway in this area means that more trains and faster trains cannot be run than currently exists today and this section of the track can be a cause of significant delays, leading to the poor performance statistics highlighted in 4.1.9. The Scheme Route is a well-used section of rail line, with a significant volume of traffic, both freight and passenger, wanting to use the Scheme Route. In this section

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performance issues are encountered, and capacity constraints would significantly limit the benefits TRU could have, if the W2BC project was not to go ahead.

Figure 6 Maturity of the TRU Projects, (noting W2B/C is at ‘Design’ maturity).

TRU Maturity



4.2.4 W2B/C outputs have resulted in a combination of interventions that will be taken forward to detailed design and eventual delivery, subject to appropriate consents being in place and funding made available. The W2B/C outputs are aligned to the TRU outcomes and benefits, which include, reduced journey times, improved capacity & resilience and electric traction across the TRU footprint. W2B/C outputs include:

- Track renewals/realignment and optimisation.
- Track lowering track within Katherine Street Tunnel, Scout Tunnel and Stalybridge Tunnel.
- Changes to existing Overbridges, Underbridges, and Culverts:
- Bridge reconstruction for Overhead Line Electrification clearances.
- Assessment and strengthening of underbridges and culverts due to increased traffic loading.
- Parapet modifications to overbridges for OLE clearances.
- Reconfiguration of Ashton Station to provide longer platforms
- Relocated station at Mossley, including longer platforms and step free access
- Improved station facilities at Greenfield Station including longer platforms and step free access and longer platforms

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- Reconfiguration of Marsden Station to accommodate a 3-track railway, including step free access and longer platforms
- Three-tracking between Marsden and Huddersfield (currently a 2-track railway)
- Reconfiguration of Slaithwaite Station to accommodate a 3-track railway, including step free access and longer platforms
- Re-signalling and signalling renewals inc. removal of Diggle SB. (Elements of signalling works have already been delivered by others including Diggle SB decommissioning).
- Modifications to Lineside Electrification & Plant (E&P), Telecoms and associated Lineside Civils.
- Associated Geotechnical works to facilitate changes to assets.
- New and renewed Drainage.
- Electrification throughout (UKMS OLE) and associated traction power works.
- New and improved maintenance access points along the footprint.
- Closure of two public footpath Level crossings – Stockport Road and Moorgate Halt.
- Provision of enhanced freight containerisation clearance (W12 gauge).

4.3. Disaggregation of W2B/C

4.3.1 The W2B/C project has been further split into two parts for design, consenting and delivery optimisation purposes. The W2B/C delivery predominantly takes a West to East approach with design and construction commencing on the most westerly section of the route (Stalybridge) and progressing East. Dividing the Scheme into two sections: W2B and W2C (See Figure 7) enables the project to progress two separate Transport and Works Act Order submissions and other associated consents needed to deliver a project of this scale and complexity within the W2B and W2C footprints.

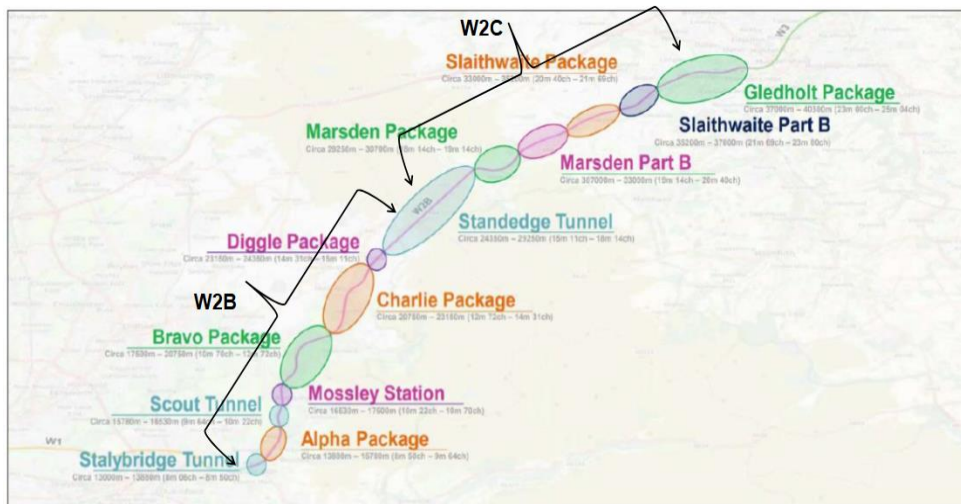
- W2B - The Order Scheme and the wider Scheme; and
- W2C - The Standedge (Marsden) to Gledholt (Huddersfield) Enhancements (separate future order).

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4.3.2 Disaggregating W2B/C into two smaller geographical areas further enables progressive benefits release as the delivery phase moves from West to East along the route, to meet customer and industry expectation.

4.3.3 To further manage the construction and commissioning of the W2B/C project, in addition to splitting the project area into W2B and W2C components, smaller geographical work package areas have been defined (see Figure 7) to support the controlled introduction of railway system interventions in accordance with industry standards.

Figure 7 Breakdown of the W2B/C project into component W2B and W2C areas and work packages.



4.4. The Order Scheme Proposals

4.4.1 The Scheme Route is the section of the Transpennine route that is subject of the Order Scheme which itself forms part of the wider Scheme within the Scheme Route. The purpose of the Order Scheme is to increase capacity, improve journey times, and improve the reliability and resilience of passenger train services that serve both the Scheme Route and the Transpennine route between Manchester, Huddersfield, Leeds and York. To achieve this purpose the Order Scheme comprises a number of interventions which are summarised below:-

4.4.2 The Order Scheme works include the following principal works that contribute to the wider Scheme benefits:

- The provision of new track, drainage and signalling infrastructure will mean a more reliable and resilient railway; allow for increased capacity in the number of trains; and higher line speeds that will improve journey times.
- Construction of a new relocated station at Mossley will provide a fully accessible station, including modern passenger facilities, step-free access,

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longer and wider platforms, additional parking and improved drop-off arrangements.

- Installation of Overhead Line Equipment (OLE) on the railway will deliver a fully electrified section of the Transpennine route enabling train fleet changes being made to allow electric trains make use of an electrified route. This accords with Network Rail's Decarbonisation Strategy. Electrification also assists with journey time improvements and performance by allowing trains to accelerate faster, and brake more efficiently.
- Reconstruction and modification of existing bridges to facilitate the electrification of the railway and the ability to operate larger freight containerisation on the railway which in turn brings about economic and environmental benefits.
- Closure of Stockport Road level crossing and the diversion of the existing public right of way ("PROW") over that crossing and closure of the Moorgate Halt level crossing with the provision of enhancement works to the existing footpath network will remove key conflicts between trains and the public and provide safe 24/7 access across the railway.

4.5. Scheme Proposals

4.5.1 Description of the W2B scheme

The W2B project comprises the area between Stalybridge Tunnel and Standedge Tunnel and is being progressed as the "Stalybridge to Diggle (Saddleworth) Enhancements" element of the wider W2B/C work. The W2B element of the project includes approximately 11km of track and two stations at Mossley and Greenfield. Key challenges include delivering electrification and capacity/reliability works through a Pennine valley environment with multiple heritage and environmentally sensitive constraints. The principal interventions on W2B focus on enabling route electrification and improved capability through targeted infrastructure change: clearance and electrification works at Stalybridge Tunnel and Scout Tunnel, major station interventions at Mossley and Greenfield, level crossing closures/diversions (e.g., Stockport Road and Moorgate Halt), works associated with Saddleworth Viaduct, electrification works at and through Standedge Tunnel, and a package of underbridge/overbridge reconstructions plus temporary/permanent land requirements needed to deliver these outputs safely and compliantly.

4.5.2 The Order Scheme forms part of the wider Stalybridge to Diggle (Saddleworth) Enhancements Scheme ("the Scheme"). In addition to the delivery of the works which comprise the Order Scheme, Network Rail will

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also be delivering a series of associated works to the railway between Stalybridge and Diggle (Saddleworth) under permitted development rights which are conferred on Network Rail by the Town and Country Planning (General Permitted Development) (England) Order) 2015 (“the GPDO”). The consenting regimes for the Scheme are set out in in Table 2-1.

5. THE CASE FOR THE ORDER SCHEME

5.1 General Introduction

5.1.1 This Chapter sets out the case for the Scheme, and why investment in the rail network between Stalybridge to Diggle is needed to underpin the wider TRU benefits.

As part of the general introduction, section 5.1.3 sets out at a high level the key TRU Programme and Order Scheme aims/benefits, before describing in section 5.2 the Network and Operational Constraints that currently exist on the scheme route and how these impact in real time for passengers.

Section 5.3 will then clearly articulate the benefits of the TRU Programme before breaking down how the order scheme contributes to the TRU Programme Aims, of which the Scheme forms an essential component. For further details, please also see the Statement of Aims (**NR04**). It will then conclude this section by explaining the wider Order scheme benefits.

Finally in Section 5.4, strategic alternatives to the TRU programme are discussed in further detail.

5.1.2 The wider objectives and benefits of the TRU programme are to:

- Support national, regional and local economic growth.
- Contribute to decarbonisation of the economy and other environmental benefits (better air quality) through electrification.
- Facilitate growth in rail demand across the North of England.
- Improve connectivity between major cities across the North of England to stimulate leisure/ business and education travel.
- To improve rail user experience by providing more frequent, more reliable, faster and less crowded trains.
- Improved passenger experience at stations with step free access.

5.1.3 Order Scheme and Wider Scheme Benefits

The Scheme Route is a key bottleneck on the Transpennine route where significant capacity and performance issues are currently encountered. Therefore, the Order Scheme, together with the wider Scheme works, are a key contributor towards the delivery of the TRU programme aims, which are;

- **More trains to choose from and more seats:** The Order Scheme contributes to this outcome through new and optimised track installations and new signalling equipment, allowing trains to run at higher line speeds and more frequently. Through an increase in network capacity a service specification allowing

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additional train paths can be offered to passenger service operators. With more seats and more trains, the wider Scheme proposals will better connect the cities in the North and support economic growth. Network Rail wants to build a railway which passengers and businesses can trust.

- **Faster Journeys:** Across the TRU Route new tracks, signalling systems and the installation of Overhead Line Equipment (OLE) will enable electric trains to take benefit from an upgraded and electrified route. Electrification of the wider Scheme and Order Scheme contributes to faster journey times and better performance by allowing trains to accelerate faster, and brake more efficiently.
- **More reliable journeys (better performance):** The Order Scheme and the wider Scheme contributes to these outputs through the wholesale renewal and enhancement of rail infrastructure assets within the Scheme Route footprint including track, drainage and signalling. The Order scheme, and wider scheme will see a new station built at Mossley Station and a remodelled station at Greenfield, enabling efficient dispatch of services (longer platforms minimise crowding and wider platforms to allow wheelchair users quicker access on/off the train). The closure of two level crossings at Stockport Road and Moorgate Halt, as part of the Order Scheme will reduce the number of pedestrian/train incidents and mitigate reduced performance and disruption to passengers.
- **Better stations and improved passenger experience:** The Order Scheme will see a new station built at Mossley Station, and within the wider scheme footprint a remodelled station at Greenfield. The Order Scheme will provide a fully accessible, and compliant station at a new relocated Mossley station, which, will include new modern passenger facilities, step-free access, longer and wider platforms, additional passenger parking spaces, improved drop-off arrangements and additional blue badge parking. Greenfield Station will be enhanced to have step free access with longer and wider platforms. Stations within the Order Scheme and wider scheme limits currently do not have step free access capability.
- **Greener travel (decarbonisation and air quality):** TRU's greener-travel benefit is achieved through outputs that shift the railway to cleaner traction—specifically electrification of the Scheme Route and the programme output of rail services using electric traction. The Order Scheme, together with the wider Scheme works, will deliver a fully electrified section of the Transpennine route, with train fleet changes being made to allow electric trains to make use of the benefits of an electrified route. A cleaner railway aligns with Network Rail's Decarbonisation Strategy that seeks electrification of routes, and areas, where appropriate.
- **Increased freight capacity and capability (supporting a modal shift):** Improved freight capacity and capability across the TRU Route will incentivise a modal shift with fewer heavy vehicles on the highway network causing traffic

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issues and contributing to air pollution. The Order Scheme, and the wider Scheme, will deliver infrastructure improvements needed to run a higher volume mixed traffic railway and will see the reconstruction and modification of existing bridges and tunnels to facilitate the electrification of the railway and the ability to operate larger freight containerisation on the railway. An optimised railway means more freight trains will be able to operate which in turns brings about economic and environmental benefits.

- 5.1.3 In summary, the Order Scheme, together with the wider Scheme, will deliver the improvements required to the existing rail infrastructure on the Scheme Route to deliver these benefits and so provide a significant contribution key contributor towards delivering the overall TRU programme aims.

5.2. Network and Operational Constraints – the need for the scheme.

- 5.2.1 This Section will explain the existing operational constraints that must be overcome if the above benefits are to be achieved.
- 5.2.2 More people travel on the railway today than ever before. Demand for passenger and freight services is high and is expected to rise significantly in the future. The Transpennine route is a key strategic route and is one of very few routes to have recovered in terms of passenger numbers, to pre-covid levels. It is one of the busiest lengths of rail at peak times on the national rail network and is identified for significant passenger growth in the future. In addition, with a significant move, post-Covid, to leisure travel increased passenger demand is also being seen on the Transpennine route across the day and throughout weekends. The Transpennine route is also identified as a key transport corridor for providing connections between cities in the North of England so to support the delivery of economic growth and “levelling up” opportunities across the North of England.
- 5.2.3 The Transpennine route currently handles a mix of fast express, local stopping services and freight, but has not seen significant infrastructure investment in enhancements to increase capacity for many years. Therefore, the Transpennine route network is increasingly becoming crowded and congested, journeys are slow and unreliable and due to the current infrastructure provision being relatively dated there is limited existing capacity to accommodate growth on the existing rail infrastructure.
- 5.2.4 The existing Scheme Route extents encompass 11km of track, two stations at Mossley and Greenfield and two tunnels: Stalybridge tunnel and Scout tunnel. The powers sought under the Order are required to enable Network Rail to support the modernisation of the Scheme Route, and so the wider Transpennine route, and the realisation of the full benefits of the wider TRU programme.

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5.2.5 The Scheme Route currently experiences a number of constraints relating to the capacity, reliability and modernisation that are common to the whole Transpennine Route. The key constraints can be summarised as follows.

- **Line speed:** Currently the Scheme Route is operated with line speeds of between 50-65mph which are not sufficient to significantly contribute to improvements in journey times across the Scheme Route that is required to support the delivery of the wider TRU benefits.
- The current **Mossley Station** affords only stepped passenger access to the rail network which is not aligned to the TRU outcomes of step free access to stations, including longer platforms and wider platforms where required. Due to the current station location, (built within a rock cutting), the resultant engineering challenges make modernisation of the station and achieving an increased line speed through an optimised track design, aligned to the wider TRU outputs cost prohibitive.
- **Existing bridge structures** that cross the Scheme Route create a physical impediment to the installation of the OLE required for the electrification of the Scheme Route and the ability to operate larger freight containerisation on the Scheme Route. This therefore limits the train rolling stock that can operate on the Scheme Route to diesel trains only and also limits the container size that can be carried by freight services that operate on the Scheme Route.
- **PROWs** intersect the railway at two existing level crossings on the Scheme Route which allow access across the railway for pedestrians. However, the continued presence of these level crossings acts as a continual constraint on the future operation of the Scheme Route in terms of both safety and performance. In particular, these two level crossings act as constraints to the stated aims of the Order Scheme to increase capacity (more frequent trains) improve journey times (faster trains) and improve reliability (through electrification), on the Scheme Route as is required to support the delivery of the wider TRU benefits. Moreover, with the delivery of the Order Scheme, and the wider Scheme, the existing risk to level crossing users would increase to a level that would be intolerable for Network Rail to accept without mitigation, e.g. closure of the level crossings and alternative provision to traverse the Scheme Route. In addition, where there is reasonable opportunity, Network Rail, in accordance with national policy, will pursue the removal of level crossings from the rail network to improve the safety of the railway and public pedestrian safety, by eliminating the direct conflict between pedestrians and trains.
- The **Moorgate Halt level crossing** is, as of the date of the application for the Order, temporarily closed under a Temporary Traffic Regulation Order

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(TTRO) due to recent infrastructure changes to the track and signalling on this part of the Scheme Route. This TTRO is to be extended because of the likelihood of danger to the public, which could result in a train straddling the level crossing when stopped at a red signal.

- **Performance and reliability** issues for Transpennine Route services are routinely encountered on the Scheme Route. There are four different types of service that use the Scheme Route at any given point in a day. Currently the Scheme Route accommodates:
 - Fast, inter-regional services that typically stop at ‘hub’ stations only, such as Leeds, Dewsbury, Huddersfield and Manchester;
 - Semi-fast, inter-regional services that typically stop at ‘hub’ stations and others such as Stalybridge and Dewsbury;
 - local urban services that also stop at local stations on the Scheme Route such as Mossley, and Greenfield; and
 - freight services that access and use the Scheme Route.
- **The Order Scheme Route**, along with the Transpennine route as a whole has historically suffered from limited investment. Therefore, interventions are required to renew and modernise the existing railway assets on the Scheme Route so to enable the Scheme Route to operate at the increased capacity and with the improved performance and reliability that is required to support the delivery of the wider TRU benefits.

5.2.6 Real Time Impacts

The Infrastructure constraints on the Scheme Route (and Transpennine Route) as explained above have shown up very visibly in a range of problems:

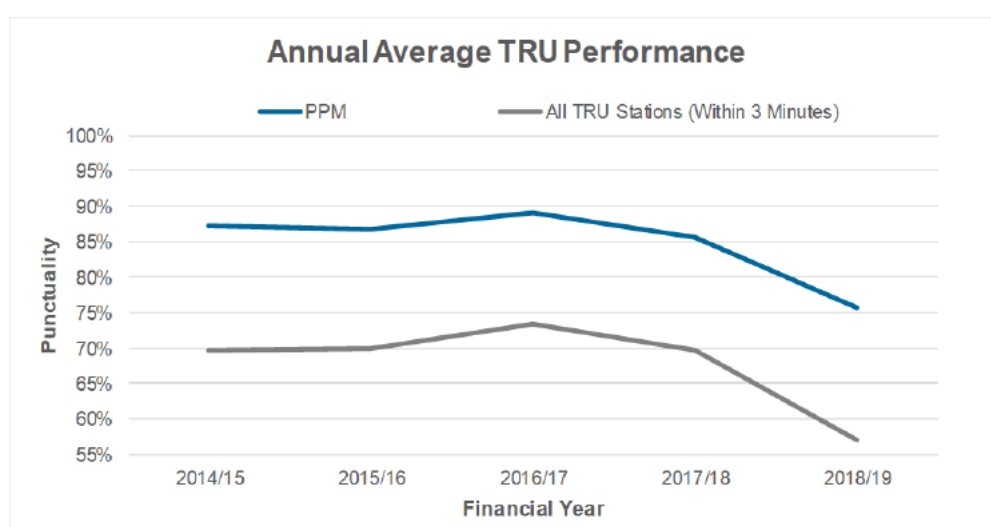
- **Reliability and punctuality** of passenger trains on the Scheme Route (and Transpennine Route) has been very poor. The moving-average On Time measure – i.e. the percentage of station stops less than one minute after the scheduled time – was only 38% to Autumn 2019 (Period 9). This compares with a national average for the same period of 65%, and an average for TPE’s South Transpennine route (Manchester-Sheffield) of 54%. A chart showing progression of the older Public Performance Measure (“PPM”) is reproduced below, (figure 8). Delays on the Scheme Route (and Transpennine Route) are sometimes “imported” via long-distance trains which experience problems in centres such as Manchester on the West Coast Mainline, and on the East Coast Main Line beyond York. However, the constrained Scheme Route (and Transpennine

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Route) infrastructure does not allow for fast trains to pass slower ones to make up time, meaning delays can be exacerbated or, at best, not improved upon.

- **Peak crowding** on the Scheme Route (and Transpennine Route) has been excessive, exacerbated by the reliability problems. For example, late or cancelled trains have led to more passengers transferring to other services, making overcrowding worse. The option to introduce more train paths has not existed because of capacity constraints, though new longer trains have been steadily introduced since 2018. Although this makes travel on the route more comfortable during “undisrupted” service and off-peak hours, disruption can still lead to overcrowding on individual trains. However, overcrowding issues at peak hours can only be fully addressed by increasing the number of train paths available to operators, and flexibility to use the increased size of trains at stations such as Stalybridge and Huddersfield.
- **Journey times** have progressively been improving on major rail lines across the country for decades, but the Scheme Route (and Transpennine Route) retains average “fast” train speeds below 60 mph. Challenging topography will always form a constraint, but it is notable that whereas the journey from York to Manchester takes, at best, 74 minutes for 70 miles, a journey over a similar distance from York to Durham (as one example, 75 miles) can take 30 minutes or less.

Figure 8 Average performance of the Transpennine Route pre-COVID



Note: Overall Public Performance Measure (PPM) has recovered to approximately 85% in 2024/25.

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- 5.2.7 As currently operated, the Scheme route is a non-electrified section of the railway network. The electrification of the Scheme Route will enable a switch from diesel trains to fully electric trains. Full electric rolling stock has benefits for the environment and will assist Network Rail in achieving its decarbonisation objectives. Moreover, electrification has benefits for train performance, with faster acceleration and more efficient braking being made possible.
- 5.2.8 The key constraints that exist on the Scheme Route, as explained above, routinely and adversely affect the performance, reliability and capacity of train services serving the Scheme route to an unacceptable degree. These constraints also act as a 'bottleneck' for the entire Transpennine Route and adversely affect the performance, reliability and capacity of train services across the Transpennine Route. The Scheme is demonstrably necessary in its own right, in order to enable much needed and essential improvements to passenger train and freight services serving the Scheme route itself. Moreover, the Scheme is a key requirement in order to facilitate much improved train services serving the entire Transpennine Route.

5.3 Transpennine Route Upgrade Programme – Context

- 5.3.1 To address both the current challenges on the Transpennine Route and to support aspirations to support economic growth and "levelling up" opportunities across the North of England, this Order Scheme, together with the wider Scheme, is being delivered as an essential component of the wider TRU programme. TRU as referenced earlier in section 4.2 is a series of projects between Manchester, Huddersfield, Leeds and York with the objective being to improve journey times and capacity between key destinations on the Transpennine Route, improve overall reliability and resilience on the Transpennine Route, and provide environmental benefits from modal shift to rail and the part electrification of the Transpennine Route. The delivery of the Order Scheme, together with the wider Scheme, will assist in the delivery of the remaining components of the wider TRU programme and will play a key part in unlocking the full benefits associated benefits; the TRU programme proposes investment now to solve today's challenges, plan for future growth, contribute to decarbonisation, and lay the foundations for the future development of proposals for the Northern Powerhouse Rail (NPR) network, (further referenced in section 6).
- 5.3.2 Due to the size, differences, and complicated nature of the works required to upgrade the existing rail infrastructure between Manchester and York, TRU is being designed as a phased programme of interventions with those interventions being delivered as separate projects, alongside each other. The Order Scheme, together with the wider Scheme, is referred to as W2B and is a component of the wider TRU W2B/C Project.

5.3.3 The Order Scheme, together with the wider Scheme, is essential to achieving the overall TRU benefits stated in 5.1.3. For the reasons given in earlier paragraphs, the Order Scheme, together with the wider Scheme, is a key component to the TRU programme. The capacity and performance of the two-track railway along the Scheme Route, station capacity and capability issues at Mossley and Greenfield, line speed restrictions, electrification and level crossing constraints all need to be addressed, in order to deliver the outcomes to realise the significant benefits of the TRU Programme.

Transpennine Route Upgrade Programme – benefits

To enable the strategic programme benefits referred to in section 5.1.2, the TRU programme will deliver the following outcomes:

- **More trains to choose from and more seats** — TRU enables more services to run between key cities, including up to **six fast/semi-fast services per hour between Leeds and Manchester** (and additional stopping services for local connectivity).
- **Faster journeys** — TRU is designed to reduce journey times, with forecast fastest journey times referenced in programme materials (**e.g., Manchester–Leeds 42–44 minutes**).
- **More reliable journeys (better performance)** — TRU's benefits framework includes **service reliability** and a programme output of a **50% reduction in fast-train lateness**.
- **Better stations / improved accessibility and passenger experience** — TRU includes station enhancements and accessibility improvements to improve the station experience and inclusion.
- **Greener travel (lower carbon and improved air quality)** — TRU's electrification and related outputs support reduced emissions and improved air quality.
- **More freight capacity and capability** — TRU plans include enabling **up to 15 new freight train paths per day (subject to future funding) and larger freight containerisation** supporting more goods to move by rail.

5.3.4 This point is further emphasised by the funding required to deliver the TRU Programme. £11bn is allocated for a route of 70miles. Circa £1.5bn is allocated to the 18miles covered by the W2BC project of which approximately £600m (40% of the overall funding) is forecast for the delivery of the W2B Scheme element, with the Order Scheme accounting for circa £225m or 37.5% of this total. The

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funding allocated to the W2BC project is the second largest funding allocation after the W3 project within the overall TRU Programme such is the importance of the improvements required in the W2BC project

Order Scheme Benefits and the contribution to TRU Aims

The benefits that the Order Scheme, together with the wider Scheme delivers, fulfil the clearly stated policy objectives summarised in the sections below. These relate to both the programme wide benefits, and those realised locally on the Scheme route, and will contribute to both local and national objectives.

- **An improved journey time** for Leeds – Manchester Victoria of 42-44mins;*

(This Order Scheme contributes to this journey time improvement by enabling increased running speeds of upto 80mph achieved through optimised track; signalling systems the installation of Overhead Line Electrification across the full extent of the Order Scheme Route and through the closure of the two existing level crossings on the Order Scheme Route);

- **An improved journey time** for York to Manchester Victoria of 65-67mins;*

(This Order Scheme contributes to this journey time improvement by enabling increased running speeds of upto 80mph achieved through optimised track; and signalling systems, the installation of Overhead Line Electrification across the full extent of the Order Scheme Route and through the closure of the two existing level crossings on the Order Scheme Route);

- **Capability to operate four 'express' and two 'semi-express' services an hour on the route;**

This Order Scheme, and wider scheme, contributes to this capability improvement through optimised track installations and new signalling equipment, allowing trains to run at higher line speeds and more frequently. Through an increase in network capacity a service specification allowing additional train paths can be offered to passenger service operators. It also delivers on this capacity improvement aim by improving the capacity (platform lengths) at Mossley and Greenfield Station;

- **Capability to operate up to two 'local services' an hour on the route;**

This Order Scheme contributes to this capability improvement through optimised track installations and new signalling equipment, allowing trains to run at higher line speeds and more frequently. Through an increase in network

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capacity a service specification allowing additional train paths can be offered to passenger service operators

- Performance of the Transpennine Route to be 92.5% (PPM) or higher each period.

The Order Scheme, together with the wider Scheme, contributes to this intended outcome through the wholesale renewal and enhancement of rail infrastructure assets within the Order footprint including track, drainage and signalling. The Order scheme, and the wider scheme, will see a new station built at Mossley Station and a remodelled station at Greenfield, enabling efficient dispatch of services (longer platforms minimise crowding and wider platforms to allow wheelchair users quicker access on/off the train). The closure of 2 level crossings at Stockport Road and Moorgate Halt, as part of the Order scheme will reduce the number of pedestrian/train incidents and mitigate reduced performance and disruption to passengers.

- Freight paths/rights to be retained as existing with larger freight containerisation capability (W12 gauge).

Maintaining freight capacity with improved capability will incentivise a modal shift with fewer heavy vehicles on the highway network causing traffic issues and contributing to air pollution. The Order Scheme, and the wider Scheme, will deliver infrastructure improvements needed to run a higher volume mixed traffic railway and will see the reconstruction and modification of existing bridges and tunnels to facilitate the electrification of the railway and the ability to operate larger freight containerisation on the railway. An optimised railway means more freight trains will be able to operate which in turns brings about economic and environmental benefits.

- A contribution to Network Rail's Decarbonisation Strategy and climate policy.

The Order Scheme, together with the wider Scheme works, will deliver a fully electrified section of the Transpennine route, with train fleet changes being made to allow electric trains to make use of the benefits of an electrified route. A cleaner railway aligns with Network Rail's Decarbonisation Strategy that seeks electrification of routes, and areas, where appropriate.

Order Scheme Benefits - Concluding Summary

Passenger Experience

5.3.5 The Order Scheme will provide enhanced accessibility, and compliant station at a new relocated Mossley Station, which, will include new modern passenger facilities, step-free access, longer and wider platforms, improved drop-off

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arrangements, the availability of additional blue badge and non-blue badge parking. Stations within the Order Scheme limits currently do not have step free access capability. Relocating Mossley Station has linked benefits to the wider TRU scheme allowing the track position to be optimised for the proposed higher line speeds and the ability to introduce an earthed section of the overhead line equipment, adjacent to Mossley Cottages as an additional level of risk control.

Electrification and freight

5.3.6 A number of existing bridge structures that cross the Scheme Route will be replaced as part of the Order Scheme to enable the clearances required to allow the installation of railway electrification works (including the provision of OLE) on the Scheme Route that is required for the electrification of the Scheme Route so to improve the reliability of the Scheme Route and the train services operating on it. In addition, the replacement of these bridge structures will improve clearances on the Scheme Route so to enable the capability to run larger freight containerisation on the Scheme Route.

5.3.7 The Order Scheme, together with the wider Scheme works, will deliver a fully electrified section of the Transpennine route, with train fleet changes being made to allow electric trains to make use of the benefits of an electrified route. This accords with Network Rail's Decarbonisation Strategy ("the Strategy") that seeks electrification of routes, and areas, where Tappropriate. TRU was identified specifically in the Strategy and so the Scheme Route being electrified supports that aim. Electrification also assists with journey time and performance by allowing trains to accelerate faster, and brake more efficiently.

Safety

5.3.8 The Order Scheme will deliver a safe way of passage across the Scheme Route for existing users of the two level crossings located on the Scheme Route through the provision of alternative routes across the railway. This will remove key conflicts between trains and the public and provide 24/7 access across the railway. Closing the two level crossings will, by reducing these key conflicts between trains and the public, also provide for improved capacity on the Scheme Route, by allowing an increase in line speed enabling faster journeys for passengers. Closure of the level crossing will also lead to a more resilient railway. Incidents at level crossings are often vehicle or pedestrian collisions, and result in significant time impacts for investigation and preparation of the train line to be opened again. The closure of the two level crossings will reduce the number of incidents of this type; this will help to greatly mitigate performance and disruption to passengers. The closure of the level crossings will also result in the removal of assets from the Scheme Route that need to be inspected, maintained and operated. It is also an absolute requirement that the two existing level crossings

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are closed before the new timetable to be facilitated by the Order Scheme, and wider Scheme, is in operation on the Scheme Route as a combination of new line speeds, electrification, and additional capacity would increase the risk to users of these level crossings to unacceptable levels.

More trains

5.3.9 The Order Scheme, together with the wider Scheme, will facilitate the provision of modernised signalling on the Scheme Route which will mean shorter headways between trains, meaning they can run closer together through more effective digital controls in place, and this in turn will allow for increased capacity in the number of trains that can be on the Scheme Route at any one time.

Faster trains

5.3.10 Currently the Scheme Route has various speed limits. The Order Scheme, together with the wider Scheme, will allow for faster line speeds (upto 80mph in the Order Scheme footprint). This will improve journey times across the Scheme Route and will increase the flexibility to timetable more train paths on the Scheme Route and the wider Transpennine route.

Decarbonisation of the economy

5.3.11 The improved efficiency and capacity on the Scheme Route to be delivered by the Order Scheme, and the wider Scheme, will incentivise a modal shift with fewer heavy vehicles on the highway network causing traffic issues and contributing to air pollution. An effective railway means larger freight containerisation will be able to operate which in turns brings about economic and environmental benefits.

Improved connectivity

5.3.12 The Order Scheme, together with the wider Scheme, is required as its key purpose is to address the current capacity and performance issues experienced on the Scheme Route and which will continue to exist if not addressed. The Scheme Route has suffered from a lack of investment in the past, and the Order Scheme, together with the wider Scheme, is required not only to address that lack of investment, but also to support wider regional development and connectivity improvements between the cities of the North.

Economic benefits

5.3.13 The operation of the Order Scheme, together with the wider Scheme, will bring significant socio-economic benefits across the Local, Sub-regional and Regional level in terms of business activity and employment. The improvements will have a beneficial effect overall on access to local businesses in the Scheme Route

area and the local economy in terms of encouraging new development opportunities and jobs that could be generated directly and indirectly by the Scheme as a whole. This will be enhanced locally with TRU programme employment approaches concerning employment targets for the 25 mile and 40 mile radius, apprenticeships, and local procurement of goods/services/construction labour employment opportunities.

5.4. Strategic Alternatives

- 5.4.1 The remit of TRU is to address the performance issues related to the existing service, increase the capacity on the Transpennine Route, and to decrease journey times. There are no high level strategic alternatives that would deliver these benefits without investing directly in the infrastructure on the Transpennine route on the Transpennine route.
- 5.4.2 The Transpennine Route is a key West-East artery, used by over 50 million passengers each year. The only feasible modal shift to reduce the pressure on the route would be to increase capacity on the surrounding strategic highway network. Projects have been ongoing on the only other arterial West-East route in the vicinity of the Transpennine Route, the M62 motorway, since 2012 in order to address its own capacity and performance issues, with further work scheduled up to 2024. Other Transpennine road schemes, away from the M62 such as the Transpennine Tunnel, would not be of sufficient scale to provide a feasible alternative to rail travel or be deliverable in the coming years. The strategic highway network does not present a reasonable alternative to improvements to the rail network.
- 5.4.3 Other rail schemes that have been reviewed include the South Transpennine Route ("STPR") that links Manchester and Sheffield. However, the STPR does not link into key centres such as Leeds, York, Hull or stations north to Scotland. Instead STPR links to the Midland Mainline and southern destinations. As such, enhancements to the STPR were discounted. It should be noted that the STPR is subject to separate proposed significant capacity and improvement works such as the Hope Valley Line capacity enhancement scheme as authorised by a TWAO in 2018 and which entered into service in 2024.
- 5.4.4 Works are happening on other routes close to the Transpennine Route, such as the Calder Valley line, but these are works to upgrade them sufficiently so that they can be used as diversionary routes whilst the TRU programme is constructed. Work on them in isolation would not deliver the benefits that the TRU programme is remitted to deliver.
- 5.4.5 During the development phases of TRU, strategic alternatives were considered that could deliver the TRU aims (see section 5.3.6). The main strategic alternatives considered were partial electrification and full electrification of the

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TRU route. It was concluded that partial electrification would not meet the aims of TRU and a full electrification scheme was chosen as the preferred scheme. This decision is confirmed in government policy set out in the Integrated Rail Plan (IRP) for the North and Midlands (November 2021).

- 5.4.6 The Scheme as a whole and the TRU programme of works are the first major rail infrastructure projects in the North of England in the last twenty years (since the West Coast Mainline upgrade). Both are being delivered by Network Rail, within the funding and governance mechanisms already set out, with necessary funding approved to date. There are a number of other rail schemes that may potentially be delivered through Northern Powerhouse Rail (“NPR”). However, NPR is complementary to TRU rather than instead of, due to TRU being delivered within the next 8 years and forming part of the baseline for NPR to build upon.
- 5.4.7 Given the geographical similarities of TRU with the ongoing development of potential future major rail projects for the North of England via NPR (refer to figure 9 and section 6.3.13-15), as explained above, the Scheme as a whole and the TRU programme have been involved in extensive engagement with rail industry stakeholders and Government to ensure that the proposals in the Scheme and TRU are complimentary to the development of NPR.
- 5.4.8 There are no other infrastructure schemes that would deliver the benefits, nor address the existing operational constraints that exist on the Transpennine Route or that TRU delivers. TRU is a scheme to be delivered now (with some elements already constructed) and will deliver transformational benefits to users on the Transpennine Route, and the North of England.

6. POLICY FRAMEWORK

6.1. Introduction

- 6.1.1. In this section, a summary of the main national, regional and local transportation and planning policy is set out, followed by an assessment of compliance of the Order Scheme with these policies.

6.2. National Transport and Railway Policy

- 6.2.1 There is a suite of transport and railway policy and guidance documentation of relevance to the Scheme

National Infrastructure Delivery Plan (2016)

- 6.2.6 National Infrastructure Delivery Plan (NIDP) (**NR31**) published in March 2016 sets out how the Government intends to support the delivery of key infrastructure projects and programmes. It brings together the Government's plans for economic infrastructure over a 5-year period from 2016 – 2021.
- 6.2.7 The NIDP sets out context to the national strategy for delivering infrastructure, including a vision "provide world class train services that drive economic growth and exceed passenger expectations". It states that the Government is committed to carrying out the largest rail modernisation programme since Victorian Times (paragraph 4.6).
- 6.2.8 The NIDP sets out infrastructure priorities 2020/21 which includes the Network Rail enhancement programme. This programme is designed to provide necessary extra capacity, more services and better journeys. The TRU is highlighted as being one of the key projects and programmes (page 36), with the NIDP noting that continued Transpennine electrification works form part of the Network Rail enhancement programme.

Rail Network Enhancement Pipeline – Department for Transport (2019) (NR32)

- 6.2.5 In March 2018, the Government published its new approach to rail enhancements. This document set out the rationale behind creating a rolling programme of investment which focusses on delivering real benefits for passengers, freight users and the economy. The Pipeline was updated in the Autumn of 2019.
- 6.2.6 The Rail Network Enhancement Pipeline (RNEP) is the approach applied to all rail enhancements within England and Wales which are in receipt of funding from central government (i.e. from the Department for Transport). This was set out in the Statement of Funds Available (SoFA), which was published in October 2017.

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- 6.2.7 TRU was listed as a Scheme in Stage 3 - Decision to Design with the stated planned railway output of delivering improved performance, capacity and journey time between Manchester and York.
- 6.2.8 Projects listed in this table have progressed through to the final development stage and will be either working towards or have completed an Outline Business Case. In April 2020, TRU was awarded Outline Business Case (£3bn) and provided funding to take TRU programme projects through design and delivery.
- 6.2.9 The Scheme is consistent with, and aligned with the outcomes identified in the RNEP, and at each governance stage this is confirmed.

Williams-Shapps Plan for Rail – HM Government (2021) (NR34)

- 6.2.10 The Plan sets out how the Government intends to deliver wider changes to the railway network. There are seven key areas of the plan. These include bringing the railways back together, delivering more punctual and reliable services (under the umbrella of a new public body, Great British Railways; making the railways easier to use; re-building public transport use after the pandemic; maintaining a safe and secure railway for all; keeping the best elements of the private sector that have helped drive growth; making the railways more efficient; and growing, not shrinking the network.
- 6.2.11 The Scheme directly and indirectly supports many of the ambitions of the Plan in terms of how it will grow the rail network, supporting economic growth across the North following the COVID-19 pandemic.
- 6.2.12 The NIDP sets out a vision to “provide world class train services that drive economic growth and exceed passenger expectations”. Within the strategy to achieve this, the NIDP sets out the Government rail infrastructure priorities to 2020/21. This includes the Network Rail enhancement programme, which is designed to provide necessary extra capacity, more services and better journeys.

Northern Growth Strategy: Case for change (2026) (NR36)

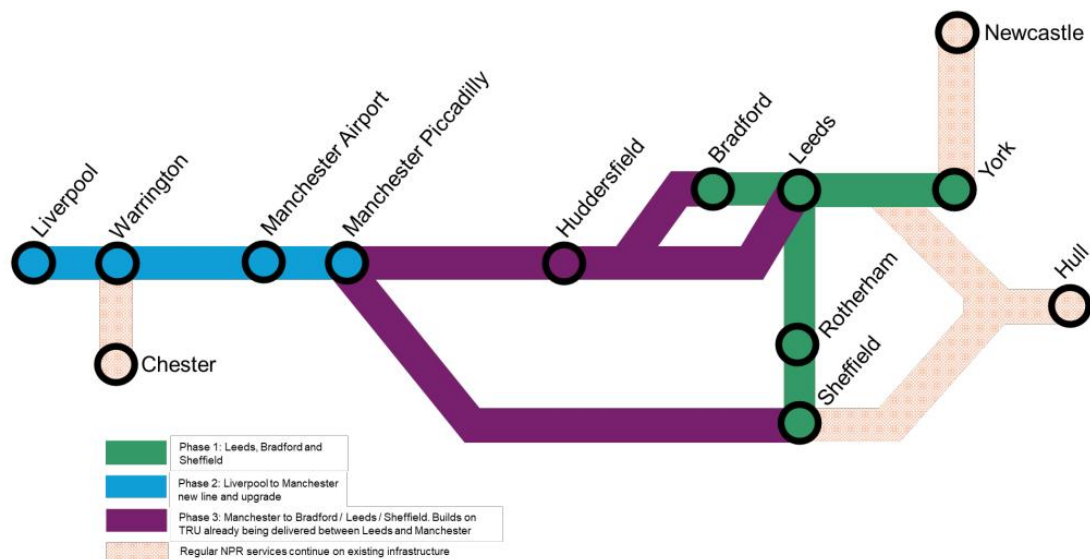
- 6.2.13 This document lays the foundations for stronger growth across the North, setting out the government’s strategy for historic investment in northern rail infrastructure through a commitment to deliver Northern Powerhouse Rail. The strategy reinforces and solidifies previous government policy with regard to rail

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investment in the North and is key to the future strategy for rail enhancements as an enabler of economic growth throughout the region.

6.2.14 The relationship with TRU is outlined in Paragraph 10, which states “The government is backing places with the right national investment decisions to complement local priorities and fuel the drivers of growth: a) Improving connectivity within and between city regions, including surrounding towns...The £11 billion Transpennine Route Upgrade will improve reliability, increase network capacity, and cut journey times between Manchester, Huddersfield, Leeds, Hull, Liverpool, Newcastle, Durham, Darlington and York”.

Figure 9 NPR Phase Plan



6.2.15 Figure 9 above shows the NPR Phase Plan (p.22). This includes reference to TRU as an enhancement for the section of line between Leeds and Manchester. The incorporation of TRU as a key component within the wider suite of NPR interventions clearly demonstrates its essential role in delivering the objectives of NPR. The importance of the NPR programme was highlighted through quotes from key political leaders in the press release **(NR37)** associated with the Northern Growth Strategy document: **Prime Minister, Keir Starmer, said:**

“This government is rolling up its sleeves to deliver real, lasting change for millions of people through Northern Powerhouse Rail: a major new rail network across the North that will deliver faster, more frequent services”.

Chancellor of the Exchequer, Rachel Reeves, said:

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“If economic growth is the challenge, investment and renewal is the solution. That’s why we’re reversing years of chronic underinvestment in the North.

Our transformative plans will create jobs, build homes and unlock opportunities for businesses to invest. That’s how we deliver economic growth, a renewed Britain and more money in working people’s pockets”.

Mayor of Greater Manchester, Andy Burnham, said:

“Finally, we have a government with an ambitious vision for the North, firm commitment to Northern Powerhouse Rail and an openness to an underground station in Manchester city centre. A modernised Manchester Piccadilly could become the Kings Cross of the North, acting as a catalyst for major growth in our city region and beyond.

Over the past decade, we’ve become the UK’s fastest growing city region, but underinvestment in rail infrastructure has long acted as a brake on further growth. Today marks a significant step forward for Greater Manchester. We’ll now work at pace to prove the case for an underground station and work up detailed designs for the route between Liverpool and Manchester”.

National transport policy - summary

6.2.16 The whole thrust of the transport policies outlined here is to seek improvements to the region’s transport systems and the rail network, recognising the benefits of rail in the movement of large numbers of people and container/bulk goods over large distances or into congested city centres. The Scheme is consistent with national transport policy in that it provides an improvement in capacity and line speed for the Transpennine line, as well as helping to reduce at grade conflicts with rail traffic. This improves the reliability of the network and this in turn contributes to encouraging a more sustainable mode of transport as well as fostering economic growth. The need for the Scheme is therefore driven by a body of government policy, both at national and regional level, culminating in the Government’s IRP for the North and Midlands (November 2021) where full support was given to the development of the Transpennine Route as the first step in delivering the wider package of improvements known as Northern Powerhouse Rail.

6.3. National Planning Policy

National Planning Policy Framework (NPPF), DCLG (2024 & updated December 2025) (NR38)

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6.3.1 The NPPF is the overarching national planning policy document. Paragraph 11 states that plans and decisions should adopt a presumption in favour of sustainable development. For decision-making, this means:

- Approving development proposals that are in alignment with an up-to-date development plan without delay, or granting permission when relevant policies are outdated, unless:
 - Policies protecting important areas provide a strong reason for refusal; or
 - The adverse impacts significantly outweigh the benefits when assessed against the NPPF policies as a whole, with particular regard to policies directing development to sustainable locations, effective use of land, and well-designed places.

6.3.2. **Paragraph 8** sets out the three key objectives of the planning system - economic, social and environmental objectives, including minimising pollution, identifying and co-ordinating the provision of infrastructure and moving to a low carbon economy.

6.3.3. **Chapter 6 (Building a strong, competitive economy)** states that planning should operate to encourage and not act as an impediment to sustainable growth and significant weight should be placed on the need to support economic growth and productivity.

6.3.4. **Chapter 9 (Promoting sustainable transport)** states that transport considerations should be integral to planning, and transport solutions should be identified to deliver well-designed, sustainable, popular places.

6.3.5. **Chapter 12 (achieving well-designed places)** stresses the importance of good design in sustainable development.

6.3.6. **Chapter 13 (Protecting Green Belt land)** seeks to protect the Green Belt from inappropriate development, allowing for local transport infrastructure if it preserves openness and does not conflict with the purpose of the Green Belt.

6.3.7. **Chapter 14 (Meeting the challenge of climate change, flooding and coastal change)** supports transitioning to a low-carbon future. Paragraph 161 encourages minimising vulnerability and improving resilience to climate change impacts.

6.3.8. **Chapter 15 (Conserving and enhancing the natural environment)** emphasises the importance of enhancing the environment, recognizing ecosystem benefits, and addressing air quality impacts in planning decisions.

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6.3.9 **Chapter 16 (protecting the Historic Environment)** highlights assessing heritage assets impacted by developments. Paragraph 212 gives great weight to an asset's conservation when considering development impacts upon a designated heritage asset. Furthermore, **Paragraph 213** states that any harm to, or loss of, a designated asset's significance requires clear and convincing justification and should be exceptional. **Paragraphs 214 and 215** also state that harm to designated heritage assets should be weighed against the public benefits, with more substantial benefits required where more substantial harm will be undertaken.

National Networks National Policy Statement (2024) (NR35)

6.3.10 The National Policy Statement for National Networks ('NPS-NN') sets out the need for, and Government's policies to deliver, development of nationally significant infrastructure projects (NSIPs) on the national road and rail networks in England. Whilst the Scheme does not meet the NSIP threshold set out in the Planning Act 2008, as amended by the Highway and Railway (Nationally) Significant Infrastructure Project) Order 2013, the NPS-NN states:

"Where schemes come forward under these alternative consenting routes, this NPS may be a material consideration in decision making. Whether, and to what extent, this NPS is a material consideration, will be judged on a case-by-case basis."

The NPS-NN is therefore material to a decision on the application for deemed planning permission for the Order Scheme.

6.3.11 Key extracts from NPS-NN, demonstrating the strong policy support for rail investment, are set out below:

6.3.12 Paragraph 2.27 acknowledges that *"to meet net zero, the rail sector must decarbonise further... Further electrification, together with the use of alternative technologies to phase out the use of diesel-only trains by 2040, will be needed to reduce air and noise pollution and enable a net zero railway by 2050."*

6.3.13 Paragraph 3.8 states "Transport infrastructure is a catalyst and key driver of growth, and it is important that the planning and development of infrastructure fully considers the role it can play in delivering sustainable growth, how it can support local and regional development plans and the growth aspirations of local authority areas."

6.3.14 Paragraph 3.17 notes that "There may be instances where infrastructure interventions are required to bring about improvements to environmental

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outcomes. Such outcomes might include... electrification of rail, improvements to air quality through reductions in congestion”.

6.3.15 Paragraph 3.22 states that “The government has, therefore, concluded that at a strategic level there is a compelling need for development of the... strategic rail networks...”.

6.3.16 Paragraph 3.51 acknowledges shortfalls of the existing rail network, particularly in the North, with TRU operating as a programme to meet these shortfalls.

6.3.17 Paragraph 3.74 outlines the Government’s support for addressing the needs of the national rail network, and “is committed to investing in rail.”

6.3.18 The Scheme overall is entirely consistent with the aims of the NPS-NN. It will enhance connectivity, quality, safety and reliability on the Transpennine route and in particular between Leeds and York. It will foster economic growth and opportunity and contribute towards the target of Net Zero.

6.3.19 In the context of Net Zero in particular, the improvements delivered by the TRU as a whole, are expected to deliver a reduction in annual emissions of approximately 1,500 tonnes of carbon dioxide equivalents, due to electrification of the line and a shift to bi-modal trains.

6.3.20 The Scheme also aligns with the NPPF key objective of moving to a low carbon economy, and the NPS-NN emphasis on how rail improvements can help de-carbonise transportation, due to the electrification of the railway facilitating a move away from diesel powered trains, and the policy encouragement for solutions which support reductions in greenhouse gas emissions and congestion.

National Planning Policy Framework: proposed reforms and other changes to the planning system (consultation draft) (NR39)

6.3.21 The Ministry of Housing Communities Local Government are undertaking a public consultation on a review of the current NPPF until 10 March 2026. Although not adopted at the time of writing, the draft policy is a material consideration in the determination of planning decision, with appropriate weight afforded to the draft given it is at public consultation stage, Key points from the consultation draft of relevance to the Order are identified below:

- **S3: Presumption in favour of sustainable development**

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Decisions on development proposals should apply a presumption in favour of sustainable development.

- **CC1: Planning for climate change**

Development plans should take a proactive approach to mitigating climate change and supporting the transition to net zero.

- **TR1: Vision-led approach to planning for transport**

Sustainable transport should be considered from the earliest stages of plan-making, so that it is reflected in the vision for the plan area and its specific proposals, and forms an integral part of a plan's strategy for creating well-designed, sustainable, inclusive and popular places.

- **TR8: Public rights of way**

Development proposals should: a. Maintain the network of public rights of way, including through suitable diversions agreed with the highway authority; and b. Take opportunities to extend, link or improve the quality of existing routes.

- **HE4: Securing the conservation and enhancement of heritage assets**

Heritage assets, as an irreplaceable resource, should be conserved and enhanced in a manner appropriate to their significance. To achieve this, development proposals which would affect the significance of heritage assets, including any contribution made by their setting should:

a. Maintain or secure a use consistent with their conservation, taking into account the importance of maintaining the assets, the positive contribution they can make to sustainable communities including local economies, and the positive contribution they can make to local character and distinctiveness;

b. Avoid harm to the significance of heritage assets, and instead preserve and enhance this significance.

If harm to the significance of heritage assets cannot be minimised or avoided, there should be a clear and convincing justification in accordance with the policies in this chapter.

How the Order Scheme meets the requirements of the NPPF

6.3.22 The need for and benefits of TRU and the Scheme itself are set out in sections 2 and 5 of the Planning Statement (**NR15**) as well as in the Statement of Aims (**NR04**).

6.3.23 The Order Scheme comprises a series of improvements to the Transpennine Route. The development in its own right provides additional capacity on the Route, thereby strengthening and reinforcing the opportunity for rail to be a viable alternative to road-based traffic, with its commensurate benefits on climate change and sustainability. It also improves connectivity along the Route, which in turn acts as an enabler for economic improvements. This

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clearly accords with the Government's desire for the planning system to facilitate the building of a strong and competitive economy as set out in chapter 1 of the NPPF.

- 6.3.24 Railways are generally recognised as being a more sustainable transport system than the private car. To achieve a modal shift from the private car to trains, the railway system needs to be made more attractive to users in terms of its reliability and capacity. The Scheme therefore supports and fulfils the core land use planning principles of the NPPF by contributing to low-carbon economic growth and promoting sustainable travel in the region.
- 6.3.25 This is entirely consistent with chapter 9 of the NPPF (Promoting sustainable transport) and the environmental benefits of the Scheme in relation to carbon footprint are detailed fully in the Environmental Report **(NR14)**.
- 6.3.26 Further benefits of the TRU and the Order Scheme will be improved efficiency and reliability of the railway, bringing benefits of increased capacity (train capacity and frequency), reduced incidents and delays and reduced journey times, improve safety through level crossing closures and reduce operation and maintenance costs.
- 6.3.27 It will also deliver wider environmental and socio-economic benefits, including a contribution to decarbonisation of the railway and improved local air quality, direct economic growth through employment and supply chain benefits from construction, and the indirect regional economic benefits through connectivity of improved rail services.
- 6.3.28 The NPPF encourages "limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health" (paragraph 110) and provides that the planning system should help to "shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure" (paragraph 161).
- 6.3.29 By definition, passengers who use the electrified railway will be contributing towards sustainable travel. During the construction period, through a combination of careful construction logistics planning, the production of a Travel Plan and the establishment of rail-linked construction hubs, significant capacity and congestion impacts on the highway network will be avoided and sustainable construction transportation promoted. Additionally, electrification of the railway will bring important air quality benefits, aligning with the NPPF requirement for planning to contribute to improved air quality. The aims of the NPPF chapter 9 on promoting sustainable travel are thus met.

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- 6.3.30 As such the Order Scheme contributes directly to the strategic aims of the NPPF.
- 6.3.31 The impact of the Order Scheme on the Green Belt is fully discussed in section 6.7 on local plan policy but in summary it is considered that the Order Scheme elements falling within the Green Belt are either local transport infrastructure which can demonstrate a Green Belt location or that very special circumstances exist to permit rail development in the Green Belt which would otherwise be inappropriate (Chapter 13 (Green Belt)).
- 6.3.32 The Order Scheme will help to implement a number of important Government objectives to meet the challenge of climate change, reducing our carbon footprint and meeting sustainable development targets through facilitating the electrification of the line between Stalybridge and Diggle. This will contribute towards improving the capacity and efficiency of the rail system, encouraging a modal shift to rail, helping to reduce the number of road vehicles and carbon emissions both on the roads and rail system. Additionally, mitigation and control measures will be used to minimise the impact of the Order Scheme in terms of sustainability and climate change. This will include embedding carbon reduction measures in the design process, the return of temporary land to its original condition at the end of the works, the use of hybrid or solar power at construction compounds, the development of a Resource Efficiency and Materials Sourcing Strategy (including a waste hierarchy principle of prioritising preventing waste in the first place and then in turn preparing waste it for reuse, then recycling, then recovery, and finally disposal). Such matters will also be governed though the CoCP and the preparation of a Materials Management Plan (MMP), again secured by means of an appropriate planning condition.
- 6.3.33 In terms of flood risk and climate vulnerability a detailed assessment has found that none of these vulnerabilities are significant, as embedded mitigation sufficiently adapts the design and operational processes in compliance with Network Rail engineering standards to remove and reduce to acceptable levels all otherwise significant vulnerability impacts.
- 6.3.34 It is therefore considered that the Order Scheme is compliant with chapter 14 (Meeting the issue of Climate Change) of the NPPF in taking a proactive approach to mitigating and adapting to climate change and by avoiding increased vulnerability to the risks of climate change.
- 6.3.35 landscape and biodiversity as far as possible. The LEMP and dedicated The Order Scheme, through the preparation of detailed Ecology and Landscape Management Plans (LEMP), will seek to protect the existing landscape and biodiversity as far as possible. The LEMP and dedicated planning condition relating to Biodiversity Net Gain will be the mechanisms by which the Scheme

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will enhance biodiversity in compliance with Chapter 15 (Conserving and enhancing the Natural Environment). Additionally, protection of the existing environment during the construction phases of the Scheme will be achieved through implementation of the Code of Construction Practice part B (the subject of a specific condition) governing issues such as contaminated land, noise and vibration, waste and materials management.

6.3.36 Similarly, any elements of archaeological interest will be protected or recorded in accordance with the relevant planning condition and compliance with chapter 16 (Protecting the Historic Environment).

6.3.37 The scheme is considered to be in accordance with thrust of proposed changes to the NPPF detailed at Section 7.5, through the delivery of sustainable development (Policy S3), supporting the transition to Net Zero (CC1), appropriate custodianship of heritage assets (HE4), and the delivery of sustainable transport and (as discussed further at Section 6.7) Public Right of Way networks (TR1 and TR8).

6.4. Climate Change Policies

6.4.1 The UK Climate Change Act (2008) (**NR93**) established a target to reduce emissions by 80% from 1990 levels by 2050, with interim carbon budgets set up to 2032. In June 2019, in line with the Paris agreement, the Act was amended to aim for net zero carbon emissions by 2050.

6.4.2 Both OMBC, TMBC), and the GMCA have declared a climate emergency, and are committed to taking significant actions to reduce carbon emissions and enhance climate resilience.

6.4.3 Following these declarations, TMBC have produced a Climate Strategy, OMBC have produced a Green New Deal Strategy and are drafting an Environment Strategy, and GMCA have produced the second version of their Five-Year Environment Plan, with GMCA aiming for the region to be carbon neutral by 2038. The GMCA Five-Year Environment Plan specifically encourages investment in electrification of rail and the removal of diesel trains as part of its strategy.

6.4.4 These strategies and plans include setting targets for reducing greenhouse gas emissions, improving sustainability in local practices, and integrating climate considerations into all areas of council decision-making. Reducing the emissions of transport is considered a key aim, with transport comprising a third of all CO2 emissions in Tameside. All of these strategies and plans seek to

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reduce private vehicle usage, and promote the use of public transport and active travel.

- 6.4.5 The Order Scheme, as part of the overall TRU, will deliver upgraded infrastructure that will facilitate electrification of the existing Transpennine rail line between Manchester and York, leading to a reduction in the use of diesel-powered rolling stock that will help to reduce greenhouse gas emissions. In addition, the Order Scheme includes controls and mitigation measures to meet sustainability and climate change objectives.

6.5 Regional and Local Rail Policy

Greater Manchester Transport Strategy 2040 (2021) (NR41)

- 6.5.1 Transport for Greater Manchester's (TfGM) Greater Manchester Transport Strategy 2040 (GMTS) was published in 2017 and updated in 2021 and sets out the region's long-term transport ambitions.
- 6.5.2 The GMTS states that the upgrade of the Transpennine route, resulting in electrification and improved services, is a national and regional priority. It cites heavy congestion as causing service conflicts and unreliability within the Greater Manchester region, and more widely across the North.

Greater Manchester Five Year Transport Delivery Plan (NR42)

- 6.5.3 To work towards achieving the long-term ambitions of the GMTS, TfGM have created a short-term Five Year Transport Delivery Plan (5YTDP), adopted in 2021, and supporting delivery aims to 2026. It reiterates the GMTS' statement that the upgrade of the Transpennine route is both a national and regional priority, outlining support for full electrification of the route as part of works to ease congestion, improve reliability, and improve service frequency.

Integrated Rail Plan for the North and Midlands (2021)

- 6.5.4 The Integrated Rail Plan (IRP) (NR33) for the North and Midlands was published in November 2021 and sets out core railway projects that the Government intends to invest in over the next 30 years.
- 6.5.5 Recognising that the TRU will now be significantly expanded to enable Northern Powerhouse Rail (NPR), it will be managed as the first phase of NPR. The IRP

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states that the whole TRU route will be electrified, installing full digital signalling, and add longer sections of three and four-tracking to allow fast trains to overtake stopping services, leading to an initial increase in through passenger services of 20% compared with the pre-COVID-19 situation (page 14).

- 6.5.6 In the core pipeline, the IRP states that Government proposes between Liverpool and York to build NPR in line with the 2019 Option 1, which was developed by Transport for the North (TfN) and proposed significant improvements to the previous TRU plans between Manchester and Leeds, including electrification of the whole route, digital signalling throughout, significantly longer sections of three and four-tracking, and gauge upgrades to allow intermodal container freight services.

Strategic Transport Plan, Transport for the North (2024)

- 6.5.7 TfN comprises the North's local transport authorities and business leaders and Network Rail, National Highways, and HS2 Ltd. TfN has created a Northern transport strategy, setting out priorities for significant investment in the north's inter-city road and rail network. TfN adopted the second version of their Strategic Transport Plan (**NR40**) in 2024, to set out the vision, objectives and long-term strategic transport priorities in the North, and providing a framework for advising relevant stakeholders including the government, local transport bodies and delivery bodies.
- 6.5.8 The Plan identified three connectivity needs for the North, including the delivery of Northern Powerhouse Rail and TRU to boost pan-northern connectivity.
- 6.5.9 Section 5.1 states TfN's strategic priorities for travel in the North. This includes better connectivity including frequency and journey time improvements; more capacity; improved accessibility; greater freight opportunities; and sustainability. Electrification is stated to be "*crucial to maximise rail's contribution to lowering emissions*" and "*will also lead to a more reliable and resilient railway*". Major programmes are needed to be delivered to achieve these changes, including TRU which is stated to "*deliver faster, greener, and more reliable journeys, enhance passenger experience, capacity and accessibility, and crucially, unlock pan-Northern freight.*"
- 6.5.10 The Scheme therefore clearly aligns with the objectives set out in relation to Transport for the North and Northern Powerhouse Rail by providing significant investment and improvement to the North's railway infrastructure and increasing the capacity, speed and reliance of the Network.

Greater Manchester Transport Strategy 2050 and Delivery Plan (2027-2037) (Consultation Draft) (NR43)

6.5.11 TfGM are undertaking a public consultation on a review of the current GMTS until 9 March 2026, with the final version expected to be published later in 2026. The document sets out a “shared transport vision for a transport system for a global city-region” (page 55).

6.5.12 Delivery Policy 20: Regional and national rail services states how TfGM and GMCA will “work with Network Rail/Great British Railways and rail industry partners to develop a high-capacity and reliable regional and national (inter-urban) rail network that provides seamless connectivity between Greater Manchester, other northern towns and cities, and the rest of the country. This will include [inter alia]:

a) Delivering capacity, reliability, speed and resilience improvements, ensuring improvements to inter-urban service provision and rail freight.

b) Taking advantage of the service improvements and reliability benefits offered by the Transpennine Route Upgrade” (page 158).

Greater Manchester Five Year Transport Delivery Plan (2027-37) (consultation draft) (NR44)

6.5.13 This document sits with the GMTS 2027-2037 consultation draft and sets out the strategy for the delivery of the updated GMTS. Support is offered to TRU through the inclusion of key Scheme deliverables in “Appendix A – Scheme list for Map 1: Deliver”. This includes the broader TransPennine Route Upgrade programme, in addition to site-specific schemes for Mossley rail station relocation and Greenfield rail station upgrade as part of TRU, all of which are referenced as “Rail infrastructure and service improvements” (page 50).

6.5.14 Through the delivery of significant enhancements to Greater Manchester’s transport infrastructure, the Order Scheme is in clear conformity with the strategic vision of both the suite of existing TfGM/GMCA policy documents and the thrust of consultation drafts in respect of the current documents.

6.6. Regional Planning Policy

Places for Everyone Joint Development Plan (PfE) (NR45)

6.6.1 PfE was adopted by GMCA in March 2024 for 9 boroughs (excluding Stockport) covering the period 2022–2039. The following PfE objectives and policies are applicable to the Order Scheme

- **Objective 6:** Promote sustainable movement and enhance transport networks.
- **Transport Policies:**
 - **JP-Strat14:** Improve transport so 50% of trips use public transport, cycling, or walking; requires local and national investment.
 - **JP-C1, JP-C3, JP-C7:** Support low-carbon, connected transport, rail improvements (including electrification and NPR), and sustainable freight.
- **Climate & Sustainability:**
 - **JP-S1 & JP-S2:** Aim for carbon neutrality by 2038; require net-zero development and energy efficiency.
 - **JP-S4 & JP-S5:** Protect water environment and air quality; reduce flood risk and pollution.
- **Green Infrastructure & Biodiversity:**
 - **JP-G1 to JP-G9:** Protect landscapes, green spaces, trees (2:1 replacement), biodiversity, and enhance Green Belt use.
- **Economic & Social Goals:**
 - **JP-J1:** Foster a thriving economy leveraging transport assets.
 - **JP-P1 & JP-P2:** Create well-connected, liveable places and conserve heritage.
- **Digital & Infrastructure:**
 - **JP-C2:** Deliver modern digital infrastructure.
 - **JP-D1:** Ensure strategic infrastructure development.

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- 6.6.2 The Order Scheme would be in accordance with the identified PfE objectives and strategies, through the delivery of an improved, more reliable and more sustainable rail network within Greater Manchester.

6.7. Local Planning Policy

- 6.7.1 The Order work area lies within the administrative areas of Tameside Metropolitan Borough Council (TMBC) and Oldham Metropolitan Borough Council (OMBC). It is considered that the Order Scheme is in accordance with the thrust of relevant planning policy, as discussed below.

Tameside Metropolitan Borough Council

- 6.7.2 For Tameside, the development plan is formed of the Unitary Development Plan (2004) (TMBC UDP) (**NR46**) and PfE. Supplementary Planning Documents of relevance to the Order Scheme are the Employment Land SPD (**NR47**) and Trees and Landscaping on Development Sites SPD (**NR48**). The specific policies are given below, with a short commentary on how the Scheme meets the policy's objective. Fuller explanations are given in section 7 of the Planning Statement (**NR15**).
- 6.7.3 Policy 1.2 'Maintaining an Integrated Transportation Strategy' identifies steps that the Council aims to make the local transport system increasingly sustainable, safe and efficient, and use it to assist with investment and employment. The Scheme in itself is delivering improvements to sustainable transport, and thus supports the policy.
- 6.7.4 Policy 1.3 'Creating a cleaner and greener Environment' aims to improve the borough's appearance for the benefit of current residents and to attract new investments. To this end, all developments must prioritise high-quality design that is in harmony with the local character.
- 6.7.5 Policy T1 Highway Improvement and Traffic Management states the Council's transport aims to encourage the use of non-car modes of travel, improve the efficiency and attractiveness of public transport and the convenience and safety of passengers, and provide for the needs of people with mobility difficulties.
- 6.7.6 Policy T4 Rail Infrastructure gives support to regional transport policy which aims to improve the attractiveness of heavy rail, including through improved stations and more reliable and frequent services, with the aim to help reduce reliance on private cars.
- 6.7.7 Policy T8 Walking states Public Rights of Way will be protected where they fall within sites proposed for development, subject to consideration of opportunities for local re-routing where this would improve convenience and safety for pedestrians.

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- 6.7.8 Policy OL1 Protection of the Green Belt states that the Green Belt will continue to be protected from inappropriate development and approval will not be given, except in very special circumstances, for the construction of a limited criteria of new buildings.

Oldham Metropolitan Borough Council

- 6.7.9 For OMBC the development plan is formed of the Joint Core Strategy (JCS) (2011) **(NR49)**, PFE **(NR45)**, and the saved policies of the Unitary Development Plan (UDP) (2009) **(NR50)**. Key relevant policies of the JCS are mentioned below:

- 6.7.10 Policy 1 Climate Change and Sustainable Development states that development should adapt to and mitigate against climate change, contribute towards sustainable development including through sustainable design, improve quality of life, and enhance the borough's image.
- 6.7.11 Policy 4 Promoting Sustainable Regeneration and Prosperity seeks to promote and enhance the local economy through sustainable means, and will work to improve access to Manchester City Centre in particular via public transport to boost the local economy.
- 6.7.12 Policy 5 Promoting Accessibility and Sustainable Transport Choices promotes and encourages the use of public transport. The Council will work to deliver service enhancement of public transport infrastructure, and will encourage infrastructure for modern modes of transport.
- 6.7.13 Policy 9 Local Environment protects and promotes the local environment and local amenity, and requires that development should not have unacceptable impacts caused by air quality, odour, noise, vibration or noise pollution, and must not cause significant harm to local amenity.
- 6.7.14 Policy 17 Gateways and Corridors states that Council will seek to improve existing transport routes and networks.
- 6.7.15 Policy 20 Design seeks all development to be of high-quality design which reflects its local character and identity.
- 6.7.16 Policy 21 Protecting Natural Environment Assets states that the local natural environment must be protected, conserved, and enhances, with biodiversity and geodiversity protected.
- 6.7.17 Policy 22 Protecting Open Land protects open spaces that contribute to local distinctiveness, and designates land as Green Belt. The borough additionally has a local protection for open countryside known as Other Protected Open

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Land (OPOL), for land which does not meet criteria for Green Belt but holds local importance.

- 6.7.18 Policy 24 Historic Environment requires that development takes account of the significance of any heritage assets that may be impacted.

Strategic Principles

- 6.7.19 Both TMBC and OMBC have stated strategic aspirations for sustainable development that will enable enhancements to the local economy, in parallel with support for improvements to transport networks. There is therefore clear policy support for the principle of the Order Scheme, and the scheme is therefore in compliance with relevant strategic policy, including TMBC UDP Policies 1.2, T1 and T4 and JCS Policies 4, 5 and 17.

Design

- 6.7.20 How the Order Scheme complies with these policies is covered in more detail in the Design and Access Statement (**NR15**) (DAS). The DAS includes a design appraisal, showing that the Order Scheme complies with the relevant national and local planning policies. It provides safe, well-functioning railway infrastructure, taking account of the important issues of access for maintenance and inspection, and materials durability over the lifetime of the Order Scheme.
- 6.7.21 The Order Scheme design is appropriate in terms of land use, scale, layout, access, and appearance in the context of its required railway infrastructure functionality and the local environment and community. The Order Scheme delivers infrastructure that, where appropriate: delivers high-quality design that adds to the overall quality of the area; is visually attractive and will incorporate effective landscaping; is sympathetic to local history and landscape, and provides safe and convenient access. As such the design of the Order Scheme's components are considered to be of a scale and appearance which complies with. The Scheme therefore complies with the design policy set out in Chapter 12 of the NPPF and local design policy (JCS Policy 07 and TMBC UDP Policies 1.11 and C1).

Green Belt and Greenspace

- 6.7.22 Several elements of the Order Scheme involve development in the Green Belt for works to existing railway structures within the existing railway corridor. As discussed in NR15 and NR16, all of the works are either temporary in nature, works to existing railway structures, or necessarily in close proximity to the existing railway, this is considered to justify their location. The proposed works to each structure have been minimised as far as practicable in terms of their scale, and the use of appropriate materials as described in NR 16 will help to

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reduce their visual impact. As set out in NR 15 Section 6.6, with the exception of a small permanent parking area on Heron Lane to support the maintenance of the railway at this location, there will be no works within areas of designated greenspace or open space. The Scheme is therefore considered to be in accordance with relevant policies in respect of Green Belt, including NPPF Chapter 13, TMBC UDP Policies OL1 and OL4, and JCS policy 22.

Historic Environment and Archaeology

6.7.23 The Order Scheme will have an adverse effect on ten listed structures, identified in section 6.4.4 of NR15. The works are necessary to facilitate the installation of OLE through the increase in height of bridges that are too low to safely accommodate overhead wires. Whilst it is recognised that substantial harm will occur in the loss of two bridges (MVL3/20 Wright's Mill Overbridge and MVL3/23 Wright's Overbridge), the public benefit that will accrue from the overall Upgrade outweighs this loss. Further detail on the justification for the removal of the bridges and design of the new structures is given in NR15, Section 4). The works to the Listed structures considered essential to ensure the successful installation of OLE infrastructure and deliver electrification of the line, and the integration and realisation of the public benefits of the full TRU scheme (discussed further in Section 5 of this document).

6.7.24 A comprehensive series of Historic Environment Mitigation measures (outlined in full in Chapter 5 of the Environment Report **(NR14)**) will be employed. Archaeological mitigation will be secured via Section 5 of the Code of Construction Practice (CoCP) Part B and through a planning condition proposed to be included in the Request for Deemed Planning Permission **(NR11)**. When the scale of harm is weighed with public benefits, and the package of mitigation measures, the Scheme is considered to be acceptable in line with the thrust of NPPF Section 16, TMBC UDP Policies C6 and C8, and JCS Policy 24.

Ecology and Biodiversity

6.7.25 An appraisal of the predicted ecological impacts and consequential effects of the Order Scheme is set out in Chapter 6 of the Environmental Report **(NR14)** and 6.8 of the DAS. The layout of the Order Scheme has been designed to make use of habitats of low ecological value where these are available, with emphasis on ecological sensitivity, incorporating embedded mitigation measures to avoid or minimise adverse impacts on biodiversity. The CoCP Part A **(NR17)** outlines best-practice measures to manage ecological risks during construction, to be implemented across all construction sites. Further ecological safeguards will be secured through CoCP Part B, which will be conditioned as part of the planning consent.

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- 6.7.26 A comprehensive suite of biodiversity enhancement measures will be delivered as part of the scheme. Mitigation for protected and priority species will be implemented in accordance with relevant legislation and best practice guidance. With regard to bats, further surveys will inform the need for mitigation, which may include roost protection, timing of works, and licensing where direct impacts are anticipated.
- 6.7.27 The 'Request for deemed planning permission and statement of proposed conditions' (**NR11**) includes a proposed condition on Biodiversity Net Gain (BNG) that seeks to achieve a 10% habitat net gain (offset all habitat loss and add 10% enhancement to that loss) in accordance with DEFRA metric 3.0. This mitigates the ecological impacts from the Order Scheme. It is also proposed that a Landscape and Ecological Management Plan (LEMP) will be secured by condition. The LEMP will guide the long-term management of ecological and landscape features and will include measures to deliver BNG. It is noted that the statutory biodiversity gain condition under the Environment Act 2021 does not (yet) apply to projects consented by a TWAO.
- 6.7.28 The full extent of mitigation measures is outlined within Chapter 6 of the Environmental Report (**NR14**). Through these mitigation measures, impacts to ecology and biodiversity are minimised to be satisfactory in line with NPPF Chapter 15, TMBC UDP Policies N3 and N4, and JCS policy 21.

Public Rights of Way

- 6.7.29 As detailed in Section 8 of the DAS, the Scheme proposes the closure of the existing level crossings at Moorgate Halt and Stockport Road, and the diversion of the Public Rights of Way (PRoW) thereover. To provide alternative access following the level crossing closures, the path carrying Footpath No.244 SADD located to the south of Moorgate Halt and passing under Wickens Underbridge (MVL3/29) will be upgraded, in order to provide a safe alternative route for pedestrians to cross the railway. Footpath upgrades will include resurfacing, new steps with handrails, repairs to existing footpath features, regrading of land, removal of vegetation, drainage works, and the extension of the 20mph speed limit on High Street, Uppermill. Other Scheme works impacting on PRoW will be carried out at Wright's Overbridge (MVL3/23) and Stockport Road level crossing, with a suitable PRoW diversion route to be diverted under the TWAO powers.
- 6.7.30 It should be noted that Planning consent for some of the works listed in paragraph 1.2.5 above is already granted by virtue of the permitted development rights that are conferred on Network Rail by the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (the GPDO) (**NR92**), in some cases subject to Prior Approval where

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required by Class A Part 18 GPDO. In summary, the elements of the Scheme that are not to be authorised by the Order and the Deemed Planning Permission comprise:

- Physical works to decommission the Moorgate Halt and Stockport Road level crossings.
- Minor works and boundary treatment to form PRow diversion routes associated with the closure of the Stockport Road Level Crossing. There is a clear and compelling rationale for the Scheme works affecting PRowS, including those at level crossings, that they are required in order to enhance the safety of people crossing the railway line following its electrification. As detailed in 8.7 and Appendix 3, Optioneering has been carried out during previous design stages to explore the use of bridges at the crossing locations, and both have been found to be cost-prohibitive due to there being insufficient land available, as well as constructability issues and foundation requirements. The alternative routes will provide access routes across the railway within the vicinity of the crossings whilst enhancing the safety of users of the associated PRowS. As such, the Scheme is in accordance with the desire to improve and enhance PRow networks set out in NPPF Chapter 8.

6.7.31 Through the identification of Footpath No. 244 SADD as a suitable and safe alternative PRow route following the closure of Footpath No. 209 SADD at Moorgate Halt, together with the delivery of a number of enhancements to Footpath No. 244 detailed above, the Scheme delivers an overall improvement to the PRow network. This is in clear compliance with the OMBC strategy seeking to improve existing transport routes and networks, as set out in OMBC Policy 17.

6.7.32 At the Stockport Road level crossing, the identification of a suitably commodious diversionary route will improve convenience and safety for pedestrians. The Scheme is therefore consistent with TMBC's aim, as set out in Policy T8, for PRowS to be protected where they fall within sites proposed for development, subject to consideration of opportunities for local re-routing where this would improve convenience and safety for pedestrians.

6.7.33 Network Rail has proactively developed a comprehensive strategy to manage the Scheme's interface with the Public Rights of Way (PRow) network. This strategy has been formulated with full and careful regard to the Public Sector Equality Duty under the Equality Act 2010 (**NR76**), ensuring that the needs of all users are appropriately considered. The Scheme demonstrably meets, and fully complies with, the requirements of this statutory duty.

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Environmental Protection

6.7.34 As outlined in Sections 6.10 and 6.12 of **NR15**, protection of the existing environment during the construction phases of the Scheme will be achieved through implementation of the Code of Construction Practice part B (the subject of a specific condition) governing issues such as contaminated land, noise and vibration, waste and materials management. This ensures that the scheme is compliant with relevant policy, including TMBC UDP 1.3 and JCS Policy 9.

Traffic and Transport

6.7.35 As detailed in Section 6.14 of **NR15**, the Order Scheme seeks to carefully assess the traffic and transport related impacts and consequential effects during construction and operation. This is included in the Environmental Report (**NR16**): Volume 3: Appendix 10a of report Chapter 10 – Traffic and Transport. There will be a TRU logistics construction strategy concentrating on a central construction hub with a number of satellites to provide interim staging posts and minimising as far as possible use of HGV's and promoting the delivery of materials by rail if possible. However, there are no predicted significant effects due to increases in traffic movements.

6.7.36 In terms of Construction Phase Impacts, assessment identified that increases in traffic volumes are generally modest and impacts are not significant. Temporary road closures, diversions, and traffic management will be required, but will be phased and managed under a CTMP to minimise disruption. For Operational Phase Impacts, permanent changes arising from the Order Scheme are limited to the relocation of Mossley Station and overall, the operational phase impacts are negligible and not significant.

6.7.37 To manage construction impacts, the Order Scheme will secure mitigation through the CoCP and CTMP. Through a combination of careful construction logistics planning, the production of a Travel Plan and the establishment of rail-linked construction hubs, significant capacity and congestion impacts on the highway network will be avoided and sustainable construction transportation promoted. Furthermore, highway upgrades are being enabled at MVL3/28 Oldham Road Overbridge, which will help to enhance highway safety and the operation of the local highway network at a busy location. The Scheme is therefore considered to be in accordance with NPPF Chapter 9, paragraphs 110-111 and 113, in addition to local planning policies OMBC JCS policy 5 and TMBC UDP policy T11.

Employment Land

6.7.38 Where the Order Scheme elements may have impacts upon employment land and existing premises (e.g. the Plevins site compound), the design of the Order

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Scheme has been carefully considered to minimise temporary impacts as far as possible during construction.

6.7.39 Stakeholder engagement has also been carried out with the owners of commercial premises where the works may impact upon their operations, during the design development. This engagement has helped to inform the selection of the preferred worksites and access points to support construction, as well as the mitigation measures to be incorporated during construction (see **NR17** – Code of Construction Practice Part A).

6.7.40 The Order Scheme is therefore in accordance with relevant policy, including the TMBC Employment Land SPD.

6.8. Conclusion

In summary, the elements of the Order Scheme for which deemed planning permission is sought will comply with the TMBC and OMBC development plan. By improving reliability, increasing capacity and reducing risk to the public by eliminating level crossings, the Scheme will satisfy those policies seeking to contribute to low-carbon economic growth and promoting sustainable travel in the region. It will also meet the NPPF policy for sustainable economic growth by providing opportunities (in combination with other schemes on TRU) to allow for an increase in line speeds and providing additional capacity for more trains to run on the route, improving connectivity between cities and towns either side of the Pennines and beyond to Scotland and the North East, by a mode of sustainable transport. It will make a positive contribution to targets to reduce carbon emissions by providing a credible alternative to the car. The proposals therefore comply with the aims and policies of the NPPF, existing and emerging regional transportation policy. At a national government level, there is clear, explicit policy support for the principle of the Order Scheme, as discussed in Section 6.2.

7. SCHEME DEVELOPMENT AND CONSTRUCTION

7.1. Introduction

In developing the Scheme Route Network Rail has adhered to the governance process for developing railway schemes, known as the Project Acceleration in a Controlled Environment (PACE) Framework, which comprises several steps from early concept design through to completion as laid out within the Network Rail PACE Process section.

The Scheme project proposals and broader multi-disciplinary outputs and wider benefits achieved are then set out including:

1. The optioneering and design development of the bridge structures, stations and tunnel interventions the order seeks to authorise, including those subject to listed building consents. This includes the highways optioneering and interventions required as a direct result of specific overbridge design proposals.
2. Network Rail's overarching maintenance access requirements for the wider scheme and how this has concluded the permanent land and rights acquisitions included within the order for the Oaklands Road RRAP and new pedestrian access points.
3. The development of the strategic and satellite compounds, their location, access provisions and primary use in order to identify temporary land and rights acquisitions.
4. The scheme delivery timescales detailing the early enabling works and envisaged compound completion dates and durations, with details of when the main construction activities across the route are planned and commissioned.

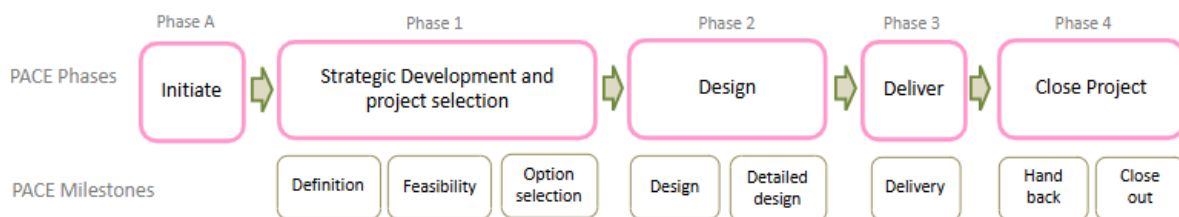
Network Rail PACE process

- 7.1.2 The Project Acceleration in a Controlled Environment (PACE) is Network Rail's management and control process for delivering projects on the operational railway and is mandatory for all significant rail projects.
- 7.1.3 Network Rail has developed this approach to managing projects to minimise and mitigate the risks associated with delivering projects that enhance or renew the operational railway.
- 7.1.4 The approach is based on best practice within industries that undertake major infrastructure projects and best practice as recommended by the major professional bodies.

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7.1.5 PACE divides a project into five distinct phases (Figure 10) which are further broken down into Milestone or Engineering Stages. The overall approach in PACE is product rather than process driven, and within the Engineering Stage a set of products are delivered. The phases and milestones are broken down as per below.

Figure 10 PACE stage-gate process



7.1.6 Formal stage-gate reviews are held at varying points with the PACE lifecycle based on a project complexity. The Order Scheme is considered a high complexity project, which means there is a stage gate at each Engineering Stage. The stage-gate review process examines a project at critical stages in its lifecycle to provide assurance that it can successfully progress to the next stage.

The Order Scheme has completed its Phase 1, along with Engineering Stage 3 Option Selection (previously known as GRIP 3). This means that the project has been selected. It is currently in Phase 2 Design Engineering Stage single option design phase, which is being undertaken in parallel with the Order process.

7.2. Overall description of the route including route section

- This section will cover the Order Scheme description, options assessed, construction methodology and maintenance access strategy. Firstly, it describes the route wide scheme proposals and requirements covering all disciplines works and the wider benefits achieved. The requirements against which the Scheme Route development are assessed include (but are not limited to) Technical Viability, Value for Money, Stakeholder Feedback, Operation and Performance.
- Details of the Order Scheme requirements for works to ten Grade II listed bridges and five additional non-listed structures which require major interventions are then set out. This includes an overview of the optioneering and development proposal for the relocation of Mossley Station and also the tunnels stabilisation works in order to support the track lowering to install the electrification equipment.
- The sub sections within, describe for each intervention the existing arrangements, including the site-specific constraints, the options assessed and

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then subsequently discounted. The proposals are then discussed in technical detail, outlining the changes to structural components, construction sequence, and access arrangements.

- Finally, Network Rail's overarching maintenance access requirements for the wider scheme are presented, which detail how this has concluded the permanent land and rights acquisitions included within the order to support future maintenance.

7.2.1. Route Wide Scheme Proposals

- The W2B Project comprises the area between Stalybridge Tunnel and Standedge Tunnel. To achieve the required journey time improvements, line speed is increased from 65 mph to 70 mph from Stalybridge Tunnel through to Scout Tunnel and 65 mph to 75 mph beyond through to Uppermill Viaduct. North of Uppermill Viaduct the line speed is generally increased from 65 mph to 80 mph for the remainder of the project area, tapering down to 75 mph on approach to Standedge Tunnel and matching the existing line speed of 85 mph through Standedge Tunnel. Track renewals through this project area are extensive and the section of track through Uppermill has been remodelled by another area of the TRU Project to enable greater operational flexibility. The Diggle Loop line is to be recovered by the project.
- Given the limited space within both Stalybridge and Scout Tunnels, these are subject to track lowering to enable electrification and freight to pass through, with associated strengthening with the use of ground stabilisation.
- There are several bridges that are either under-strength, life expired, or too low to allow for the installation of OLE and therefore need to be replaced. Several bridges are also subject to modifications such as parapet extensions and bonding to allow for electrification.
- As the railway is situated along embankments and within cutting areas, several geotechnical interventions are required to support the increased track line speeds, OLE provision and lineside equipment. These involve repair and strengthening work with the use of soil nails, rock anchors and kingpost walls.
- Track drainage is being repaired and/or renewed throughout the route though the creation of new routes and attenuation tanks at specific locations. Several culverts are being cleaned and repaired / relined, to improve the flows and create more efficient systems, preventing the track bed from flooding.
- The line is currently electrified to the south of Stalybridge Tunnel and north of Gledholt Tunnel as part of the other TRU projects. The W2B Project will extend the electrification from Stalybridge Tunnel to Standedge Tunnel. The W2C

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Project will then electrify the remaining section between Standedge Tunnel and Gledholt Tunnel to complete the electrification of the route.

- The project is accessing, repairing and/or renewing compliant route wide fencing along the railway corridor in order to protect the public and also maintain railway operations from a safety perspective given the line is to be electrified.
- There are no new track sectioning cabins proposed within the W2B footprint, these cabins control the isolation of the electrification of different areas and tracks throughout the route. However, the Miles Platting Mid-Point Track Section Cabin (MPTSC) and Heyrod Auto Transformer Feeder Station (ATFS) will undergo various modifications to support the W2B Project. Two new track sectioning cabins are proposed within the W2C footprint to support the operation of the route,
- The line speed increase and electrification requires new signalling assets to be installed through this project area. As a part of these signalling upgrades, the opportunity is taken to modernise the signalling interlocking system to a new computer-based interlocking, additionally this provides a more resilient system.
- The new Signalling System will require an upgraded telecommunications system and new Low Voltage Power.
- Two Level Crossings namely Stockport Road and Moorgate Halt Level Crossings are to be closed as part of the works which are included within the Order Scheme and detailed in Chapter 8.
- To increase overall route capacity, including the support of longer passenger rolling stock and station accessibility, the existing Mossley Station is to be closed and relocated circa 300m along track such that longer platforms and Access for All (AFA) compliance can be achieved. Greenfield Station proposals include platform extension and new AFA footbridge.

7.2.2. Works Overview, Development and Proposals

- This section focuses on the option and design development of the bridge structures, Mossley station and the tunnels interventions the order seeks to authorise, including those subject to listed building consents. A summary of the bridge interventions is provided in the Table 7-1 below.

Table 7-1: Proposed listed bridge interventions

Intervention	Affected listed bridges	Affected non-designated bridges
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Bridge removal	Wright's Overbridge (MLVL3/23)*	-
Reconstruction	Heyrod Hall Overbridge (MVL3/7)* Wright's Mill Overbridge (MVL3/20)* Royal George Underbridge (MVL3/25) Oldham Road Overbridge (MVL3/28)*	Lower Beestow Footbridge (MVL3/10a) Roughtown Road Footbridge (MVL3/18) Ward Lane Overbridge (MVL3/36)* Station Road Overbridge (MVL3/39)*
Electrical protection works	Springbank Lane Footbridge (MVL3/8) Roughtown Road Overbridge (MVL3/17)	-
Strengthening	Shaw Hall Bank Footway Underbridge (MVL3/26) Wickens Underbridge (MVL3/29)	Standedge Canal Tunnel (MVL3/39A)
OLE attachment	Uppermill Viaduct (MVL3/31)	-

*structures subject to permanent highways design.

7.2.2.1. MVL3/7 - Heyrod Hall Overbridge

Description of existing arrangement:

- MVL3/7 is a single-span masonry arch overbridge which carries a private access road over the railway. It is grade II listed.
- The arch is supported on substructures comprising stone abutments and wingwalls. The bridge is owned by the adjacent landowner.
- The existing highway is a private road formed of granular material.



Figure 11 MVL3/7 Existing Elevation



Figure 12 MVL3/7 View from highway level

Site-specific constraints:

- There is limited space at both road and track level to site a large capacity mobile crane.
- The proposed highway alignment is constrained by the existing terrain at this location as well as the highway features on the approaches to the bridge.
- The structure is currently the only means of access to several private properties.
- Site investigations identified shallow rock in the railway corridor.

Optioneering and option development:

- At option selection stage, the structure was identified as having insufficient clearance to accommodate future electrification and freight requirements.
- All options which considered retaining the existing structure required Voltage Controlled Clearances (VCC) for electrification. VCC allows electrical equipment to be placed in closer proximity to existing structures, which minimises intervention and maximised opportunity to retain existing assets.
- Four options were considered; these are summarised below:

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- **Reconstruction** – Replace the existing arch bridge with a new superstructure, retaining the existing substructure and approaches
 - **Track Lower** – Circa 280mm track lower to provide sufficient electrical clearances. This was not progressed as shallow rock is present at the bridge location which created constructability issues and was not acceptable to Network Rail
 - **Removal of Bridge** - Removal of the existing bridge deck. This was not progressed as the structure is the only means to access to the properties at Heyrod Hall
 - **Bridge Jacking** - Jack the existing bridge deck to provide sufficient electrical clearances. This was not progressed as this solution was not accepted by the Network Rail.
- The reconstruction was the preferred solution at option selection stage.
 - At option development stage, the design was developed in collaboration with Network Rail, Tameside Metropolitan Borough Council and Historic England.
 - The existing arch is to be removed and replaced with a filler beam deck supported on reinforced concrete riser units. The bridge parapets would be clad in stonework. A filler beam superstructure was progressed as it offered a slender bridge deck form which can be cranked. This minimised the impact of the reconstruction on the vertical highway alignment.
 - Historic England requested the scheme to maximise the reuse of existing stonework for the new bridge parapet. The design was adapted to allow the existing stonework to be used as cladding on the roadside face of the parapet. Historic England also requested that the trackside elevation of the concrete riser units be clad in stonework, which has been incorporated into the proposal.
 - Tameside Metropolitan Borough Council requested the use of stone for the new parapet copers, which has been incorporated into the proposal.
 - The bridge reconstruction solution was developed to maintain the existing horizontal alignment and have minimal impact on vertical alignment.

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Project proposals:

- The existing arch will be replaced by a filler beam superstructure with an integral parapet supported on precast cill units.
- New precast cill beams with elastomeric bearings and precast concrete riser units will be supported upon the existing abutments which are to be retained. Riser units are required to raise the level of the substructure following cut-down of the arch to below the springer bed stone level. Minor repairs are to be carried out to stonework defects on a like-for-like basis where required.
- Bridge parapets are to be 1.5m tall and are to be clad with stone masonry on both elevations, utilising reclaimed stone where possible across the roadside face. The concrete riser units are also to be clad with stone masonry precast to the rail face.
- The approach walls in all four corners, supported upon the wingwalls, are to be broken out to facilitate reconstruction of the bridge deck and rebuilt in stone masonry to tie-in to the new bridge parapets.
- As a result of the bridge reconstruction to achieve minimum vertical clearance for OLE, minor vertical realignment is required over the structure which will tie in at the ends of the bridge and before the adjacent residential properties on both approaches.



Figure 13 - Reconstructed MVL3/7 viewed from highway level

Compounds and construction access:

- 7.2.2.2.1 It is proposed to utilise the strategic compound at Wakefield Road for the construction works. The compound will also accommodate a temporary crane.
- 7.2.2.2.2 The heavy-duty railway crane shall access the rail from the road rail access point (RRAP), approximately 600m north on Wakefield Road.
- 7.2.2.2.3 The compound will also accommodate a temporary crane mat which will be used to site a mobile crane. Bridge components will be delivered to the mobile crane and lifted onto road rail vehicle wagons. From there, they will be transported to the structure for installation by the heavy-duty railway crane.

Construction sequencing:

- The following construction sequence is envisaged:
 - Upgrade the private access track to Printworks Road to provide a vehicular diversion for residents.
 - Installation of a temporary utility bridge (stats bridge) to house diverted gas and electricity services, alongside the implementation of temporary pedestrian diversion route via the nearby Heyrod Road footbridge.
 - Controlled removal of existing approach walls and excavation behind the bridge deck ends to prepare the structure for superstructure removal.
 - Removal of the existing span during a 52-hour rail blockade. Historic masonry to be reclaimed for use as appropriate across the Scheme.
 - Precise reduction of the existing stone abutments to the specified level, followed by the installation of precast concrete riser units and cill units to support the new bridge deck.
 - Utilisation of a heavy-duty railway crane to lift prefabricated steel filler beam pairs into their permanent positions.
 - Installation of steel reinforcement followed by the casting of the in situ concrete between the beam pairs and across the topping slab to create a unified bridge deck.
 - Reconstruction of the stone masonry wing walls, installation of natural stone cladding on the internal (highway) face of the parapets, and construction of stone cheek walls to hide the concrete cill unit and riser units using reclaimed stone where feasible, to match the local historic aesthetic (cladding on external face is pre-installed off-site).
 - Application of waterproofing, backfilling with engineered fill, and the final paving of the private access road and its residential tie-ins.

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- Permanent reinstatement of utility services into the new bridge deck, followed by the removal of the temporary utility bridge.

7.2.2.2. MVL3/8 - Springbank Lane Footbridge

Description of Existing Arrangement

- MVL3/8 is a single-span footbridge which carries a public right of way (STA/12/20) over the railway. It is grade 2 listed.
- The superstructure comprises longitudinal cast iron girders with transverse jack arches and a blue engineering brick parapet. It is supported on substructures comprising stone abutments and wingwalls. The bridge is owned by Network Rail.



Figure 14 MVL3/8 Existing Elevation



Figure 15 MVL3/8 View from footway level

Site specific constraints

- The structure is located on side-long ground. Victorian Railways built on side-long ground were typically formed by excavating steeply into the side of the hillside and then end-tipping the excavated material on the low side of the hill to form a level bench on which to build the railway. This end tipped material was often mixed with other low quality construction waste material and poorly compacted, meaning it is of limited bearing capacity.
- MVL3/8 is located in proximity to MVL3/9 Heyrod Spring Bank Lane Overbridge, which is approximately 75m to the north.

Optioneering and option development

- At option selection stage the structure was identified as having insufficient clearance to accommodate future electrification.
- All options which considered retaining the existing structure required Voltage Controlled Clearances (VCC) for electrification. VCC allows electrical equipment to be placed in closer proximity to existing structures, which minimises intervention and maximised opportunity to retain existing assets.
- Four options were considered; these are summarised below: -

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- **Reconstruction** – Replace the footbridge with a new superstructure, retaining the existing substructure and approaches.
 - **Track lower** – Circa 342mm maximum track lower to provide sufficient electrical clearances.
 - **Removal of bridge** – Removal of the existing bridge
 - **Bridge Jacking** - Jack the superstructure to provide sufficient electrical clearances.
- The track lower was the preferred solution at option selection stage. It was preferable in terms of cost and constructability, and to minimise impact on the listed structure.
 - At option development stage, the design was developed in collaboration with Network Rail, Tameside Metropolitan Borough Council and Historic England.
 - The existing parapets needed to be raised to 1.5m due to the introduction of electrification.
 - This will be achieved through the replacement of existing flat copers with steeple copers. Tameside Metropolitan Borough Council and Historic England expressed a strong preference for the use of natural stone copers due to the listed status of the bridge, which has been incorporated into the proposals.

Project Proposals

- MVL3/8 will be retained following a track lower to achieve reduced voltage clearances for electrification
- The superstructure will be refurbished as follows:
 - Repainting the cast iron longitudinal girders
 - Replacement of existing jack arch tie bars
 - Repointing external elevation parapet brickwork
- The existing copers will be replaced by natural stone steeple copers to reach a minimum height of 1.55m above the footpath. The copers will be installed between abutment faces with the existing copers retained on the approach walls.
- A prefabricated steel channel will be attached to the north elevation of the east abutment for construction of a retaining wall between Springbank Lane Footbridge (MVL3/8) and Springbank Lane Overbridge (MVL3/9) to facilitate

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the track lower. This design solution has been selected to avoid the need for piling in close proximity to the listed structure.

- To reduce the risk of trespass, it is proposed to install a return section of fencing, this will not be attached to the listed structure.

Compounds and construction access

- The plant required for the works are Road Rail mobile elevated working platforms (MEWP) and Road Rail Vehicles (RRV) with telescopic booms. The telescopic boom RRVs are required to lift the copers from an RRV trailer to the parapet approximately 6m above track level.
- This plant will access the site via the strategic compound at Wakefield Road RRAP, approximately 250m to the high mileage side of MVL3/8.
- Access to the footpath of the bridge will be from Wakefield Road.

Construction sequencing

- The following construction sequence is envisaged:
 - The public footpath across the bridge is closed to pedestrians to ensure safety during the works, and the pedestrian diversion route is implemented.
 - During a night-time rail possession, rail-mounted machinery is used to lift off the existing coping stones and transport them to the Wakefield Road compound.
 - In subsequent rail possessions, workers drill holes into the existing bridge parapets to accommodate the metal dowels required to fix the new stonework.
 - The new stone copers, which have dowels pre-cast into them, are lifted into position from the track using lifting straps and placed onto temporary timber shims to ensure correct alignment.
 - Fluid grout is poured into the dowel holes and the joints between the new copers to structurally secure them to the existing parapets.
 - During separate rail possessions, a Road Rail Vehicle (RRV) with a work platform is used to access the underside of the bridge to repoint the brickwork jack arch and replace the metal tie bars.

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- In designated disruptive possessions, the cast iron girders are fully encapsulated to contain debris, and the metal is grit-blasted to remove old coatings.
- A new protective paint system is applied to the clean girders, and electrical bonding lugs are installed.
- The protective encapsulation is removed, and the site is cleared, completing the refurbishment.

7.2.2.3. MVL3/10a - Lower Beestow Footbridge

Description of existing arrangement:

- MVL3/10a is a two-span footbridge which carried a public right of way (MOS/116/10) over the railway.
- The superstructure comprises lattice girders. The structure is supported on approach stairs, a masonry intermediate pier and a stone bankseat. The bridge is owned by Network Rail.
- The footpath passes between Manchester Road and Lower Beestow. Lower Beestow is a private road that runs parallel to the railway and serves a small number of properties located opposite the western entrance to the footbridge.



Figure 16 MVL3/10a Existing Elevation



Figure 17 MVL3/10a View from footway level

Site-specific constraints

- The vertical levels of the footbridge and number of steps are constrained by the need to tie into Manchester Road and Lower Beestow while providing sufficient electrical clearances to the live railway.
- Slope stability considerations on the west side of the footbridge govern the foundation requirements for the bankseat foundation at the crest of the cutting slope.
- The need to pass under Manchester Road Underbridge (MVL3/10) and size of mobile crane that can be sited nearby restricts the length of any single bridge beam section or permissible size of mobile crane.

Optioneering and option development

- At option selection stage, the structure was identified as having insufficient clearance to accommodate future electrification.

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- Two options were considered; these are summarised below:
 - **Reconstruction** – Replace the footbridge
 - **Removal of bridge** - Removal of the existing bridge deck.
- Options which considered the reuse of the existing superstructure we're not explored due to the poor condition of the existing structure.
- The reconstruction was the preferred solution at option selection stage as Tameside Metropolitan Borough Council were not supportive of removing the public right of way.
- At option development stage, a single-span superstructure solution was developed on the alignment of the existing deck. This allowed removal of the existing intermediate pier while minimising the extent of the works.
- Several materials were considered for the superstructure, including painted steel, weathering steel, fibre-reinforced plastic and aluminium. A weathering steel superstructure was progressed following consultation with Network Rail.

Project proposals

- The existing footbridge will be replaced a single-span steel footbridge and staircase based on the Network Rail standard details.
- The bridge will be constructed from weathering steel, with painted internal faces and top chords.
- The staircase is to be replaced with a painted steel Network Rail standard design staircase. The staircase will comprise two flights of steps with an additional flight within the main bridge span at either end.
- The staircase and main span on the eastern side will be supported by trestles to replicate the original construction form.
- The existing bankseat is not suitable for re-use and is to be replaced with a new reinforced concrete bankseat, supported on bored reinforced concrete piles.
- A new palisade fence is to be installed around the stairs to prevent access onto the railway with a gate provided for the Network Rail track access point. The ground at the interface with Manchester Road and Lower Beestow will be locally regraded to suit.

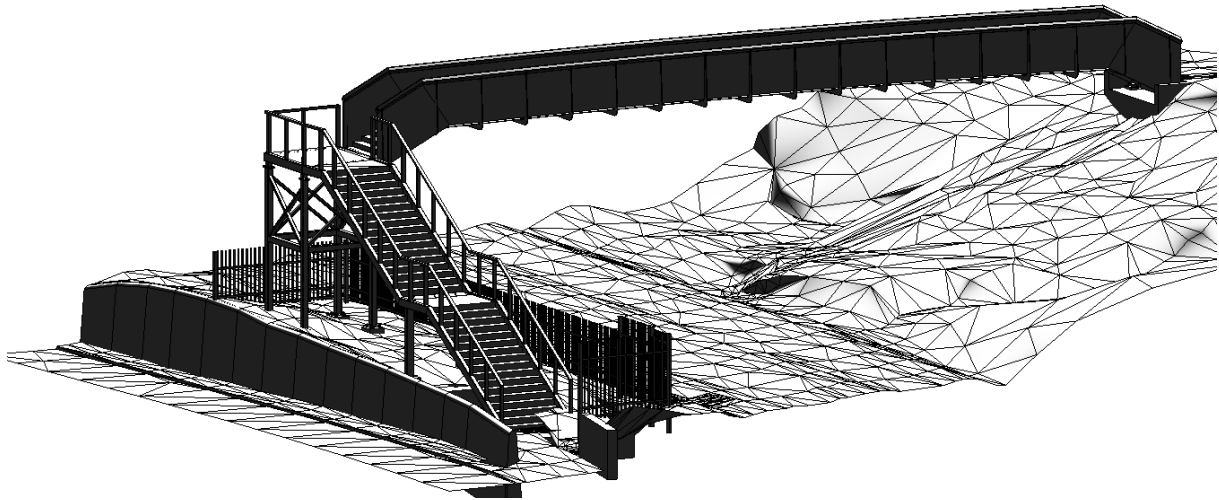


Figure 18 Reconstructed MVL3/10a viewed from Manchester Road

Compounds and construction access

- The main compound and welfare facilities for the works will be located at the strategic compound at Wakefield Road.
- A mobile crane, situated on Manchester Road, will be used for both the removal of the existing structure, and the installation of the new footbridge and staircase.
- Access for plant including the piling rig to the bankseat location on the west side will be via the private road Lower Beestow.

Construction sequencing

- The following construction sequence is envisaged: -
 - Prior to footbridge bridge closure, the British Telecoms telecommunications cable and United Utilities water pipe are to be permanently diverted away from the footbridge.
 - During an initial 3-day road closure of Manchester Road and a designated rail possession, a mobile crane is utilised to lift out the existing footbridge deck and cast-iron staircases.
 - A 10-week lane closure is implemented on Manchester Road to facilitate the demolition of existing foundations and the temporary removal of a stone retaining wall to create access for heavy machinery.
 - Piling rigs are used to construct bored reinforced concrete piles for the new stair and bankseat foundations, with work near the tracks occurring during nighttime rail possessions.

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- Reinforced concrete pile caps are cast for the stair foundations, and a new concrete bankseat is constructed on the western approach to support the new bridge span.
- A temporary propping system is installed on the existing central masonry pier to allow the new bridge deck to be delivered and installed in two sections.
- During a second 3-day road closure and a 52-hour rail blockade, the mobile crane lifts the new steel staircase trestles and both deck segments into their permanent positions.
- The two segments of the footbridge are spliced together to form a single span, followed by the demolition of the redundant central masonry pier.
- The stone retaining wall on Manchester Road is reconstructed, bridge drainage is connected to the track system, and new palisade security fencing is installed.
- All temporary hoarding is removed, and the footbridge is reopened to the public alongside the full restoration of traffic on Manchester Road.

7.2.2.4. MVL3/17 - Roughtown Road Overbridge

Description of Existing Arrangement:

- MVL3/17 is a single-span masonry arch overbridge which carries a public road over the railway. It is grade II listed.
- The arch is supported on substructures comprising stone abutments and wingwalls. The bridge is owned by Network Rail.
- Roughtown Road is a one-way road without designated footpaths.



Figure 19 MVL3/17 Existing Elevation



Figure 20 MVL3/17 View from highway level

Site-specific constraints:

- The structure is located on sidelong ground over a rock cutting, with a considerable level difference between the ground on each side of the bridge.
- The existing highway alignment is poor. The road is single carriageway, with tight corners on either side of the structure and a drop in vertical alignment, all of which limits vehicle movement and visibility. Tameside Metropolitan Borough Council have recently introduced a one-way system along Roughtown Road in order to mitigate some of these highways issues.
- The structure is in proximity to several other assets, with the non-designated MVL3/16 New Earth Footbridge approximately 180m to the west and MVL3/18 Footbridge approximately 70m to the east.

Optioneering and option development:

- At option selection stage the structure was identified as having insufficient clearance to accommodate future electrification and freight requirements.

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- All options which considered retaining the existing structure required Voltage Controlled Clearances (VCC) for electrification. VCC allows electrical equipment to be placed in closer proximity to existing structures, which minimises intervention and maximised opportunity to retain existing assets.
- Four options were considered; these are summarised below:
 - **Reconstruction** – Replace the existing arch bridge with a new superstructure, retaining the existing substructure and approaches
 - **Track Slew & Lower**– Track slew of circa and a circa 50mm track lower to provide sufficient electrical clearances.
 - **Removal of Bridge** - Removal of the existing bridge deck.
 - **Bridge Jacking** - Jack the existing bridge deck to provide sufficient electrical clearances.
- The track slew & lower was the preferred solution at option selection stage. It was preferable in terms of cost and constructability, and to minimise impact on the listed structure.
- At option development stage, the design was developed in collaboration with Network Rail, Tameside Metropolitan Borough Council and Historic England.
- The existing parapets needed to be raised to 1.5m due to the introduction of electrification.
- The use of natural stone copers was recognised to be preferable due to the listed status of the bridge; however, structural loading constraints have necessitated the use of lightweight coloured concrete across the structure, which will be colour matched to historic fabric. This has been agreed with Tameside Metropolitan Borough Council and Historic England.
- In consultation with Tameside Metropolitan Borough Council and Historic England, attachment of an OLE bracket to the arch barrel of the bridge was identified to be preferred to placement of a mast directly in front of the structure.

Project Proposals

- MVL3/17 will be retained following a track slew to achieve reduced voltage clearances for electrification.
- The existing copers will be replaced by lightweight coloured concrete to reach a minimum height of 1.5m above the footpath.

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- The copers will be installed between abutment faces with the existing copers retained on the approach walls.
- OLE brackets will be attached to the underside of the arch using post-fixed attachments.
- The boundary fencing to be modified in the south-east corner of the footbridge to prevent trespass over the boundary wall. This will not be attached to the listed structure.



Figure 21 MVL3/17 New copers from road level

Compounds and construction access

- The compound and welfare facilities for the works will be located on the highway.
- An excavator or telehandler, situated on Roughtown Road, will be required to lift the copers into place. This is the only plant anticipated to be required.
- It is recommended that the one-way restriction from the end of the road closure to Manchester Road is removed for the duration of the works to allow access to properties along Roughtown Road from Manchester Road.

Construction sequencing

- The following construction sequence is envisaged:
 - Formally close Roughtown Road to the general public to establish a safe working zone prior to the commencement of physical works.
 - During an initial night time possession, utilise road-based plant machinery to lift and remove the existing flat-top coping stones from the bridge parapets.
 - In subsequent rail possessions, drill precise holes into the existing masonry parapets to accommodate the metal dowels required to fix the new stonework.
 - Lift the new triangular steeple copers (pre-fitted with cast-in dowels) into position from the road level, placing them onto temporary shims to ensure correct alignment.
 - Pour fluid grout into the dowel holes and the joints between the new copers to structurally secure them to the existing parapet wall.
 - Install warning signage and new section of boundary fencing, then remove traffic management and reopen Roughtown Road to the general public.

7.2.2.5. MVL3/18 - Roughtown Road Footbridge

Description of existing arrangement

- MVL3/18 is a single-span footbridge carrying a public right of way (MOS/84/20) over the railway.
- The superstructure comprises lattice girders and is supported on approach stair structure and a stone bankseat. The bridge is owned by Network Rail.



Figure 22 MVL3/18 Existing Elevation



Figure 23 MVL3/18 View from highway level

Site-specific constraints:

- There is limited space at both road and track level to site a large capacity mobile crane, therefore the proposed methodology is to use a heavy-duty railway crane. The proposed footpath alignment is constrained by the existing approach stairs at this location and the need to provide increased headroom to the railway to accommodate electrification.

Optioneering and option development:

At option selection stage, it was identified that although the bridge was clear for freight and electrification clearances, it was in a poor condition and life expired. Two options were considered, which are summarised below:

- **Reconstruction** – Replace the footbridge.
- **Removal of bridge** - Removal of the existing bridge deck. The bridge reconstruction was the preferred solution at option selection stage as Tameside Metropolitan Borough Council were not supportive of removing the public right of way. The bridge reconstruction was the preferred solution at option development stage. At option development stage, a single-span superstructure solution was developed on the alignment of the existing deck.

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The deck is to be supported on the retained substructure of the existing deck. Several materials were considered for the superstructure including painted steel, weathering steel, fibre-reinforced plastic and aluminium. A weathering steel superstructure was progressed following consultation with Network Rail.

Project proposals

- The existing footbridge will be replaced by a single-span steel footbridge and staircase based on the Network Rail standard detail. The bridge will be constructed from weathering steel, with painted internal faces and top chords.
- The main span will incorporate steps on the eastern side to remove the existing fall on the structure and provide the desired OLE clearance through the bridge. The masonry pilasters will be reconstructed and topped with precast reinforced concrete steeple coping.
- The existing handrails and parapets on the approach stairs to the footbridge will be improved as part of the works and new tactile paving will be installed to improve accessibility for users.

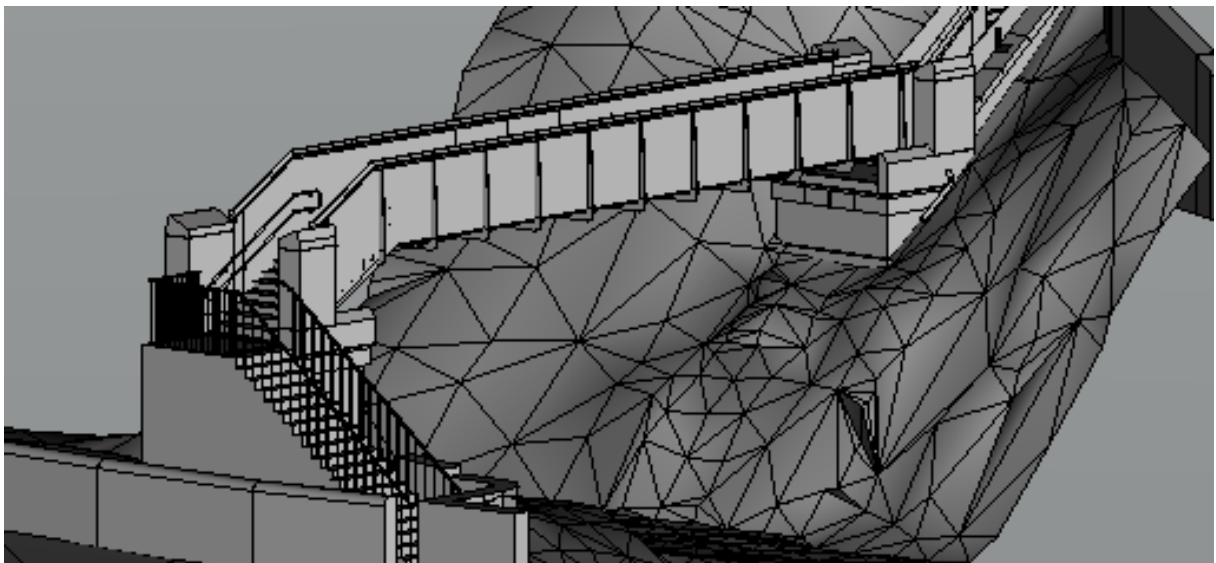


Figure 24 Reconstructed MVL3/18 viewed from Roughtown Road

Compounds and construction access

- The main compound and welfare facilities for the works will be located at Manchester Road.
- The heavy-duty railway crane shall access the rail from the RRAP approximately 600m north at the Wakefield Road Compound.

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- The compound will also accommodate a temporary crane mat which will be used to site a mobile crane. Bridge components will be delivered to the mobile crane and lifted onto road rail vehicle wagons. From there, they will be transported to the structure for installation by the heavy-duty railway crane.

Construction sequencing

- The following construction sequence is envisaged:
 - Mobilisation of the site compound and implementation of pedestrian and traffic diversions to maintain local access during the closure of the footbridge.
 - Completion of necessary de-vegetation works, including the specialised treatment of invasive species such as Japanese Knotweed and Himalayan Balsam.
 - Dismantling of existing masonry pilaster and coping stones, retained for future use.
 - Utilisation of a crane during a designated rail possession to lift out the existing metallic bridge deck and transport it away for disposal.
 - Preparation of the existing stone masonry abutments and the installation of a concrete blinding layer to provide a level base for new cill beams.
 - Placement of new precast reinforced concrete cill beams, which are dowelled into the existing masonry, followed by the installation of elastomeric bearings to support the new span.
 - Lifting of the new weathering steel bridge deck onto the cill beams.
 - Rebuilding of the masonry pilaster walls using the natural stone with reinforced concrete cores, topped with new stone steeple copers.
 - Installation of glass reinforced plastic handrails, parapet upstands, and 1.8m high palisade fencing.
 - Application of final surfacing and tactile paving followed by site demobilisation and reopening of the public right of way.

7.2.2.6. MVL3/20 - Wright's Mill Overbridge

Description of existing arrangement:

- MVL3/20 is a single-span masonry arch overbridge which carries a bridleway (MOS/5/20) over the railway. It is grade II listed.
- The arch is supported on substructures comprising stone abutments and wingwalls. The bridge is owned by Network Rail.
- The existing bridleway is formed of granular material.



Figure 25 MVL3/20 Existing Elevation



Figure 26 MVL3/20 View from highway level

Site-specific constraints:

- There is limited space at both bridleway and track level to site a large capacity mobile crane, therefore the proposed methodology is to use a heavy-duty railway crane.
- The bridleway alignment is constrained by the existing terrain at this location, the bridleway features on the approaches to the bridge, and the need to provide increased headroom to the railway to accommodate electrification.
- The structure is on the boundary between Tameside Metropolitan Borough Council and Oldham Metropolitan Council.
- Site Investigations identified shallow rock in the railway corridor.

Optioneering and option development:

- At option selection stage, the structure was identified as having insufficient clearance to accommodate future electrification and freight requirements.
- All options which considered retaining the existing structure required Voltage Controlled Clearances (VCC) for Electrification. VCC allows electrical equipment to be placed in closer proximity to existing structures, which minimises intervention and maximised opportunity to retain existing assets.

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- Four options were considered; these are summarised below:
 - **Reconstruction** – Replace the existing arch bridge with a new superstructure, retaining the existing substructure and approaches
 - **Track Lower** – Circa 500 mm track lower to provide sufficient electrical clearances. This was not progressed as shallow rock is present at the bridge location which created constructability issues and was not acceptable to Network Rail
 - **Removal of Bridge** - Removal of the existing bridge deck.
 - **Bridge Jacking** - Jack the existing bridge deck to provide sufficient electrical clearances. This was not progressed as this solution was not accepted by the Network Rail.
- The reconstruction was the preferred solution at option selection stage.
- At option development stage, the design was developed in collaboration with Network Rail, Tameside Metropolitan Borough Council, Oldham Metropolitan Borough Council and Historic England.
- The existing masonry arch deck is to be removed and replaced with a filler beam deck supported on reinforced concrete riser units. The bridge parapets would be clad in stonework. A filler beam superstructure was progressed as it offered a slender bridge deck form which can be cranked. This minimised the impact of the reconstruction on the vertical highway alignment.
- Historic England requested the scheme to maximise the reuse of existing stonework for the new bridge parapet. The design was adapted to allow reclaimed stonework to be used as cladding on the roadside face of the parapets. Historic England also requested that the trackside elevation of the concrete riser units be clad in stonework, which has been incorporated into the proposal.
- Tameside Metropolitan Borough Council requested the use of stone for the new parapet copers, which has been incorporated into the proposal.
- The bridge reconstruction solution was developed to maintain the existing vertical and horizontal alignments. The proposed bridleway will be identical to the existing arrangement.

Project proposals

- The existing arch will be replaced by a filler beam superstructure with an integral parapet supported on precast cill units.

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- New precast cill beams with elastomeric bearings and precast concrete riser units shall be supported upon the existing abutments which are to be retained. Riser units are required to raise the level of the substructure following cut down of the arch to below the springer bed stone level. Minor repairs are to be carried out to stonework defects on a like-for-like basis where required.
- Bridge parapets are to be 1.8m tall and are to be clad with stone masonry on both elevations, utilising reclaimed stone across the inside faces where possible. The concrete riser units are also to be clad with stone masonry precast to the rail face.
- The approach walls in all four corners, supported upon the wingwalls, are to be broken out to facilitate reconstruction of the bridge deck and rebuilt in stone masonry to tie-in to the new bridge parapets.
- The level of the bridleway track is to be nominally the same as existing.



Figure 27 Reconstructed MVL3/20 viewed from bridleway level

Compounds and construction access

- The site compound and welfare facilities shall be situated in the nearby field to the east side of the rail corridor, accessed via Heron Lane.
- The heavy-duty railway crane shall access the rail from the RRAP approximately 1.2km north at Oaklands Road.

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- It is proposed to construct a crane mat at Oaklands Road which will be used to site a mobile crane. Bridge components will be delivered to the mobile crane and lifted onto road rail vehicle wagons. From there, they will be transported to the structure for installation by the heavy-duty railway crane.

Construction sequencing

- The following construction sequence is envisaged: -
 - Enhancement of vehicular access along Heron Lane to the eastern side of the bridge, as required, and the establishment of primary site compounds off Heron Lane and the Oaklands Road road-rail access point (RRAP).
 - Implementation of pedestrian diversion route.
 - Removal of vegetation surrounding the structure, followed by the controlled demolition of existing approach walls and excavation behind the bridge deck ends.
 - During a designated 52-hour rail blockade, a protective crash deck is installed, and the existing masonry arch is demolished, with all spoil transported to the compound via rail-mounted machinery. Historic masonry to be reclaimed where possible for reuse across the Scheme.
 - The existing stone masonry abutments are reduced to the specified level to accommodate the new bridge components, again, reclaiming stonework where possible for reuse across the Scheme.
 - Placement of new precast concrete riser and cill units onto the modified abutments, followed by the setting of elastomeric bearings to support the new deck.
 - Prefabricated steel filler beam pair sections are lifted into cill beams utilising a heavy-duty rail crane and secured with temporary anchorage to ensure stability.
 - Installation of reinforcement followed by the casting of concrete between the beam pairs and across the topping slab to create a unified bridge deck.
 - Reconstruction of the stone masonry wing walls, installation of natural stone cladding on the internal (highway) face of the parapets, and construction of stone cheek walls to hide the concrete cill unit and riser units using reclaimed stone where feasible, to match the local historic aesthetic (cladding on external face is pre-installed off-site).
 - Application of waterproofing, backfilling with engineered fill, and the final paving of the private access road and its residential tie-ins.
 - The approaches are backfilled with engineered material, stone approach walls are rebuilt, and final bridleway surfacing and tie-ins are completed to restore public access.

7.2.2.7. MVL3/23 – Wright’s Overbridge

Description of Existing Arrangement:

- MVL3/23 is a single-span masonry arch overbridge which carries a public right of way (PROW 222 SADD) over the railway. It is grade II listed.
- The arch is supported on substructures comprising stone abutments and wingwalls. The bridge is owned by Network Rail.
- The existing public right of way is formed of granular material.



Figure 28 MVL3/23 Existing Elevation



Figure 29 MVL3/23 View from highway level

Site-specific constraints:

- The structure is located on sidelong ground over a rock cutting. Site investigations have indicated shallow rock in the railway corridor.
- There is a significant level difference between the ground on each side of the bridge.
- There are considerable issues with drainage along the line at this location, and the configuration of track drainage and water management is unclear. Water runs off from a former millpond to the north-east of the structure, is carried along the railway possibly via an unknown culvert or channel and discharges into another former mill pond to the south-west. The track quality is acknowledged as being poor by Network Rail, with the poor drainage and shallow rock likely to be large contributing factors to this.
- The structure is located in proximity to a number of other assets, with the non-designated MVL3/22 Hobble Hole Underbridge approximately 150m to the south-west and MVL3/24 Charlotte Street Underbridge 230m to the north-east.
- Due to the structure’s location, there is limited access for heavy plant to the approaches or footpath level.

Optioneering and option development:

- At option selection stage, the structure was identified as having insufficient clearance to accommodate future electrification and freight requirements.
- All options which considered retaining the existing structure required Voltage Controlled Clearances (VCC) for Electrification. VCC allows electrical equipment to be placed in closer proximity to existing structures, which minimises intervention and maximised opportunity to retain existing assets.
- Four options were considered; these are summarised below:
 - **Track lower** - Track lower to a maximum depth of 135mm to provide sufficient electrical clearances.
 - **Bridge Jacking** - Jack the existing bridge deck to provide sufficient electrical clearances. This was not progressed as this solution was not accepted by the Network Rail Asset Owners.
 - **Reconstruction** – Replace the existing arch bridge with a new superstructure, retaining the existing substructure and approaches.
 - **Bridge removal** – Total removal of the existing bridge and PROW diversion.
- At Option selection (ES3) track lower was identified as the preferred option.
- During ES4, additional survey of the track bed near Wright's Bridge (MVL3/23) was undertaken to inform the outline design. The survey found that the rock level was higher than anticipated. Survey of the existing track drainage revealed drainage routes provided by channels dug into the rock in both cesses, comprising inflows from springs and the former High Grove Mill reservoir and an outflow to the former Lower Grove Mill reservoir.
- In light of this new information, a subsequent review of options undertaken during ES4 identified track lowering to be unviable due to issues of constructability, access and disruption to the railway network.
- Reappraisal of options for the structure was undertaken, informed by:
 - Input from a construction contractor;
 - A survey of pedestrian use of the existing footpath; and
 - A whole-life costing exercise, comparing the costs of reconstruction and removal.

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- Based on this more detailed information, removal of the bridge with a PROW diversion was identified as the preferred option. Considered on balance, this option was found to be justified due to:
 - The site-specific constraints limiting constructability;
 - The limited use of the structure as a public right of way for which an alternative route can be provided; and
 - The high level of public spending which would be required for reconstruction.
- The existing public right of way would be diverted parallel to the railway and under MVL3/22.
- The optioneering process at ES3 and ES4 was undertaken in collaboration with Network Rail, Oldham Metropolitan Borough Council and Historic England, and the proposal for demolition accepted by both stakeholders.
- The potential for reclamation of historic stonework for use elsewhere on the Scheme was recognised by Historic England and Oldham Metropolitan Borough Council.
- Oldham Metropolitan Borough Council identified that there was uncontrolled surface water flow through MVL3/22 and requested this was improved as part of the diversion works. This has been incorporated into the proposed works by way of a drainage culvert which will be installed through MVL3/22 to manage water flow.

Project Proposals

- The existing overbridge superstructure is to be removed.
- The existing PROW (footpath) is to be diverted via the field on the west side of the railway corridor to and under the adjacent MVL3/22 Hobble Hole underbridge.

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Figure 30 Field between MVL3/23 and MVL3/22

- The route of the diversion is to be upgraded, including removal of obstacles, replacement of existing inadequate fencing, local drainage works and wayfinding signage.
- The proposed footpath will not be surfaced.
- The bridge substructures are to be cut down below ground level to ensure no visually exposed stonework and sufficient clearance is provided for track assets along the route.
- The cutting slopes remaining following removal of each abutment are expected to need additional support to ensure long term stability, which is anticipated to comprise rock anchors on the Downside and soil nails on the Upside, with a flexible facing which will vegetate over time.
- The cutting in the vicinity of the removed substructures will be regraded to provide a more gradual and uniform transition into the adjacent sections of slope.
- New lineside security fencing is proposed along the Network Rail boundary where the structure is removed and the PROW is relocated.

Compounds and construction access

- It is proposed to utilise the satellite compound at Armit Road for the works to MVL3/23 primarily for purposes of welfare facilities, staff foot access to site and small plant.
- It is anticipated that all required plant will arrive on track due to limited access from road and the compound. The proposed methodology is to use a Road rail vehicle to lay down a crash deck and have rail-mounted demolition plant approach the structure from the RRAP at the strategic compound at Oaklands Road situated approximately 650m in high mileage direction. All spoil from demolition is to be removed via road rail vehicle to the Oaklands Road compound.
- The cutting slope regrading is to be carried out from the track using long a reach excavator and soil nail / rock anchor installation is to be from the track.

Construction sequencing

- The following construction sequence is envisaged: -
 - Mobilisation of the site compound at Armit Road and the upgrading of the route between MVL3/22 and MVL3/23, including watercourse management to facilitate vehicular access to the Down side of the structure.
 - Removal of vegetation surrounding the bridge structure to create a clear working area.
 - Controlled breaking down of the existing approach walls and excavation of the ground behind the bridge deck ends to prepare for the main demolition.
 - During a designated 5-day rail blockade, installation of a protective crash deck followed by the complete demolition of the masonry arch, with all spoil transported to the compound using rail-mounted machinery. Original masonry to be stockpiled for reuse on the project where feasible.
 - While the railway line remains closed, regrading of the cutting slopes on both sides of the railway corridor to achieve the design profile.
 - Removal of loose rock blocks and debris, followed by localised trimming of the slopes to ensure a smooth transition into the adjacent ground.

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- Tactile inspection of the newly exposed slopes to validate the stability and confirm the specific arrangement required for rock anchors and soil nails.
- Installation of rock anchors and/or soil nails and flexible mesh facing to secure the slopes, commencing during the blockade and concluding during subsequent possessions.
- Installation of security fencing and ancillary items around the perimeter of the newly regraded embankment.
- Final surfacing, fencing, and signage installation to formally establish the new diverted walking route for public use.

7.2.2.8. MVL3/25 - Royal George Underbridge

Description of Existing Arrangement:

- MVL3/25 is a single-span rail underbridge which carries the railway over Oaklands Road. It is grade II listed.
- The superstructure comprises two parallel decks, each consisting of steel plate half through construction, supporting transverse steel cross girders and steel buckle floor plates.
- Cast iron parapet edge beams support decorative cast iron parapets, with sandstone slabs beneath the cess, spanning between the cast iron edge beams and main edge girders
- The superstructure is supported on substructures comprising stone abutments and wingwalls. The bridge is owned by Network Rail.



Figure 31 MVL3/25 viewed from southern side

Site-specific constraints:

- The area around the bridge is constrained due to the proximity to the Friezland church hall, graveyard and trees within the graveyard with Tree Preservation Orders.
- Temporary road closures during construction would have an impact on access to the nearby church hall and access road to the south of the bridge.
- There are telecommunications cables running along the railway corridor which must always be operational, and so must be supported during the reconstruction works.

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- Oaklands Road is on an incline, which complicates siting of the mobile crane, and the interaction of the inclined highway and flat deck soffit results in an increased risk of vehicle strikes on the bridge.
- There is evidence that the bridge deck has been struck by vehicles on numerous occasions in the past.

Optioneering and option development:

- At option selection stage, the superstructure was identified as understrength for the proposed line speed and train loading for the scheme.
- At option development stage, the design was developed in collaboration with Network Rail, Oldham Metropolitan Borough Council and Historic England.
- An existing structural assessment of the bridge deck was reviewed, and calculations indicated that minor strengthening works were required. It was observed that although the web of the main girders had not been inspected, the assessment assumed the web to be in 'As built condition'.
- The web of the main girders was buried by ballast and archive drawings indicated the web was partially protected by a concrete slab, although it was unclear how much of the buried web was protected by concrete.
- At option development stage, intrusive inspections were completed to verify the condition of the web. The inspections identified the unprotected web was in a very poor condition with holes throughout. This improved understanding of the condition of the web significantly increased the strengthening requirements.
- An optioneering exercise was completed which concluded that strengthening to the structure was not constructable, and a bridge reconstruction was progressed.
- The new superstructure is to comprise two painted Network Rail standard 'U-type' decks. These decks were selected as they minimise the thickness of the deck and allow the existing headroom to be maintained.
- Historic England requested that the existing cast-iron edge beams were retained. It was not possible to incorporate this request into the design because, due to the form of construction, the edge beams would likely be damaged during the demolition of the existing deck.
- New concrete edge beams are to be installed to the outside face which will be clad to match the aesthetics of the existing bridge elevation. The concrete edge beams were progressed as they provide collision protection while

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maintaining the aesthetics of the existing bridge deck. This was accepted by Historic England.

- Historic England requested that the project maximised retention of the existing semi-octagonal masonry pilasters. Following an optioneering exercise, it was agreed that the upper portions of the existing pilasters would be removed and replaced by precast concrete units which continue the geometry of the pilasters, clad to match the existing stonework.

Project proposals

- The existing superstructure will be replaced with two painted steel U-type decks in line with the Network Rail Standard Detail.
- The deck shall be supported on precast concrete cill units doveled into the existing cut down masonry abutments.
- A bespoke concrete beam will be installed on both elevations. This will act as a collision protection beam and support the cess walkway. To maintain the heritage features of the structure replica steel parapet panels will be attached to the concrete edge beams. Steel plates with feature lines be affixed to the external elevation of the concrete beams to provide visual continuity between the beams and steel parapet above.
- Reinforced concrete units will be installed on the approaches to provide ballast retention. The concrete cill units, and approach units shall be clad with stone to replicate the existing. A band of coloured concrete shall be exposed along the top of the approach unit, to tie in with the existing wing wall copers. GRP handrails are to be provided to the top of the approach units.
- Due to the proposed widening of the bridge deck, the upper portions of the existing stone masonry pilasters cannot be retained. Precast concrete pilaster units are to be situated in line with the existing pilasters and shall be doveled and anchored into the cill units, and concrete edge beams.
- The pilasters are to replicate the existing semi octagonal geometry but shall be cut back to include only three faces compared to the five faces on the existing pilasters, to accommodate the widened deck and walkways. The precast concrete units shall be clad with stone to replicate the existing. A band of coloured concrete shall be exposed along the line of the existing string course at the base of the pilasters, to replicate the existing string course and tie in with the wing wall copers. The pilasters shall be topped with natural stone copers to replicate the existing.

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- It is proposed to raise the soffit of the bridge decks compared to existing, which will increase the minimum vertical clearance from 4397mm to 4423mm. New headroom signage and chevrons will be installed.
- Masonry repairs will be undertaken to the substructure on a like-for-like basis.

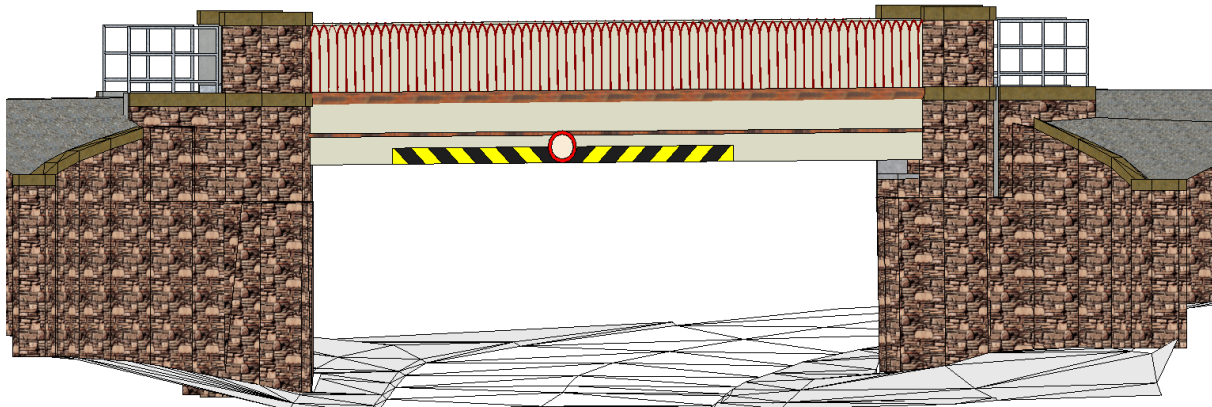


Figure 32 - Reconstructed MVL3/25 viewed from southside

Compounds and construction access

- It is proposed to utilise the strategic compound at Oaklands Road for the works to MVL3/25.
- A large capacity crane will be positioned south of the bridge which will be used for both the demolition and installation.

Construction sequencing

- The following construction sequence is envisaged: -
 - Mobilisation of the strategic site compound at the Oaklands Road road-rail access point (RRAP) and the off-site fabrication of the new steel U-type decks and precast concrete substructure elements.
 - Implementation of localised lane and footpath closures to facilitate the installation of new highway drainage tie-ins and required preparation for the bridge's permanent drainage systems.
 - Construction of a temporary service bridge to house diverted signalling and telecommunications (S&T) and third-party utility cables, ensuring service continuity during the demolition phase.

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- Construction of crane pads and a temporary access ramp on the road south of the bridge to support the mobile crane required for the superstructure reconstruction.
- During a designated rail blockade, the existing track and ballast are removed, and the mobile crane is utilised to deconstruct and lift out the existing bridge decks for removal from the site.
- Precise cut-down of the existing stone masonry abutments to the specified design levels, followed by the installation of new precast concrete cill and riser units.
- Installation of the new prefabricated steel U-type decks onto the new cill beams.
- Installation of precast concrete edge beams, pilasters and approach units.
- Re-laying of the ballast and track over the updated structure, followed by track tamping and safety inspections to return the railway to operational service.
- Completion of heritage masonry repairs, installation of replica decorative steel parapets and low-headroom signage, construction of deck-end drainage and tie-in to highways drainage system via downpipes through the abutments, and the permanent reinstatement of utilities into the bridge's integrated containment routes.

7.2.2.9. MVL3/26 – Shaw Hall Bank Footway

Description of Existing Arrangement:

- MVL3/26 is a single-span rail underbridge which carries the railway over a public right of way. It is grade II listed.
- The superstructure comprises a segmental arch supported on masonry abutment and wingwalls. The parapet is formed from discrete stone blocks which support a metallic handrail. The bridge is owned by Network Rail.



Figure 33 MVL3/26 Existing Elevation



Figure 34 MVL3/25 View from track level

Site-specific constraints:

- The footpath under the structure has steep approaches to the south and stairs to the north. There is limited access for machinery to the underside of the structure.
- The bridge parapets, which support the track formation, are formed from discrete stone blocks. There is no positive connection between the blocks and the arch beneath which means they are vulnerable to collapse.

Optioneering and option development:

- At option selection stage, it was identified that the parapet was understrength for the proposed speed and alignment modifications. The arch is adequate and requires no intervention.
- Initial options aimed to minimise the works by using dowels to attach the discrete blocks to the arch. However, sufficient capacity could not be achieved.
- An option was developed to install in-situ concrete backing between the discrete blocks and the track. This aimed to increase the overall inertia of the parapet to resist sliding and overturning. However, again, sufficient capacity could not be achieved.

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- A preferred option was developed to install concrete units under the track. An upstand of the units would resist the load from the track and remove loading from the discrete blocks.
- An in-situ concrete fill would be placed between the existing blocks and the units for durability.
- The use of concrete units on the trackside has no visual impact on the elevation of the bridge from ground level.

Project Proposals

- The underbridge parapet will be strengthened by the installation of concrete units to relieve load on the existing parapets.
- The existing metallic handrails are to be retained but will be earthed ahead of electrification of the route.

Compounds and construction access

- It is proposed to utilise the strategic compound at Oaklands Road for the works to MVL3/26.
- Road rail vehicles plant and trailers are to be used to deliver the precast units, plant and any other materials along the track to the bridge location. Tracked excavators are to be used to excavate and to install the precast units.
- The footpath below the bridge will be required to be closed to the public during the extended possessions due to the risk of items falling from height.

Construction sequencing

- The following construction sequence is envisaged:
 - During initial overnight shifts, signalling and telecommunications cables are temporarily moved onto the top of the bridge walls to protect them during the main excavation works.
 - During a 54-hour rail possession, the existing railway tracks are removed and the existing ballast is excavated to fully expose the bridge deck.
 - A level bed of sand and cement is laid and new pre-cast reinforced concrete units are lifted into place against the existing parapet walls using excavators.

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- The excavated area is back-filled, fresh ballast is laid, and the railway tracks are re-installed, after which the railway and footpath are reopened.
- During subsequent overnight shifts, grout backfilling behind the new units is completed, and the cables are permanently reinstated into their final position.

7.2.2.10.MVL3/27B and 28 – Oldham Road Footbridge and Overbridge

Description of Existing Arrangement:

- MVL3/28 is a single-span masonry arch overbridge which carries Oldham Road (A670) over the railway. It is grade II listed.
- The arch is supported on substructures comprising stone abutments and wingwalls. The bridge is owned by Network Rail.
- The highway comprises a single carriageway. There is no formal footway for pedestrians to cross the structure, with verges on each side only.
- To the south of the overbridge is the existing Greenfield Station footbridge which provides access between station platforms. This single span metallic lattice structure spans over the railway onto existing mass concrete foundations



Figure 35 MVL3/28 Existing Elevation



Figure 36 MVL3/28 View from highway level



Figure 37 Areal view of MVL3/28 and Existing Station footbridge

Site-specific constraints:

- There is limited space at both road and track level to site a large capacity mobile crane, therefore the proposed methodology is to use a heavy-duty railway crane.
- The proposed highway alignment is constrained by the existing terrain at this location, the highway features on the approaches to the bridge, and the need to provide increased headroom to the railway to accommodate electrification.
- The bridge carries several services, including low voltage and 11kV electricity cables, a gas main, a distribution water main and a BT cable. There are also services in the approach roads around the bridge, notably along Shaw Hall Bank Road/Oldham Road Junction, as well as an overhead BT cable.
- The highway at this structure is known for regular incidents of collision with parapets and kerb lines, and poor visibility for road users. There is no formal footway for pedestrians to cross the structure, with verges on each side only, and significant gradients down Shaw Hall Bank Road to the station entrance.

Optioneering and option development:

- At option selection stage, the structure was identified as having insufficient clearance to accommodate future electrification and freight requirements.
- All options which considered retaining the existing structure required Voltage Controlled Clearances (VCC) for Electrification. VCC allows electrical equipment to be placed in closer proximity to existing structures, which minimises intervention and maximised opportunity to retain existing assets.
- Four options were considered; these are summarised below: -
 - **Reconstruction** – Replace the existing arch bridge with a new superstructure, retaining the existing substructure and approaches
 - **Track Lower** – Circa 500 mm track lower to provide sufficient electrical clearances. This was not progressed as shallow rock is present at the bridge location which created constructability issues and was not acceptable to Network Rail
 - **Removal of Bridge** - Removal of the existing bridge deck.
 - **Bridge Jacking** - Jack the existing bridge deck to provide sufficient electrical clearances. This was not progressed as this solution was not accepted by the Network Rail.

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- The reconstruction was the preferred solution at option selection stage.
- At option development stage, the design was developed to minimise the duration of full road closures.
- Options were considered to build an offline structure which would allow the road to remain open while constructing the new structure. This solution was not progressed as the topography of the site means an acceptable highway alignment was not viable. In addition, there were significant constructability challenges in the construction an offline structure at this location.
- A reconstruction of the bridge on the existing highway alignment was progressed.
- To reduce the impact of utility diversions on the full road closure, solutions were investigated to widen to the bridge in advance to enable a single stage of utilities diversion into the new widened deck. This would be removed circa six to eight weeks from the full road closure
- Following consultation with Oldham Metropolitan Borough Council, a solution to construct a new offline combined pedestrian and utilities footbridge was progressed. This would allow the new footbridge to be installed and utilities diverted in advance of demolition of the existing overbridge. In addition, it provides improved pedestrian safety to cross the railway.
- The footbridge comprises a steel composite bridge with masonry clad parapets supported on new abutments.
- The existing overbridge arch is to be removed and replaced with a prestressed concrete deck supported on reinforced concrete riser units. A prestressed concrete superstructure was progressed as it provides a slender bridge deck form requiring minimal future maintenance. This also minimises the impact of the reconstruction on the vertical highway alignment.
- The bridge parapets, cill beams and riser walls will be clad in stonework. The existing substructure and approach walls will be retained. Reclaimed stonework will be considered for reuse on public facing elevations where feasible. Copers will be constructed with natural cut stone.

Highway Development

- The highway design was developed in collaboration with Oldham Metropolitan Borough Council through a series of workshops.

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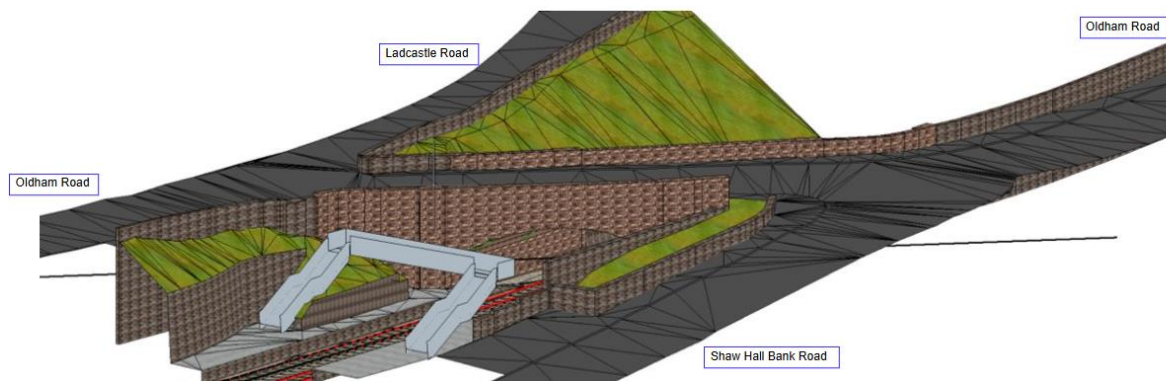


Figure 38 Existing highway

- The existing highway is located at a natural meeting point of the approaching roads, with significant gradients on Ladcastle Road and Shall Hall Bank Road. Therefore, it was accepted that the existing horizontal and vertical alignment of Oldham Road would be maintained. However, it was agreed with Oldham Metropolitan Borough Council there were opportunities to improve junction visibility and active travel user provision.
- Options were considered to widen the structure to accommodate a footpath and support the utility diversion strategy. Widening of the deck to low milage was discounted as it did not reduce the road closure duration and introduced increased gradients on Shall Hall Bank Road.
- Therefore, an option with a separate footbridge was progressed.

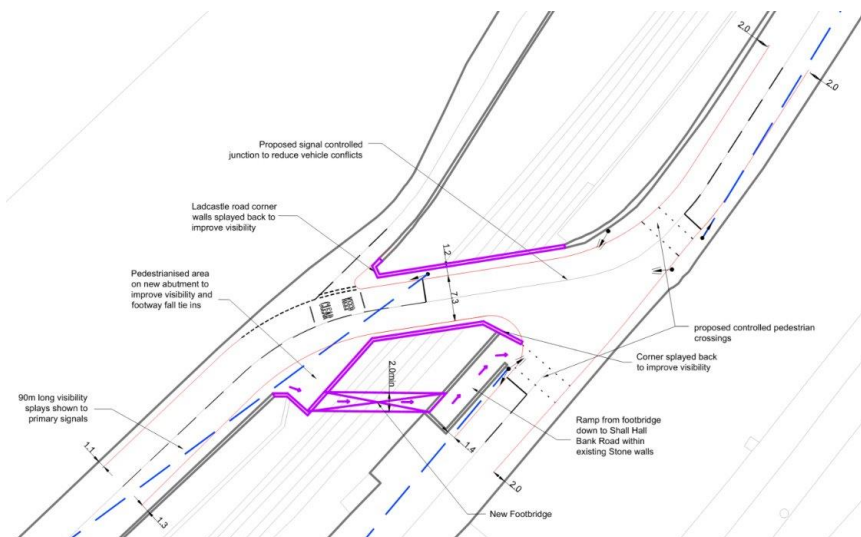


Figure 39 Extract from Optioneering presentation to Oldham showing preferred proposal

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- A new sighting splay is introduced at the junctions of both Ladcastle Road and Shall Hall Bank to improve visibility. The improvements to visibility at the site would permit installation of traffic lights in the future.
- After feedback from Oldham Metropolitan Borough Council, a formalised pedestrian crossing was introduced with pedestrian barriers at the junction of Oldham Road and Shall Hall Bank Road to guide presentations to the crossing.

Project proposals

- The existing arch will be replaced by a prestressed concrete superstructure with an integral parapet. The deck will be supported upon new stone masonry clad cill beams, founded on the existing abutments.
- The existing approach walls at all four corners of the overbridge are to be broken out to facilitate reconstruction of the bridge deck and replaced with stone clad reinforced concrete units. The approach parapets on the north-west and south-west corners are proposed on an altered alignment to existing, splayed back to improve visibility at each junction.
- A new public footway footbridge, MVL3/27B, will be constructed to the south of the overbridge, approximately where the existing station platform footbridge is located. It will provide a permanent separated footway over the railway. A ramp structure is proposed to connect the footbridge to Shaw Hall Bank Road.
- The new footbridge will comprise two pairs of weathering steel girders with a concrete deck slab. The bridge parapets will comprise a reinforced concrete parapet clad in stone masonry externally and internally, and with stone copers. All exposed faces of the substructure are to be clad in stone, with stone cheek walls above the cill beams to hide the concrete beam elevation at the abutments.
- Ducts are to be cast into the concrete between girders to accommodate utilities. The footbridge allows for a single-stage diversion of all utilities, reducing construction programme duration.
- A new retaining wall between the proposed overbridge and footbridge on the west side of the tracks is proposed to create an upper landing area, completing the footway route. A station staircase, functioning as a fire escape only, is proposed as part of these works, connecting Platform 2 to the upper landing area adjacent to the new footbridge.

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Figure 40 Reconstructed MVL3/28 & MVL3/27B viewed from above



Figure 41 Reconstructed MVL3/28 & MVL3/27B from highway on west approach

Compounds and construction access

- It is proposed to utilise the strategic compound at Oaklands Road for the works to MVL3/28 & MVL3/27B.
- During the main overbridge reconstruction works detailed in this section, and the main closure of Oldham Road, the road length between Shaw Hall Bank Road and the junction of Chapel Road has been identified as a road level compound in closer proximity to the works.
- The heavy-duty railway crane shall access the rail from the RRAP approximately 1.22km north at Oaklands Road.
- It is proposed to construct a crane mat on Oldham Road which will be used to site a mobile crane. Bridge components will be delivered to the mobile crane and lifted onto road rail vehicle wagons. From there, they will be transported to the structure for installation by the heavy-duty railway crane.

Construction sequencing

- The following construction sequence is envisaged:
 - Mobilisation of the primary site compound at the Oaklands Road access point and establishment of a local road-level compound on Oldham Road to facilitate material storage and logistics.
 - The existing station footbridge is removed, and local platform sections are modified to clear the footprint for the new structures.
 - Installation of foundations for the new footbridge, upper landing, and ramp; this phase involves piling on the eastern side and the installation of rock anchors and in-situ pad foundations on the western side.
 - Utilisation of a heavy-duty rail-mounted crane during a 27-hour possession to lift the weathering steel I-beams and precast deck units for the new footbridge into position.
 - Final construction of the ramp structure and the retaining wall for the upper landing area, which integrates the new footbridge with the existing highway network on Shaw Hall Bank Road.
 - A single-stage permanent diversion of all critical statutory services, including water, gas, electricity, and telecommunications, from the existing overbridge into the containment ducts of the new footbridge.
 - Controlled excavation of the bridge deck ends and removal of existing street furniture, lighting, and road surfacing to prepare the main structure for demolition.
 - During a designated 5-day rail blockade, the existing stone masonry arch is demolished and replaced with new precast concrete deck elements

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and precast concrete riser units using the rail-mounted crane. Original masonry to be stockpiled for reuse where practical.

- Installation of reinforcement followed by the casting of the in-situ concrete deck slab and the placement of stone-clad precast concrete parapets for vehicle containment.
- Installation of natural stone cladding to all exposed concrete faces, and final highway paving and road markings to return the road to public service.

7.2.2.11.MVL3/29 – Wickens Underbridge

Description of Existing Arrangement

- MVL3/29 is a single-span rail underbridge which carries the railway over a public right of way. It is grade II listed.
- The superstructure comprises a segmental arch supported on masonry abutment and wingwalls. The parapet is formed from discrete stone blocks which support a metallic handrail. The bridge is owned by Network Rail.



Figure 42 MVL3/29 Existing Elevation



Figure 43 MVL3/29 View from track level

Site-specific constraints:

- The footpath under the structure has steep approaches to the south and stairs to the north. There is limited access for machinery to the underside of the structure.
- The bridge parapets, which support the track formation, are formed from discrete stone blocks. There is no positive connection between the blocks and the arch beneath which means they are vulnerable to collapse.

Optioneering and option development:

- At option selection stage, it was identified that the parapet was understrength for the proposed speed and alignment modifications. The arch is adequate and requires no further works.
- Initial options aimed to minimise the works by using dowels to attach the discrete blocks to the arch. However sufficient capacity could not be achieved.

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- An option was developed to install in-situ concrete backing between the discrete blocks and the track. This aimed to increase the overall inertia of the parapet to resist sliding and overturning. However, again, sufficient capacity could not be achieved.
- A preferred option was developed to install concrete units under the track. An upstand of the units would resist the load from the track and remove loading from the discrete blocks. An in-situ concrete fill would be placed between the existing blocks and the units for durability.
- The use of concrete units at track level has minimise the visual impact to the elevation of the bridge.
- The existing metallic handrail at track level will be replaced by a glass-reinforced plastic (GRP) equivalent as part of the works

Project Proposals

- The underbridge parapet will be strengthened by the installation of concrete units to relieve load on the existing parapets,
- The existing handrails to be replaced with (GRP) handrails to provide a minimum 1250mm handrail height above cess walkway level.

Compounds and construction access

- It is proposed to utilise the strategic compound at Oaklands Road for the works to MVL3/29.
- Road rail vehicles plant and trailers are to be used to deliver the precast units, plant and any other materials along the track to the bridge location. Tracked excavators are to be used to excavate and to install the precast units.
- The footpath below the bridge will be required to be closed to the public during the extended possessions due to the risk of items falling from height.

Construction sequencing

- The following construction sequence is envisaged:
 - During initial overnight shifts, signalling and telecommunications cables are temporarily moved onto the top of the bridge walls to protect them during the main excavation works.
 - During a 54-hour rail possession, the existing railway tracks over the structure are cut and removed, and the existing ballast is excavated to fully expose the bridge deck.
 - A level bed of sand and cement is laid and new pre-cast reinforced concrete L-units are lifted into place against the existing parapet walls using excavators.
 - The excavated area is back-filled, fresh ballast is laid, and the railway tracks are re-installed, after which the railway and footpath are reopened.
 - During subsequent overnight shifts, existing handrails are replaced with GRP equivalents, final grout backfilling behind the new units is completed, and the cables are permanently reinstated into their final position on top of the ballast.

7.2.2.12.MVL3/31 – Uppermill Viaduct

Description of Existing Arrangement:

- MVL3/31 is a 23-span masonry arch viaduct which carries the railway over the A370 High Street, Den Lane and Brownhill Lane, as well as the watercourses of the Huddersfield Narrow Canal and the River Tame. It is grade II listed.
- The viaduct is of gritstone masonry construction and comprises 23 semi-circular arches, with three prominent skew arches, longer than the typical span, located over the High Street, the Huddersfield Canal, and Den Lane.
- The piers are rectangular and have a stepped profile, with double buttresses present on the piers at the skew spans.



Figure 44 Areal View of MVL3/31

Site-specific constraints:

- The viaduct spans a wide valley with both the River Tame and the Huddersfield Narrow Canal passing underneath the structure, as well as two roads: Den Lane and High Street.
- The viaduct is narrow, and the existing parapets of the structure are below the standard minimum heights for such a structure.

Optioneering and option development:

- To deliver electrification, it is necessary to install Overhead Lines over MVL3/31. Due to the length and curve of the viaduct and the required distance between OLE portals, this will require the installation of multiple portals across the structure.
- At option development stage, the design was developed in collaboration with Network Rail, Oldham Metropolitan Borough Council, the Canal and River Trust and Historic England.
- Optioneering considered potential locations for the attachment of portals to the structure comprising:
 - Fixed to the internal elevation of the viaduct
 - In line with the parapet
 - Fixed to the external elevation of the viaduct
- Due the narrow width of the viaduct deck and parapets, and the requirement to achieve sufficient clearance between track alignment and OLE, the trackside and in line with parapet options were found to be unviable and discounted from further consideration. Fixing to the external elevation of the viaduct was therefore identified to be the preferred option.
- The siting of the portals and design of the portal brackets was then determined based upon consideration of factors including the significance of the viaduct, its form and architecture and particularly the irregular span arrangement, views of the structure, its prominence within its setting, and the structural requirements for the OLE portals.
- This process enabled the development of proposals which minimise impact as far as possible upon the fabric and architecture of the viaduct through the attachment of seven OLE portals along the exterior of the structure. These will be irregularly spaced in response to the architectural rhythm of the viaduct, attached by means of OLE brackets designed to minimise impact on historic fabric and features such as parrises plates and stringcourses.
- Whilst resulting in some change to the appearance of the structure, the OLE portals have been sited to minimise intrusion on key views of the structure along Den Lane, Huddersfield Narrow Canal and High Street (A670).

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Project proposals

- It is proposed to install seven OLE portals along Uppermill Viaduct which will support the overhead wires. This will require the attachment of OLE portal support brackets on the exterior of the viaduct on the spandrel walls.
- Due to the listed status and local significance of the viaduct, the OLE portal locations and details have been developed to reduce the visual impact. The OLE portals would be placed over piers 5, 8, 11, 14, 17, 20 and 25.
- The OLE brackets will be galvanised steel and installed onto the masonry spandrel walls above the piers. Bespoke bracketry has been proposed to avoid any clash with the viaduct's existing patters plates and drainage downpipes on the face of the spans.

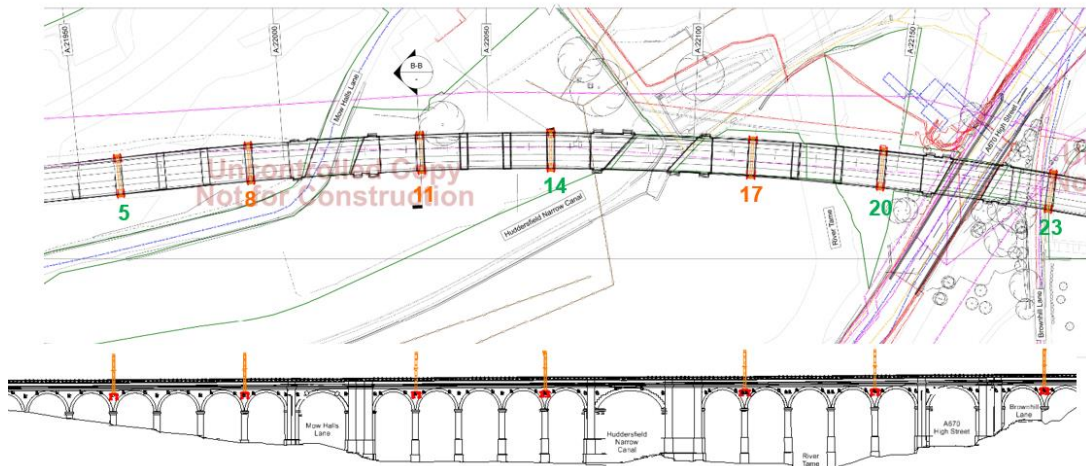


Figure 45 Uppermill viaduct OLE portal locations



Figure 46 Uppermill viaduct OLE portal visualisation

Compounds and construction access

- It is proposed to utilise the strategic compound at Oaklands Road for the works to MVL3/31. Deliveries of plant and materials to site will be via track from the compound.
- An RRV telehandler will access the railway at the RRAP at Oaklands Road and will be used to lift the brackets into position during railway possessions. An RRV will also be used to deliver the temporary working platform components.
- The OLE support bracketry is to be installed at one location at a time via a temporary working platform similar to that shown in the figure below. The platforms shall be accessed from track level via roped access.



Figure 47 Indicative working platform during construction

Construction sequencing

- The proposed works to install the OLE portals to Uppermill Viaduct (MVL3/31) would comprise the following works for each bracket:
 - During midweek overnight railway possessions, roped-access operatives descend from track level to install temporary suspended working platforms at the first OLE bracket location.
 - Precise holes are cored into the viaduct's masonry and concrete saddle face and stainless-steel anchor bars are inserted into the cored holes and grouted into place.
 - The steel support brackets are lifted into position and bolted to the installed anchors.

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- The temporary working platform is dismantled and relocated to the next designated pier location to allow the sequence to continue.
- The steps above are repeated for all seven required locations.
- Once all brackets are installed, the temporary access equipment is removed, and the structure is handed over for the subsequent installation of the OLE gantries by the electrification contractor.

7.2.2.13.MVL3/36 – Ward Lane Overbridge

Description of Existing Arrangement:

- MVL3/36 is a single span overbridge which carried Ward Lane over the railway.
- The superstructure comprises a half through bridge with transverse girders and jack arches. The structure is supported masonry abutment and wingwalls. The bridge is owned by Network Rail.
- Ward Lane is an unclassified two-way single carriageway road without a pedestrian footpath. The existing route over the structure is a Public Right of Way.



Figure 48 MVL3/36 Existing Elevation



Figure 49 MVL3/36 View from highway level

Site-specific constraints:

- The entrance to Grandpa Greene's car park and a private residential property are located to the west of the bridge, and these have been considered during the development of the structure and highway alignment.
- The proposed highway alignment is constrained by the existing terrain at this location, the highway features on the approaches to the bridge, and the need to provide increased headroom to the railway to accommodate electrification.
- There is limited space at road level to site a large capacity mobile crane.

Optioneering and option development:

- At option selection stage, the structure was identified as having insufficient clearance to accommodate future electrification.
- The structure is in poor condition, and it had previously been identified for replacement. Therefore, a reconstruction was preferred at option selection stage.

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- At option development stage, the design was developed in collaboration with Network Rail and Oldham Metropolitan Borough Council.
- A filler beam superstructure was progressed as it enabled a slender bridge deck form which can be cranked to minimise the impact of the bridge reconstruction on the vertical highway alignment.
- The alignment of the approach parapet unit adjacent to the entrance to Grandpa Greene's car park was splayed out to improve visibility for vehicles exiting the car park onto Ward Lane.

Highway Development:

- The horizontal highway alignment is constrained by the features on the approaches to the bridge, and the width of the supporting bridge abutments which are to be retained. However, in the first stage of highways option development for the reconstructed bridge, consideration for provision of a new footway on the northern side of the new bridge and a reduced carriageway width was made.
- Following engagement with and feedback from Oldham Metropolitan Borough Council, it was decided to maximise the available carriageway width and not provide a footway, as is the case in the existing condition.
- The vertical highway alignment was developed in cognisance of the site constraints, in particular the need to provide the necessary clearance to the electrified railway and to tie in before the adjacent private property to the west of the overbridge. This results in a vertical realignment of the highway over the structure and on the approaches, including at the entrance to the Grandpa Greene's car park.

Project proposals

- The existing superstructure will be replaced by a filler beam deck with an integral parapet supported on precast cill units.
- New precast cill beams with elastomeric bearings and precast concrete riser units will be supported upon the existing abutments which are to be retained.
- Bridge parapets are to be 1.8m tall and are to be clad with stone masonry on the roadside elevation and form liner concrete finish on the railway elevation.
- The highway will receive a vertical realignment to accommodate the new bridge position. The new road alignment will tie in before the adjacent residential property on the west approach but will require alignment modifications to the Grandpa Greene's car park entrance. The highway

alignment will also tie in before the footpath access steps on the east approach to avoid the need to reconstruct the steps.



Figure 50 Reconstructed MVL3/36 viewed from above

Compounds and construction access

- The strategic compound at Diggle, accessed from Lee Side, will be used as the satellite compound and material laydown area and will be the nearest RRAP for track access.
- Access to the railway for large plant and equipment which cannot access the compound at Diggle via Lee Side will be achieved via a temporary access route constructed through the Canal and River Trust car park off Sam Road and over the canal tunnel.

Construction sequencing

- The following construction sequence is envisaged:
 - Installation of a temporary utility bridge (stats bridge) to accommodate diverted services and the implementation of formal detours for pedestrians and local residents to maintain access during the main works.
 - Controlled demolition of existing approach walls and excavation behind the bridge deck ends.
 - Removal of the existing bridge span, including its metallic girders and brick jack arches, carried out during a rail possession.

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- Cut down of the existing stone masonry abutments to the specified level required for the new cill beams.
- Placement of new precast concrete cill units and elastomeric bearings onto the modified abutments.
- Lifting of prefabricated steel filler beam pairs into position.
- Installation of steel reinforcement followed by the casting of concrete between the beam pairs and across the bridge topping slab to form a unified bridge deck.
- Structural placement of precast concrete L-unit vehicle containment parapets.
- Installation of high-performance waterproofing and the installation of stone facing on the internal elevation of bridge parapets.
- Final highway surfacing and drainage tie-ins are completed, utilities are reinstated to their permanent housing, and all temporary structures, including the utility bridge and detours, are decommissioned.

7.2.2.14.MVL3/39 – Station Road Overbridge

Description of Existing Arrangement:

- MVL3/39 is a three-span overbridge which carries Station Road over the railway corridor.
- The superstructure comprises a half through bridge with transverse girders and jack arches. The structure is supported on stone masonry abutment, piers and wingwalls. The bridge is owned by Network Rail.
- Station Road is an unclassified two-way single carriageway road with a pedestrian footpath. The existing route over the structure is a Public Right of Way.
- On the western approach to the structure, Station Road highway is bound by a large retaining wall on one side and a 1.4m stone wall, which forms the rail boundary at the top of the cutting slope. Harrop Court Road is a no through road and is similarly bound by stone masonry walls.

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Figure 51 MVL3/39 Existing Elevation



Figure 52 MVL3/39 View from Highway

Site-specific constraints:

- The proposed highway alignment is constrained by the existing topography and features of the surrounding area, and the need to tie in with them beyond the extent of the works.
- There is limited space at road level to site a large capacity mobile crane.

Optioneering and option development:

- At option selection stage the structure was identified as having insufficient clearance to accommodate future electrification.
- At option development stage, the design was developed in collaboration with Network Rail and Oldham Metropolitan Borough Council.
- All options which considered retaining the existing structure required Voltage Controlled Clearances (VCC) for Electrification. VCC allows electrical equipment to be placed in closer proximity to existing structures, which minimises intervention and maximised opportunity to retain existing assets.

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- Two options were considered; these are summarised below:
 - Reconstruction – Replace the existing three-span superstructure while retaining the existing substructure and approaches
 - Bridge Jacking - Jack the existing three-span superstructure to provide sufficient electrical clearances.
- The reconstruction was the preferred solution at option selection stage.
- At option development stage, the design was developed to a reconstruction of the bridge deck over the railway only, as opposed to a full three-span reconstruction.
- This refinement of the design would reduce the impact on the access track below; the access track leads to the redundant railway tunnel bore and forms part of Network Rail's emergency fire strategy for the railway tunnels and must remain accessible at all times during the operation of the railway. The access track and redundant tunnel bore is also used by Canal and River Trust to shadow boats as they pass through the tunnel.
- By retaining spans 2 and 3, it also reduces the interface with a nearby residential property which is constructed directly adjacent to span 3.
- Retaining spans 2 and 3 also provides a more cost-effective solution, whilst minimising impacts on stakeholders.

Highway Development:

- The horizontal highway alignment over the reconstructed span is constrained by the two adjacent retained spans of the bridge, and the width of the supporting bridge abutments which are to be retained. To remain in keeping with the surrounding infrastructure, the horizontal alignment of the highway, and the widths of the carriageway and footway, are to be as existing.
- The vertical highway alignment was developed in cognisance of the site constraints, in particular the need to provide the necessary clearance to the electrified railway (noting that there is also a track lift below the bridge in order to provide sufficient cover to the Standedge canal tunnel) while tying back into the existing highway alignment before the adjacent span 2 bridge deck.
- Following engagement with Oldham Metropolitan Borough Council, the outline highways design was developed, and these constraints result in an altered (lifted) vertical alignment over the bridge deck and part-way along Station Road and Harrop Court Road on the western approaches to the

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bridge. New vehicle containment and ground retention parapet units are to be installed to accommodate the raised highway levels on the western approach to the overbridge. The parapets will be clad with stone on the highway elevation.

Project proposals

- Span 1 of the existing overbridge superstructure (over the railway) is to be reconstructed. The substructures will be retained as well as the entirety of superstructure spans 2 and 3.
- To prevent adding additional load to the existing pier supporting spans 1 and 2, a new reinforced concrete king pier will be built adjacent to the existing pier and will be supported upon a piled foundation and faced with stone slips.
- The existing span 1 superstructure will be replaced by a filler beam deck with an integral parapet supported on precast cill units.
- New precast cill beams with elastomeric bearings and precast concrete riser units will be supported upon the existing abutments and new king pier.
- Bridge parapets are to be 1.8m tall and are to be clad with stone masonry on the roadside elevation and form liner concrete finish on the railway elevation.
- To accommodate the highway level increase on the western approach to the overbridge, the approach walls are to be demolished over these extents and replaced with precast concrete units with a natural stonework face on the highway elevation and form liner concrete finish on the railway elevation.

Compounds and construction access

- The strategic compound at Diggle, accessed from Lee Side, will be used as the satellite compound and material laydown area and will be the nearest RRAP for track access.
- Access to the railway for large plant and equipment which cannot access the compound at Diggle via Lee Side will be achieved via a temporary access route constructed through the Canal and River Trust car park off Sam Road and over the canal tunnel.

Construction sequencing

- The following construction sequence is envisaged:
 - Before any works commence, the temporary vehicular and pedestrian diversion routes are implemented.

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- Initial site preparation including de-vegetation and the installation of a temporary scaffold utility bridge on the high-mileage side of the structure to facilitate the first stage of service diversions.
- The new reinforced concrete "king pier" is constructed adjacent to the existing pier; this involves installing piled foundations socketed into the rock strata and building the pier walls while the railway remains operational.
- Approach walls on Station Road and Harrop Court Road are taken down, and excavations are carried out behind the bridge deck end ahead of demolition.
- During rail possession, the existing Span 1 superstructure is removed using a high-capacity mobile crane, and the original stone abutment is reduced to the specified level for the new cill beam.
- Precast concrete riser units and cill units are installed onto both the modified existing abutment and the king pier to accommodate the new bridge deck.
- Prefabricated steel filler beam sections with integral parapets are lifted into position and secured with temporary anchorage to ensure stability during the subsequent construction phases.
- Steel reinforcement is fixed, followed by the in-situ casting of concrete between the beam pairs and across the topping slab to create a unified bridge deck.
- Precast concrete unit parapets are installed on the western approaches, and the surrounding slopes are regraded to accommodate the new highway alignment.
- Final cutting slope profile on adjacent to the new concrete unit parapets is formed.
- Waterproofing is installed to the deck, and stone facing is installed on the highways faces of the parapets and substructure to maintain local aesthetic continuity.
- Services are diverted into their permanent housing within the new bridge, the temporary utility bridge is decommissioned, and final highway surfacing, drainage, and kerbing are completed.

7.2.2.15.MVL3/39A – Standedge Canal Tunnel

Description of existing arrangement

- Standedge canal tunnel is a 5km long structure traversing from Diggle at the western end to Marsden at the eastern end. The original portion of tunnel was built in 1811 and has been lengthened over time, with the section of tunnel discussed below having been built in the 1890s as the local area developed.
- The section of tunnel immediately adjacent to the western tunnel portal comprises a brick masonry arch supported upon stone abutments. This extends for a short distance before transitioning into a metallic flat span structure. Beyond this, and below the extents of the existing railway, the original metallic deck was reconstructed in circa 2000 with a reinforced concrete slab roof supported upon the original stone abutments.
- The canal towpath runs parallel to the canal and at the western tunnel portal, the tow path terminates and the walking route passes through the adjacent public car park to join Sam Road.

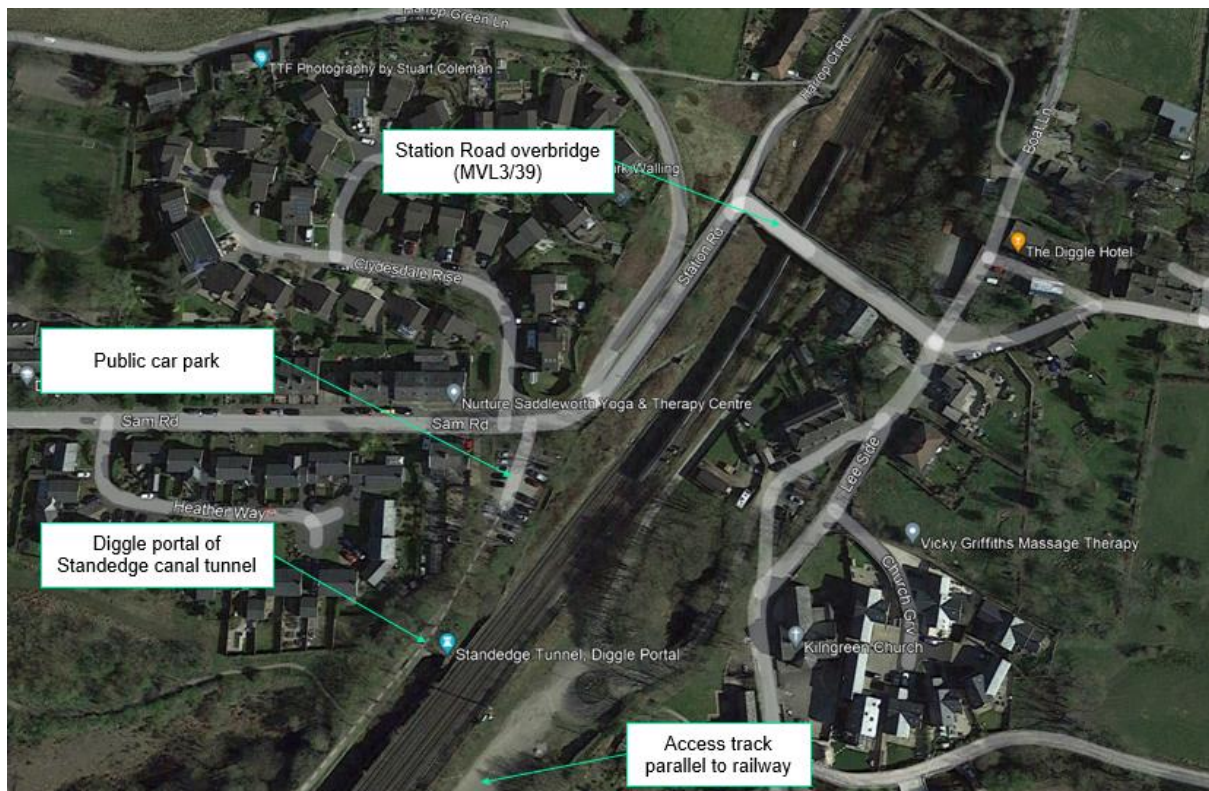


Figure 53 Plan view showing canal tunnel portal and adjacent features

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Figure 54 View of Standedge canal tunnel near to western portal



Figure 55 Adjacent car park viewed from Sam Road

Site-specific constraints

- The portion of canal tunnel below the proposed temporary construction access route is owned and managed by Canal and Rivers Trust.
- The car park forming part of the access route over the canal connects the canal tow path to Sam Road, and continued use of the car park by Canal & River Trust staff, and access to their storage container near the tunnel portal, is vital to the operation of the canal as C&RT staff park in the car park to chaperone canal users through the tunnel. Therefore, some parking provision of Canal and River Trust staff shall be provided and segregated public access from Sam Road to the canal tow path will need to be maintained throughout the works.

Optioneering and option development:

- At ES4, a saddling strengthening proposal (whereby the existing masonry arch barrel is thickened by constructing a second barrel of reinforced concrete over the top of it) was initially put forward to Canal and River Trust.
- Through conversations with Canal and River Trust, this solution was developed into a relieving slab, whereby the second barrel of reinforced concrete contains compressible material between it and the existing arch barrel so that the weight of the concrete and live loading is transmitted into the abutments rather than onto the arch barrel.
- Consideration was made as to whether the load could be transmitted into the existing abutments or whether a new substructure would be required behind the existing abutments to support the weight of the relieving slab. A review was carried out based on the information available of the load increase at abutment foundation level when the controlled construction movements across the access track occur, and they are in the region of 5%, and on this basis it is proposed to utilise the existing abutments. Further site investigation is to be carried out to validate these assumptions and agree details with Canal and River Trust.

Project proposals

- To create a temporary construction access route from Sam Road into Diggle compound, over Standedge canal tunnel, it is proposed to construct a reinforced concrete relieving slab over the tunnel.
- The relieving slab will be formed by exposing the top of the existing masonry structure, installing compressible material over the arch barrel, and then casting the in-situ reinforced concrete relieving slab. This will have the effect of preventing any construction loading from being applied to the arch barrel and will direct all live loading directly into abutments. This would be left in place after the works and would have a long-term strengthening effect on the structure.
- The existing ground over the tunnel will need to be locally regraded to create the access route. A granular haul route will be constructed over the area which is currently grass and the original ground profile will be reinstated following completion of the works.
- Devegetation will be required over the extents of the saddling and access route, and the existing stone wall will need to be locally taken down and rebuilt following completion of the works.

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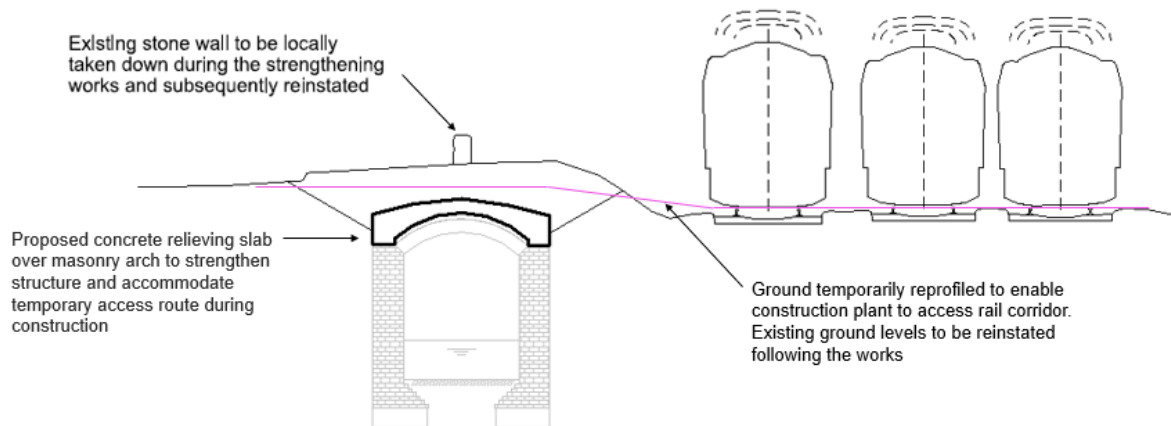


Figure 56 Conceptual sketch of proposed works to canal tunnel

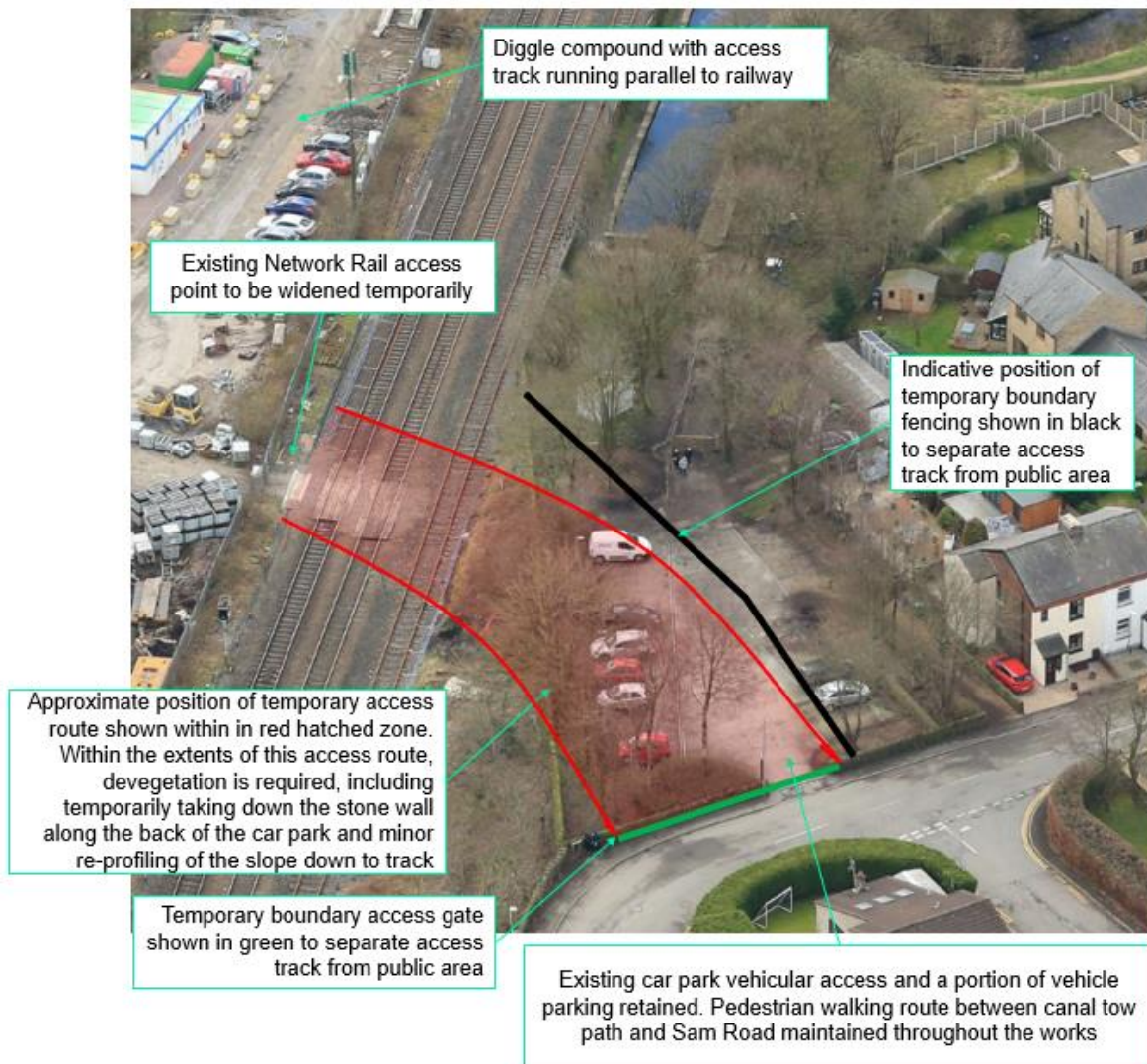


Figure 57 Indicative temporary construction access route into Diggle compound

Compounds and construction access

- The strategic compound at Diggle, accessed from Lee Side, will be used as the satellite compound and material laydown area and will be the nearest RRAP for track access.
- Access to carry out the de-vegetation, excavation, strengthening works to the tunnel, and ground reprofiling can all be achieved by taking temporary partial possession of the public car park and accessing the work area from there.

Construction sequencing

- The following construction sequence is envisaged:
 - Take temporary possession of the car park off Sam Road and install hoarding to formally segregate construction activities from public walking routes and parking area for CRT staff.
 - Carry out vegetation clearance within the work site, locally dismantle the existing stone boundary wall, and install a dedicated access gate at the Sam Road junction to facilitate site logistics and security.
 - Install protective separation measures between the proposed temporary access route and the operational railway corridor to ensure the safety of site personnel.
 - During night-time or seasonal canal closures, perform controlled excavation of soil over the specific section of the tunnel arch intended for structural reinforcement.
 - Prepare the masonry arch surface, install a compressible material over the arch, and fix steel reinforcement to facilitate the casting of an in-situ reinforced concrete relieving slab.
 - Backfill the area over the reinforced tunnel arch with engineered fill to create a stable, temporary haul road for mobile cranes and delivery vehicles.
 - Install a temporary Road Rail Access Point (RRAP) to allow heavy plant and bridge components to safely traverse the existing railway tracks and reach Diggle compound and the existing access track parallel to the railway.
 - Following the completion of the overbridge construction works, remove temporary protection mats and reinstate the original ground profile.
 - Reconstruct the dismantled dry stone boundary walls using original materials.

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- Conduct final site clearance and replanting of vegetation, followed by the removal of all temporary hoarding and the restoration of the public car park for public use.

7.2.2.16. Mossley Railway Station

Description of Existing Arrangement:

- Mossley Station is located in the centre of Mossley, 13km north-east of Manchester City Centre. The station provides access to passenger services to Huddersfield, Manchester and beyond via two platforms.

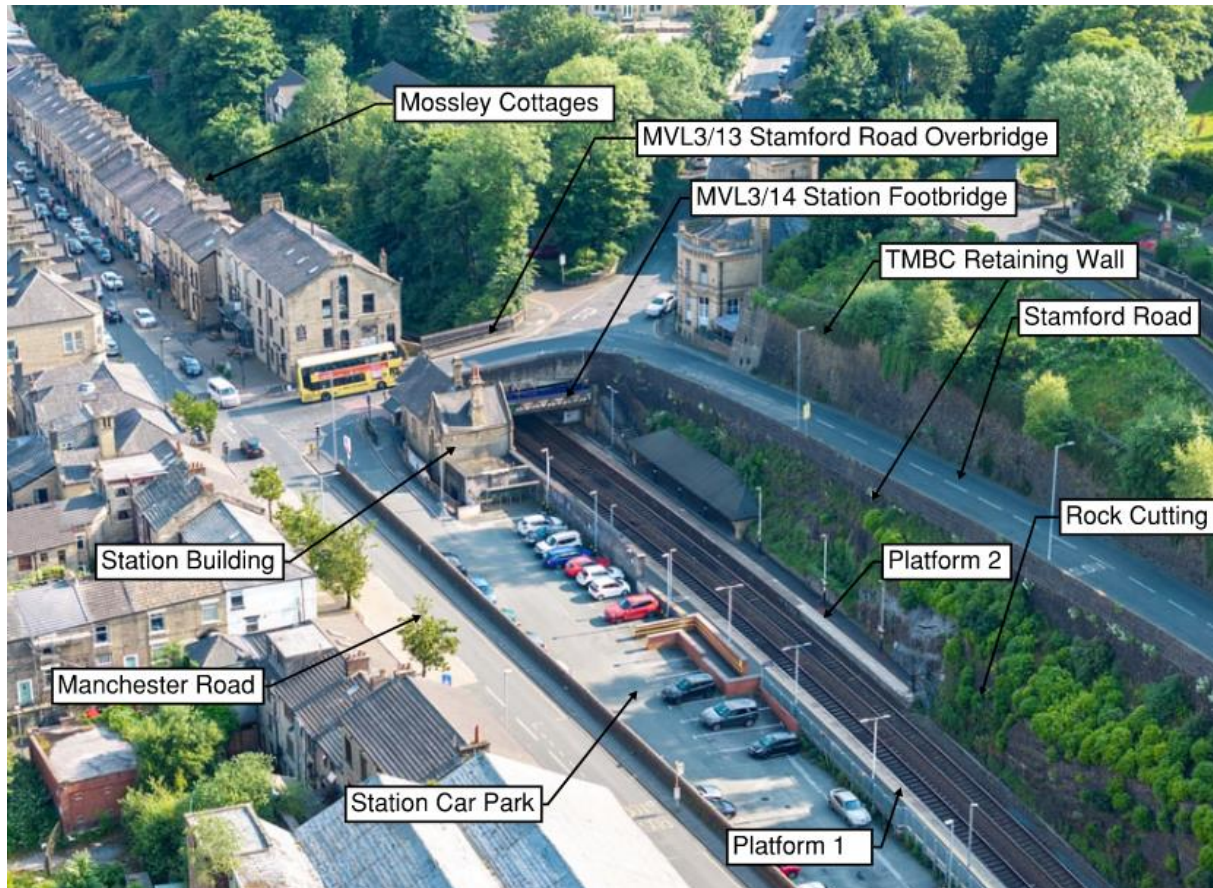


Figure 58 Aerial View of Existing Mossley Station

- Platform 1 on east side of station which provides west-bound services to Manchester. Access to platform 1 is via a ramp from the station car park or via stairs within station building.
- Platform 2 on west side of station which provides east-bound services to Huddersfield / Leeds. Access is only available from the station footbridge; there is no step free access.
- The station is located within a steep terraced rock cutting. Stamford Road (B6177) runs parallel on the west side of the station at the first terrace level.
- Manchester Road (A635) runs parallel on the east side of the station.

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- At the southern end of the station, the railway passes under Stamford Road Overbridge (MVL3/13) and the station footbridge (MVL3/14) is located adjacent to Stamford Road Overbridge.
- There is a station building accessed directly from Manchester Road and incorporates a ticket counter/office and a waiting room with stairs down to Platform 1.
- The footbridge is at street level and leads to steps down to Platform 2. When the station is unmanned, the footbridge access to Platform 2 remains open, but access to Platform 1 is via the additional ramp directly from the station car park. There is some external seating on both platforms, and a shelter/canopy on Platform 2.
- The station has a car park with approximately 56 parking bays including two PRM parking spaces and a bike shelter.
- Mossley Cottages are located to the south of the station. There is a row of terrace houses which have an elevated walkway adjacent to the railway corridor.



Figure 59 View of Station building from Manchester Road

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Figure 60 View from MVL3/14 of Station Platforms

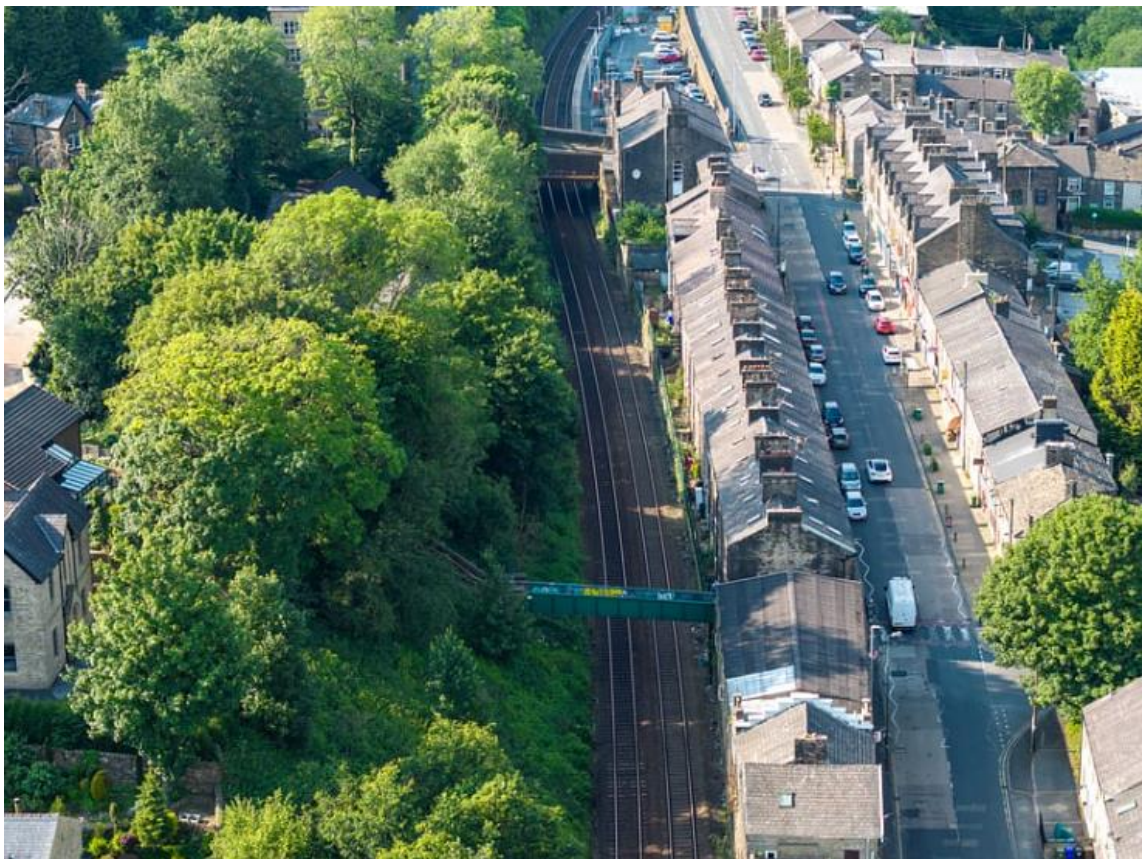


Figure 61 Aerial view of Mossley Cottages elevated walkway with station to north

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- North of the existing station location Stamford Street runs parallel and is supported by a Rock Cutting
- There is an existing Network Rail access point from Manchester Road approximately 300m from the existing station location. At this location the level of Manchester Road and the railway is level.
- Elsewhere the level difference between Manchester Road and the railway varies. At these locations retaining walls either support the railway corridor or Manchester Road.
- Mill Lane Underbridge (MVL3/15) is located approximately 550m to the south of the existing Mossley Station. It is a single span rail underbridge which carried the railway over Mill Lane
- Mill Lane is a one-way single carriage way with a footpath.

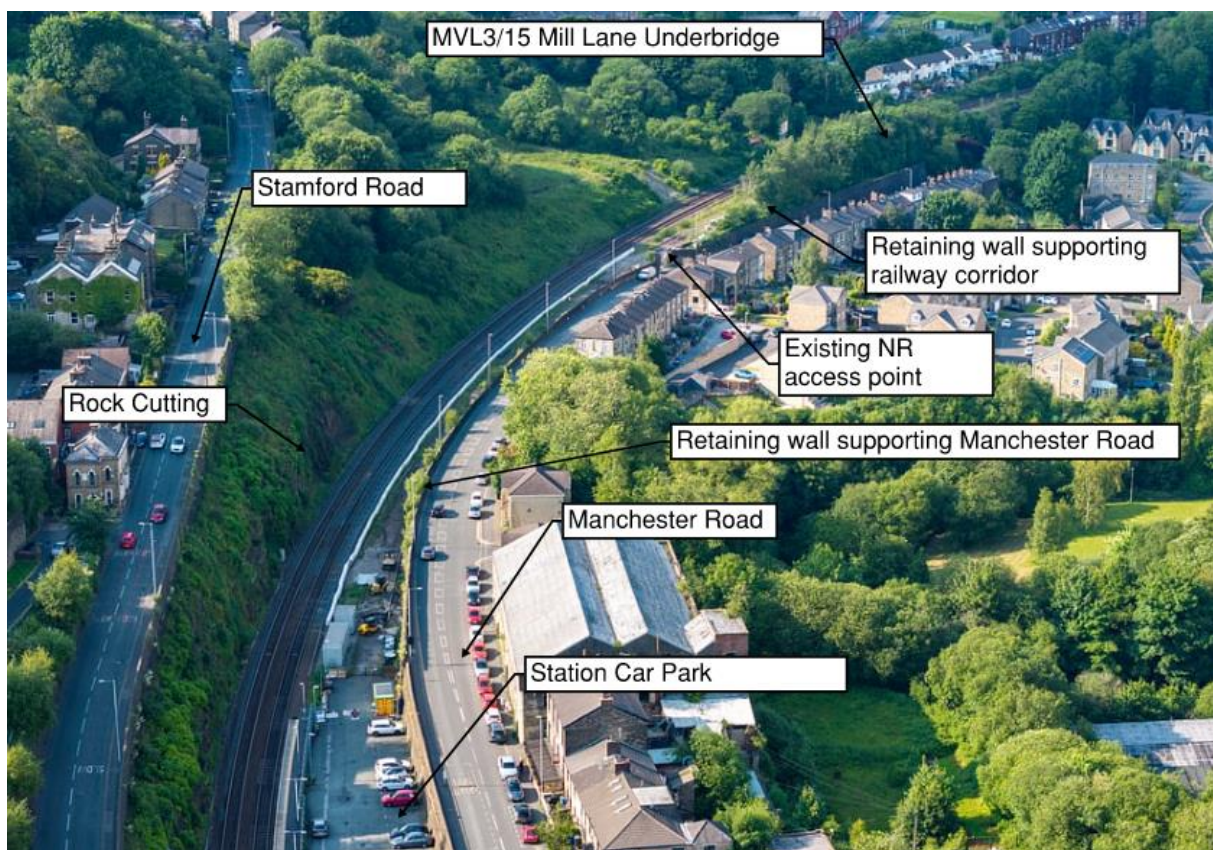


Figure 62 Aerial View to south of existing station

Site-specific constraints:

- The area is severely constrained and surrounded by residential properties and businesses, with the Network Rail land boundary tight to the railway corridor.
- The operational length of Platform 2 is constrained by a rock cutting and retaining wall supporting the adjacent Stamford Road.
- Mossley Cottages are located in close proximity to the southern end of the existing station.
- On the downside, the track is at the bottom of a cut slope. The slope is particularly steep at the low mileage end of the proposed site and gradually reduces in gradient until the bridge at Mill Lane is reached.
- The planning of the construction works should seek to cause minimal disruption to the normal day to day operations at Mossley Station.
- There is a combined sewer that runs along the crest of this cutting on the Down side. The sewer crosses Mill Lane and then follows the road down the hill until it crosses the River Tame. There are other assets in Mill Lane adjacent to the sewer including a 1500mm diameter culvert, gas, and telecoms routes.
- The level difference between the railway and Manchester Road varies between the existing station and MVL3/15 Mill Lane.
- Residential properties line Manchester Road opposite to the proposed station. The residents currently utilise on street parking outside their properties, where there are no formal parking restrictions.
- De-vegetation will also be minimised as much as practicable to avoid impacts on the site known as Brookfields located to the north of the proposed site for the new station. Any temporary de-vegetation will be restored to its previous condition as soon as possible post construction.

Optioneering and option development:

- At option selection stage, the station footbridge was identified as having insufficient clearance to accommodate future electrification.
- In addition, there wasn't sufficient clearance from the elevated walkway to the rear of Mossley cottages to safely electrify with the track in its existing position.
- During the option selection stage, three high-level options were considered initially:
 - Option 1 (new footbridge at the low mileage end of the existing station platform)
 - Option 2 (a new footbridge part-way along the existing station platform)
 - Option 3 (relocation of platforms approximately 300m north-east)
- These options were reviewed against constructability, safety, and stakeholder feedback. Options 1 and 2 were rejected due to significant construction risks, specifically the potential undermining of the Stamford Road retaining wall, which was also the basis of a lack of support from Tameside Metropolitan Borough Council . Consideration was given to slewing the tracks away from platform 2 to create more space for the footbridge and lift shaft foundations, however this was prohibited by the proximity to Mossley Cottages and the abutment of MVL3/13 overbridge.
- Option 3 allowed the introduction of a neutral section (Non electrified) to the railway line adjacent to the elevated walkway at Mossley cottages. This provided sufficient clearance from the walkway for future electrification.
- Therefore Option 3 (relocation) was taken forward as the means of delivering the required railway systems outputs.
- During option selection stage, a further sub-optioneering exercise was undertaken to refine the design of the relocated station location. Five sub-options (A–E) were developed to address the complex topography and highways interfaces:
 - Option A: Retain parking at existing station and construct new station 300m away
 - Option B: New car park and drop-off at the new station with a traffic light-controlled junction
 - Option C: New car park at new station location, accessed via ramp from Mill Lane

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- Option D: Similar to Option B, but with a new Network Rail road rail access point at the existing station car park rather than at the new station location
- Option E: Accessible parking spaces at the new station location accessed via a ramped entrance off Manchester Road, with the remainder of the parking spaces at the existing station car park
- Consultation with Tameside Metropolitan Borough Council and train operating companies led to the rejection of Options C, D, and E due to highway safety concerns and constructability issues. Option B was identified as the preferred option to progress to the next design stage.
- During the option development stage, the highways solution proposed in Option B was developed. Three refined options were subsequently developed:
 - Option 1 (drop-off loop with accessible parking only)
 - Option 2 (drop off loop with access road and parallel parking linking the new and existing station car parks)
 - Option 3 (drop off loop with accessible parking and extended car park adjacent to the station building)
- Following detailed engagement with the Network Rail stations working group and Tameside MBC, Option 2 was selected as the preferred scheme. This option provides the optimal balance between station functionality and highway safety, delivering accessible parking and a drop-off loop while managing the constraints of the Manchester Road interface.
- The design was further developed to include a controlled pedestrian crossing due to safety issues highlighted by the Road Safety audit and feedback from Tameside Metropolitan borough council, TfGM Bus Traffic planning and TfGM Urban traffic control.
- To safely operate a controlled pedestrian crossing will require a 50 m footway buildout, local parking restrictions, and a 20-mph zone between Waggon Road and Mill Lane.

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Project proposals

- The proposal consists of a new railway station constructed approximately 300m to the north of the current station location, comprising new station building, car park which includes five accessible parking bays and one staff parking bay adjacent to the building, two train platforms, a new footbridge, lifts, lift equipment rooms and cycle store.
- The project will also benefit from boundary treatment upgrades and improved vehicular / pedestrian links to the surrounding infrastructure, together with a dedicated drop off point.
- Since the Order was submitted to the Secretary of State for Transport, additional visuals have been prepared (please see Figures 64, 66, 67) to show the position of the new puffin crossing as shown in NR12 Planning Drawings and the associated impacts to the existing station wall



Figure 63 Location of existing and proposed railway station

- The proposed station building is to be located at platform level adjacent to platform 1. It will be accessible from the new car park using stairs at the front

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of the station or via step-free means by utilising the platform 1 lift or ramp located at the rear of the building. This has been achieved by positioning the lift shaft to the rear of platform 1 and allowing for the lift to travel down to the carpark level.

- Facilities open to the public include a covered outdoor waiting area, an internal booking hall which is accessible from the platform and has a capacity of 12 people - equal to the existing railway station. There is also an internal ticket office that is accessible to staff only. Baby changing and accessible WC facilities can be reached externally, from the platform. Outside of the station opening hours, there is provision for external sheltered area and ticket vending machines.
- The remainder of the facilities in the building are accessible to staff only. These include the ticket office, adjacent to booking hall, which can be accessed through the staff room containing a dedicated staff WC, storage and cleaner's store. There is also a comms and plant room, each with its own set of external doors leading to maintenance area and ramp located at the back of the proposed station building.



Figure 64 Aerial View of proposed Mossley Station

- The lift shafts have been designed to meet accessibility standards while responding to site-specific conditions and optimising clearance and

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operational flow. These lift shafts are clad in stonework at platform and carpark levels, which changes to standing seam metal panels from the overbridge level to the roof. This has been done to introduce a clean, contemporary aesthetic that signals modernisation.

- Canopies are provided to all lift entrances and are constructed from steel and glass, to offer a lightweight, transparent appearance that promotes visibility across the platforms and contributes to a feeling of openness and security. Similarly, new waiting shelters are designed with stainless steel frames and toughened glass panels, aligning with modern station typologies and providing safe, well-lit, and durable facilities for passengers.
- The new footbridge has been developed as a prefabricated steel structure to simplify construction and reduce disruption to station operations; it shall be a Network Rail standard detail steel LMZ-type footbridge as per the TRU Stations Toolkit and it will be finished in black as per standard TRU branding.
- The new footbridges provide a step-free connection between the platforms through the integration of lift shafts. The lift shaft on platform 1 terminates at car park level ensuring that step-free access is provided to the whole station.
- At the existing station location, the proposals include the removal of the existing footbridge, partial demolition of the existing platforms, removal of platform furniture and rewiring of the existing car park CCTV and lighting.

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Figure 65 Proposed View from Car Park Entrance



Figure 66 Proposed View towards Station from Platform 1

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Figure 67 Proposed View towards Station from the First Floor of Residential Properties

Compounds and construction access

- Given the scope of works and the restricted space available on-site, multiple site compounds are proposed.
- The primary compound for the works will be at the strategic compound at Plevin's logistics hub. Due to the limited space for vehicle parking, it is proposed that staff parking will be provided at R. Plevin & Sons, approximately a five-minute drive from the site. A bus service is envisaged to transport staff between the parking area and the site.
- Local welfare facilities and offices will be positioned at the Manchester Road compound, located between the existing car park and the new station.
- A new permanent RRAP will be installed to the south of the proposed station at the interface of the existing carpark and link road to support ongoing operations. In addition, a temporary access point will be provided to the north, serving as a rail crossing during construction. The temporary RRAP will provide access to a new temporary earthwork ramp and haul road along the crest of the cutting slope, leading to a temporary material laydown and spoil area on the Brookfields Secondary Temporary Construction Area.
- Near the location of the proposed relocated station, an existing Network Rail access point will be widened to facilitate the access and egress of site vehicles during construction. This will require the demolition of a section of the existing retaining wall on Manchester Road and installation of new boundary measures. Currently, private vehicles can park on both sides of the Manchester Road in this location. The parked vehicles will restrict HGVs leaving the site to right out only. To enable all HGV movements parking suspension on both sides of Manchester Road would be required. This is considered too onerous for the residents and therefore it is proposed to implement a parking suspension only on the northbound lane of Manchester Road, as shown in the figure below.

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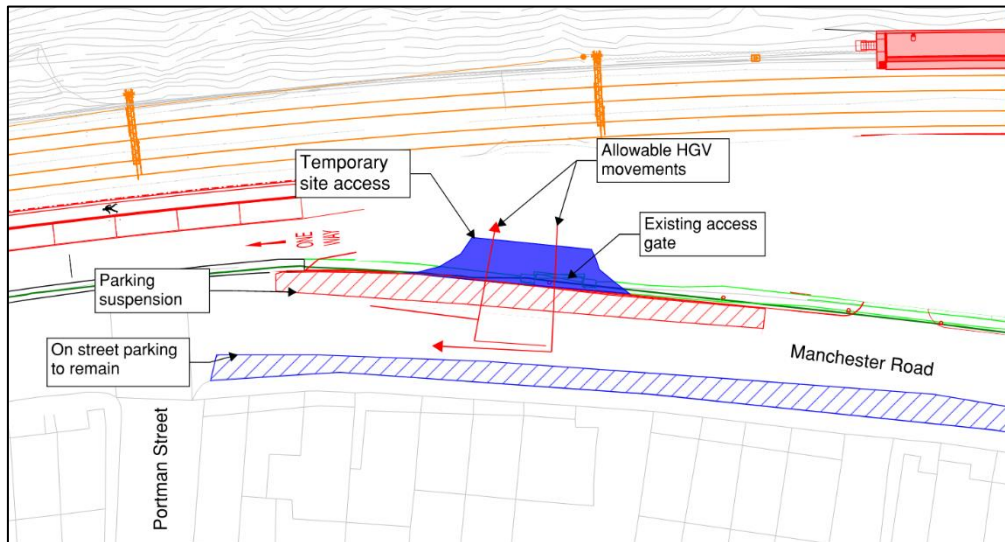


Figure 68 Site compound temporary access

- Site deliveries will travel by road to be unloaded at the site compound or storage area. The M60 and M62 are the primary motorways that can be taken as a route to Mossley with A roads, including the A62, A635 and A670, lead from these motorways towards Mossley.
- Brookfields Secondary Temporary Construction Area, which is to be located at the top of the slope on the Platform 2 side, is proposed to be utilised as a temporary material laydown and spoil storage area to support the construction of the station works and in particular to support the construction of the proposed retaining structure along the back of Platform 2. Materials and spoil will be brought to and/or from the Secondary Temporary Construction Area primarily by rail rather than by road, with the area also being accessed from the Manchester Road satellite compound via the temporary RRAP to be constructed as part of that compound. However, to operate the Brookfields Secondary Temporary Construction Area we do also require a means of secondary road access for purposes such as establishing (and then decommissioning and restoring) the Brookfields Secondary Temporary Construction Area and to allow materials and/or spoil to be delivered and/or removed from the area in the event that such delivery and/or removal by rail is not reasonably practicable. Where such road access is required construction

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vehicles would need travel along Mill Lane in order to access the Brookfields Secondary Temporary Construction Area via Archer Street and Spring Street.

Table 7-1: Indicative traffic management requirements

Activity	Traffic Management required
Construction of temporary access.	Manchester Road partial northbound lane closure with temporary signals.
Delivery and lifting of footbridge components (incl. lifts).	Full road closure and parking suspension of Manchester Road between Queen Street and Mill Lane.
Drainage connection into outfall and LV to HV substation connection	Manchester Road partial northbound lane closure with temporary signals.
Construction of permanent access.	Manchester Road partial northbound lane closure with temporary signals.
Demolition of existing footbridge.	Full road closure of Manchester Road at Stamford Road Junction.
Change of use of existing access.	Temporary signals at the Manchester Road and Stamford Road Junction.
Access and Egress of HGVs into the site compound.	Parking suspension on both sides of Manchester Road.

Construction sequencing

- The following construction sequence is envisaged:
 - Installation of trackside safety fencing and permanent road rail access points (RRAPs), followed by the establishment of the site compound, vegetation clearance, and the construction of haul roads and piling platforms supported by temporary sheet piling.
 - During designated core possessions, the new Platform 2 retaining walls are installed alongside trackside excavations, and three under track crossings (UTX) are constructed to carry services across the railway lines.
 - Regrading of the embankment slope on the Platform 2 side, followed by the excavation of the new car park area and the replacement of temporary sheet piles with a permanent retaining wall at the rear of Platform 1.
 - Construction of the Platform 2 lift pits, installation of precast riser walls with backfill, and the completion of the secondary means of escape, after which the temporary embankment access point is removed.

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- Installation of a crest drain along the cutting, followed by the construction of foundations, riser walls, and lift pits for Platform 1, working progressively from the high-mileage end.
- During a designated 29-hour disruptive possession, the new lift shafts, footbridge spans, and stairway trestles are lifted into their permanent positions.
- Installation of final surfacing, platform copers, and tactile paving on both platforms, followed by the construction of the secondary means of escape for Platform 1.
- Erection of the modular steel station building and cladding, followed by the installation of mechanical, electrical, and power (MEP) systems and telecommunications equipment.
- Completion of car park surfacing, drainage, and fencing, followed by the removal of the site compound and the formal commissioning of the new station for public use.
- Once the relocated station is operational, existing MEP equipment is removed, old platforms are partially demolished, and the existing footbridge is deconstructed.

7.2.2.17.Tunnels

- There are two Tunnels within the W2B Scheme limits, Stalybridge Tunnel situated at the low mileage end and Scout Tunnel situated centrally near Mossley This section focusses on the development of the Stalybridge and Scout Tunnel stabilisation works which are driven by the track lowering in order to install the OLE. Land is included within the Order such to obtain the necessary powers to support the stabilisation interventions. Printworks and Plevins strategic compounds are key to delivering these works alongside the Scout satellite compounds.
- During Engineering Stage 4 (ES4) stability assessments have been completed to assess the impact of the track lower and associated excavation.
- This has confirmed that without additional support, the tunnels (Stalybridge and Scout) would become unstable during the works.
- In order to maintain the maximum usable construction width within the tunnel, the options for these support measures are very limited and the chosen solution is for ground anchors to be installed from within the tunnel to keep the sidewalls of the tunnel from converging when the ground is excavated.
- These ground anchors will be required to extend beyond the tunnel extrados to generate sufficient resistance for the anticipated tension loads upon them.
- They will be designed for a short design life (c.10 years) however they will remain permanently in the ground on completion of the project.
- After their design life has expired, the ground anchors will remain in the ground, however due to the buried underground nature, deterioration will be minimal and the impact at ground surface will be negligible.
- The anchoring works require the acquisition of temporary sub-soil rights which define the limits of the anchors beneath ground. Protective provisions are also proposed by the Order to undertake monitoring activities within the vicinity of the Tunnels.

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7.2.3. Access Points

7.2.3.1 Network Rail currently utilise multiple existing access points throughout the W2B route to maintain the railway infrastructure. These comprise of both vehicle and pedestrian access points where the project is upgrading / modifying some of these for safety and compliance purposes. In addition, there are four new pedestrian access points and one RRAP proposed to facilitate the required maintenance activities of the new railway infrastructure proposed by the Scheme, four access points have land included within the Order to deliver the interventions as detailed below:

Table 7-7-2 – Access point interventions

Intervention	Affected access point	Access point authorised by TWAO
RRAP panel works	Stalybridge Tunnel RRAP (Spring Street)	-
New signage	- Printworks Road Pedestrian Access 1 - Butterhouse Lane Pedestrian Access - OP Diggle Signal Box - Standedge Tunnel Pedestrian Access	- - - -
New access gates and signage	- Wakefield Road RRAP - Manchester Road Pedestrian Access - Saddleworth Old Station - Diggle Junction RRAP - Station Road Pedestrian Access all	- - - - -
Remodelled / renewed	- Huddersfield Road Pedestrian Access (renewed as part of the MVL3/10A bridge replacement works) - Manchester Road RRAP - Mossley Station Pedestrian Access - Greenfield Station Pedestrian Access	- - - -
Upgraded by others	- Uppermill Junction Pedestrian Access - Diggle Double Gate Access	- -
Removed	- Diggle Signal Box - Relay Room Diggle Signal Box	- -
New pedestrian access point	- MVL3/8 Footbridge - Heron Lane - Chapel Road Ramp - Moorgate Halt Level Crossing (existing but remodelled)	- Yes Yes Yes
New permanent RRAP	- Oaklands Road	Yes

New Access Points

The four new pedestrian access points have been strategically positioned to maintain additional railway assets as a result of the project proposals which would otherwise require access further away and cause more operational disruption. These are described in more detail below:

- 7.2.3.2 MVL3/8 Footbridge – this lies in the Heyrod area whereby a new pedestrian access gate and walkway will be created alongside MVL3/8 Spring Bank Lane Footbridge for maintenance of lineside equipment.
- 7.2.3.3 Heron Lane – this is situated south of Quick and incorporates a new pedestrian access gate and walkway to be used for maintenance of lineside equipment. A dedicated parking area on Heron Lane and a passing place will also be created.
- 7.2.3.4 Chapel Road Ramp – this is located between Greenfield and Uppermill and comprises a new pedestrian access gate and walkway, accessed from Oldham Road for maintenance of lineside equipment. Maintenance parking will be on Chapel Road.
- 7.2.3.5 Moorgate Halt Level Crossing – this is positioned within Uppermill where the level crossing will be closed and removed by the Scheme. New signage and a single replacement lockable gate will be constructed, to retain a necessary track access point on the Downside to maintain lineside equipment.

Heron Lane and Oaklands Road Optioneering

- 7.2.3.6 The new Heron Lane Access Point and permanent Oaklands Road Compound area have been subject to robust optioneering exercises given the locations and project requirements. Oaklands Road will benefit from a permanent RRAP as part of the site layout redevelopment with new gates and signage.

Heron Lane

- 7.2.3.7 The new Heron Lane Access Point is required due to the currently limited points of access to the railway between the two stations which are the closest access points. The walking times/distances to the signalling equipment at Heron Lane exceeds 20 minutes from either of these locations. A new access point located closer to the assets is therefore required, however given the topography of the railway corridor and lack of road access alongside the railway for maintenance parking / access, options were limited.

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In exploration of the most favourable location for a new access point, two additional places were identified. Those being Roughtown Road and High Grove Lane, however these did not meet the walking requirements of sub 20 minutes and would require long walkways to maintain. The use of these access points would also require maintenance staff to cross railway tracks to access the signalling equipment which means access cannot be achieved without disrupting the railway. Space for parking was also limited, with Roughtown Road access being located on a narrow one-way street. As a result, both of these options were rejected.

- 7.2.3.8 The new Heron Lane Access Point location is accessible via two different routes, one via Heron Lane itself and the other via Stockport Road and along Midge Hill Road. Both roads are private with limited passing places and have public right of way access. The Midge Hill Road access however is very steep, passes between active farms, has poor visibility and is in poor condition with no passing places. This option investigated the potential to extend Midge Hill Road and would require the creation of a parking place. Access from Midge Hill Road was rejected given the road may be unusable in winter months, it is poor underfoot and it would create more disruption to the local farms / landowners.
- 7.2.3.9 Access via Manchester Road along Heron lane was taken forward as the most viable option given the disruption to the landowners was deemed less, it is a safer road to navigate with better visibility and has more options for parking and turning provision with land available to create a layby in addition. This access is to be used to support the construction of Bridge MVL3/19 and MVL3/20 and will be upgraded to enable both construction and future maintenance access. There is a short walk from the parking area to the new access gate with the topography being more favourable underfoot. This option was therefore deemed the most practical and safest option to progress.

Oaklands Road

- 7.2.3.10 The Oaklands Road Compound area has been previously used as an access for Road Rail Vehicles (RRV's) via third party access agreements on a limited basis. The project proposes to acquire the land and redeveloped this into a permanent compound site with a new RRAP to support the construction of the W2B project area and for future railway maintenance. This is required given there is no viable alternative for maintaining the new Upper mill track switches & crossings which link the two tracks together allowing trains to move from one track to the other. The topography at Upper mill is severely constrained with the railway perched on steep sided

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hills and direct access to the railway at this location was found not to be feasible. The initial proposal was to access via the disused Delph Donkey Line, however this would involve accessing the railway via narrow winding roads and low clearance bridges with extensive civil engineering works to make the track bed safe for the use of vehicles, including a bridge reconstruction, road edge protection, heavy devegetation and the relocation of railway lineside equipment. Other locations were explored, including Dark Lane, Old Saddleworth Station and Diggle though these locations are more difficult to access given the terrain with Dark Lane requiring extensive civil engineering works. Old Saddleworth Station was found to have the least environmental impact, requiring limited works, and benefits from good access off the local road network, however this was discounted due to the presence of nearby residential properties which would require purchasing to progress. The Diggle RRAP area was discounted given it is the furthest location from the new S&C at Uppermill and doesn't offer strategic maintenance access. Oaklands Road is closer and is considered to have better connectivity to the highway network than Diggle also. On this basis, the Oaklands Road option was progressed.

- 7.2.3.11 In addition, the development of the Oaklands Road Compound was shaped by the NW&C and N&E Route maintenance teams whereby the requirement for separate RRAPs was requested, however one large RRAP has been agreed to be taken forward. Given the site topography and vegetation presence, there is limited space to turn large vehicles, therefore the area is proposed to have two sets of access gates such that a one way system can be used to enter and exit the compound. De-vegetation and local levelling of the ground will be required, with dedicated areas for materials laydown and site welfare. However, it is recognised that the Oaklands Road Compound area is heavily vegetated with woodland at present. As part of the environmental optioneering workshops, there was a commitment to continually review the devegetation requirements in this location to reduce potential environmental impacts wherever possible, which will be agreed with the local authority via the submission of the Landscape and Ecological Management Plan (LEMP) prior to the discharge of planning conditions.

7.3. Strategic and Satellite Compound & Access Development

- 7.3.1 This chapter describes how the strategic and satellite compounds were developed to identify temporary land and rights acquisitions to support construction. The Order Scheme includes land for temporary strategic compounds required to facilitate construction of the Scheme Route. Where practicable these are located adjacent to railway.

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The following table provides a list of identified Strategic and Satellite compounds and access;

Table 7-3 Strategic and Satellite Compound and access

Strategic	Satellite (Structures)	Satellite (Tunnels)
Printworks Road	Wakefield Road Compound	Bridge 10A / Tunnel Laydown Area
Plevins Logistics Hub	Manchester Road / Mossley New Compound	Scout West (Ramp)
Oaklands Road Compound	Heron Lane Compound	Scout West Laydown
Diggle Rail Hub	Armit Road Compound	Scout Spoil Point
	Oaklands Road Satellite (MVL3/25)	Scout East Laydown
	Saddleworth Rangers (Car Park)	Scout East Car Park
	Shaw Hall Bank Road	Scout East (Ramp)
	Brownhill Lane Compound	Egmont Street (Car Park)
	Grandpa Greens	
	Grandpa Greens 2 (Ward Lane MVL3/36)	
	Diggle Welfare & Office	
	Sam Road Car Park	

*Locations in blue are required for the Bridges & Station works and all other disciplines – Civils Earthworks inc. Off track drainage & Retaining Structures, Track, OLE and SP&C.

*Locations in purple are access ramps provided for the implementation of the Scout Tunnel works.

There are four strategic works compounds included in the Order located in Stalybridge (Printworks), Mossley (Plevins), Greenfield (Oaklands Road) and Diggle (Diggle Rail Hub) as circulated red on the map. Two of these are strategically positioned near the Scout Tunnel and Mossley & Greenfield Station interventions with the other two situated at the start and end project limits at Stalybridge and just before Standedge Tunnel (Diggle). These strategic compounds are spaced equally along the route providing route wide coverage and are generally served with good transport connections.

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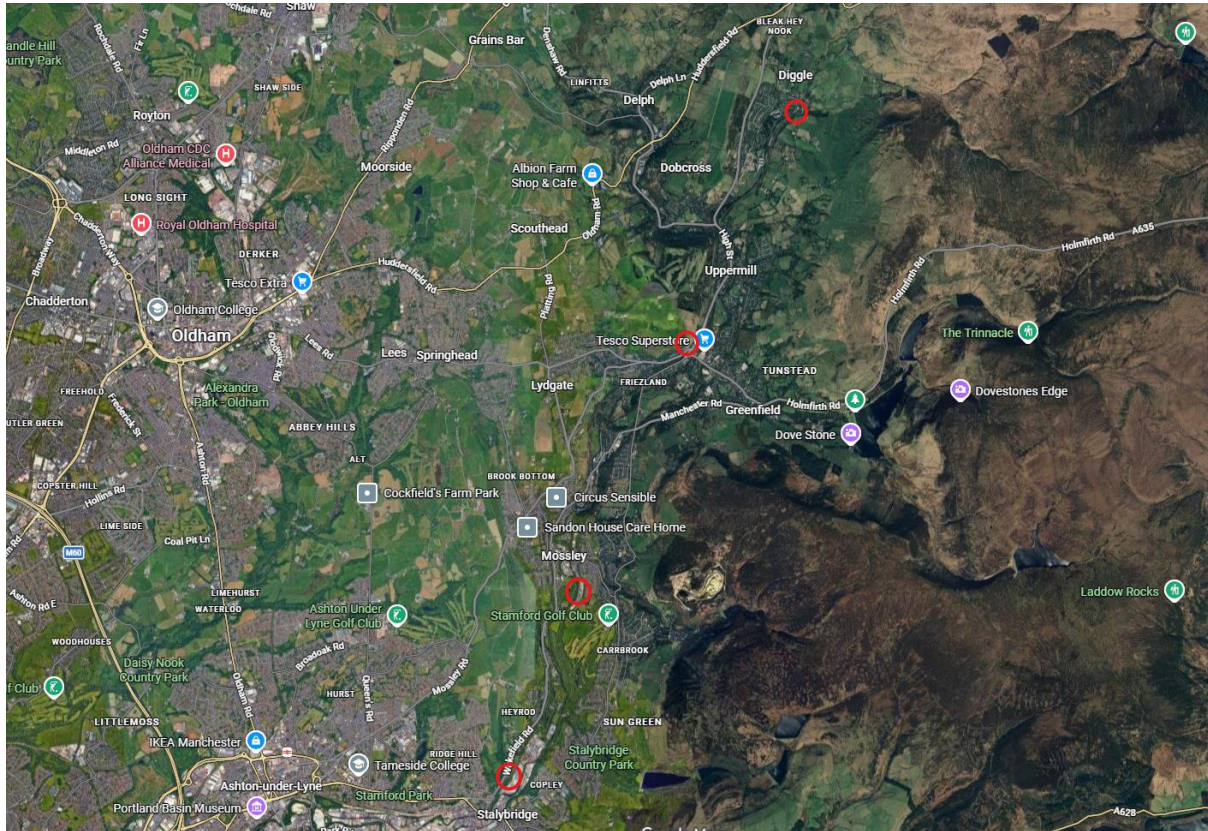


Figure 69: Map of Strategic Compound Locations

Strategic Compounds

7.3.2 These Order Scheme strategic works compounds consist of Printworks Road, Plevins Logistics Hub (Chester Street), Oaklands Road and Diggie Rail Hub (Lee Side) being amongst the larger compounds to accommodate offices, parking and material storage, with Plevin's role being a key logistics hub for offices and staff parking to serve the wider scheme.

Other locations were investigated as possible strategic compounds and discounted for various reasons that include:

- Location and the ability to get HGV traffic around the route from these locations,
- Limited clearance on the public highway
- Works required to make these areas usable as a strategic compound,
- Public use of the area i.e. car parking and walking routes around the area and to the town and main road,
- Flood risk and environmental impacts

The discounted strategic compounds are located in Uppermill (Saddleworth Old School) site and Mossley (Two Mills Old Factory) as shown below circled yellow:

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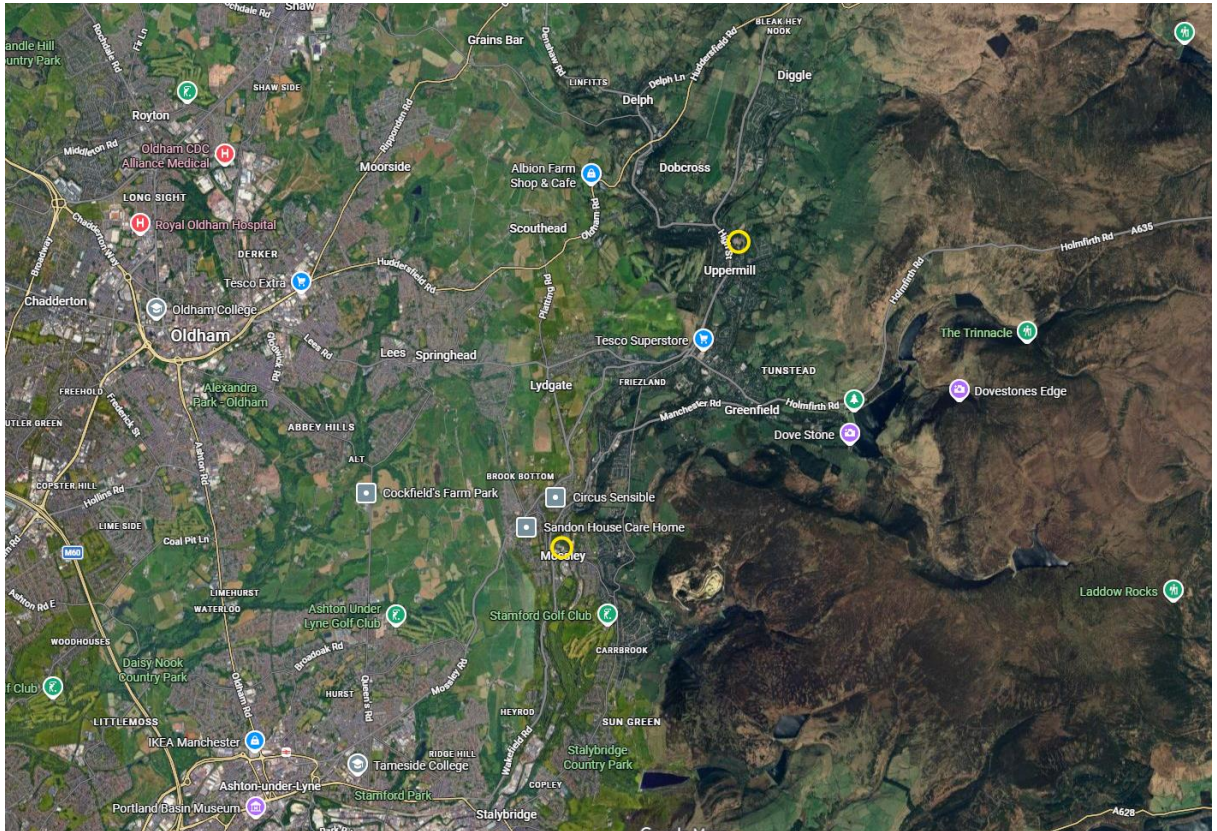


Figure 70: Map of Strategic Compound Locations Discounted

Both sites required extensive demolition and had key environmental impacts such as the removal of large well established trees. Local residents were also considered during the initial investigations and again these areas were deemed to be very close to residential dwellings causing noise and increased traffic congestion to the local residents and businesses.

- 7.3.3 The compounds need to be located strategically along the W2B Project route to allow rapid access by construction teams to sections of track, to minimise nightly travel time during 'rules of the route possessions', thereby optimising the delivery programme.
- 7.3.4 In selecting suitable land for these compounds, a key requirement is the ability to transfer material and workforce from the public highway to the railway. Therefore the land identified needs to be adjacent to the track and/or have a Road-Rail Access Point (RRAP).
- 7.3.5 The location of Diggle Rail Hub comprises of the presence of an adjacent existing RRAP. At Printworks and Oaklands, new RRAPs will be created.
- 7.3.6 Other key considerations in selecting locations for strategic works compounds were accessibility to the public highway and minimising impacts on sensitive receptors, particularly residential properties.

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- 7.3.7 Plevins Logistic Hub site is located on the boundary of residential areas away from the railway, and provides localised logistical support for the significant tunnelling works within Scout Tunnel and the new Mossley Station construction. Plevins Logistics Hub also supports the wider W2B project for all disciplines.
- 7.3.8 Printworks Road is located in a non-urban setting adjacent to industrial site and provides direct access for the significant tunnelling works within Stalybridge Tunnel and supports other discipline works in the area.
- 7.3.9 The Oaklands Road Compound is in an urbanised section of the W2B route where there are no alternative locations offering road to rail access further away from residential properties.
- 7.3.10 Diggle Rail Hub provides a critical logistics hub for the Eastern area of W2B from Uppermill to Diggle where there is very limited access to the rail corridor to support the implementation of the works. Diggle is also sited at the Southwestern Portal of Standedge Tunnel and provides direct access for works within the 5km Tunnel.

Structures and Stations Compounds development

- 7.3.11 This section highlights the specific compound locations to support of the delivery of key bridge interventions across the route as described earlier. The Order Scheme includes land for these construction compounds required to carry out bridge replacement or demolition works summarised in the table below.

Table 7-4 Land for construction compounds required for bridge replacement or demolition works

Compound	Intervention	Requirement
Wakefield Road Compound	MVL3/10a & MVL3/7	Insufficient area in proximity of bridge locations
Manchester Road / Mossley New Compound	MVL3/18 & Mossley Station	Insufficient area in proximity of MVL3/18 Land is adjacent to Mossley Station
Heron Lane Compound	MVL3/20	Insufficient area trackside in proximity of MVL3/20
Armit Road Compound	MVL3/23	Insufficient area trackside in proximity of MVL3/23
Oaklands Road Satellite (MVL3/25)	MVL3/25	Insufficient area at highway level in proximity of MVL3/25
Shaw Hall Bank Road	MVL3/28 & 29a	Insufficient area at highway level in proximity of MVL3/28

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Grandpa Greens 2 (Ward Lane MVL3/36)	MVL3/36	Insufficient area at highway level in proximity of MVL3/36 Insufficient area at highway level in proximity of MVL3/3
Diggle Welfare & Office	MVL3/36	Insufficient area at track level in proximity of MVL3/39
Sam Road Car Park	MVL3/39	To allow access to plant at track level

7.3.12 In each case, construction compounds are required adjacent to the bridges to facilitate the construction works. These compounds need to be of a size suitable to accommodate the specific construction requirements for each bridge. Land for these construction compounds was selected to meet these construction requirements, including access from the public highway to allow the access/egress of construction vehicles.

7.3.13 The selection of land for bridge replacement works satellite compounds sought to minimise impacts on private land generally and avoid land take from residential properties.

Environmental Considerations

7.3.14 All compounds have considered specific site constraints, including land use and environmental constraints. Multiple workshops were undertaken reviewing the land requirements for the Scheme against identified environmental constraints with specialist environmental teams to avoid, minimise and/or reduce potential environmental effects arising from the compounds works, including avoiding de-vegetation where possible, prioritising previous brownfield sites for compound siting, and avoiding sensitive environmental receptors such as mature trees and areas of woodland. Therefore, less environmentally sensitive areas were prioritised for compound sites. Moreover, as detailed within the Environmental Report (ER), all works compounds will be designed sensitively and will implement the best practice mitigation measures identified within the CoCP Parts A and B. All temporary compounds where de-vegetation is required is be restored to their previous condition once all associated works in the area are completed.

Compound Construction Strategy

7.3.15 The location, access provisions and primary use of all compounds are described below. These have been driven by the construction strategy in order to deliver both key interventions with the use of satellite compounds, and also route wide proposals through a combination of strategic and satellite compounds.

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- 7.3.16 The Plevins Logistics Hub will be a key strategic compound providing administration and construction support across the whole W2B Project works. This is located outside the railway boundary, on land included in the Order Scheme. This compound will be the primary compound for materials storage and office hub, offering site welfare and parking for staff to then be shuttled to other compound locations. Whilst supporting all works across the W2B area Plevins will also be used extensively to support the new Mossley Station works and for the implementation of Stalybridge and Scout Tunnel works during the 12 week blockade.
- 7.3.17 Printworks Road, Oaklands Road and Diggle Rail Hub strategic compounds offer the same strategy as Plevins, but on a smaller scale. These are all located alongside the railway corridor with Road Rail Vehicle Access and offer the distribution of materials via rail to support the routewide works and to feed the satellite compounds located next to the railway where highway access is limited.
- 7.3.18 In addition to these four strategic compounds, Network Rail proposes to provide a number of temporary satellite compounds which will be fed by the strategic compounds. This will enable the wider track renewal electrification works within the Scheme works area, as well as specific works associated with various bridges.
- 7.3.19 Where possible materials will be brought to site by rail, this will include items such as ballast, sleepers, long welded rail, and certain bridge elements, with other materials being brought into compounds by road. Waste materials generated during the staged works will also be removed from site via rail where possible comprising of mostly spoil arisings (spent track ballast) and redundant track panels. All Road Rail Vehicle Access points are located within compounds proposed by the Scheme except one, Spring Street, which will be used as a vehicle access point to the railway only and not for compound use, therefore is not listed within the Order.

Temporary compounds included in the Order Scheme

- 7.3.20 Printworks Road strategic compound is located high mileage of Stalybridge Tunnel. A temporary RRAP will be constructed alongside minor modifications to the local highway and perimeter wall to enable HGV access. It will be required to provide administration, and house office and storage for the Stalybridge Tunnel Works and wider OLE, track and civils works through to Scout Tunnel.
- 7.3.21 Wakefield Road satellite compound is located between Stalybridge and Scout Tunnel within the Network Rail boundary and contains an existing RRAP. In

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addition to the bridge works for MVL3/7, MVL3/8, MVL3/9, MVL3/10, MVL3/10A, it is required for OLE, track and civils works and heavy lifting equipment for the construction of the bridge decks to be transferred by rail to site for installation through to Mossley. It contains lay down areas, material storage, and site welfare. This will remain as a permanent compound area post the project works.

7.3.22 Bridge 10A / Tunnel Laydown Area satellite compound is located low mileage of Scout Tunnel and is required primarily for the Scout Tunnel works, with drainage works and Bridge MVL3/10A reconstruction adjacent. This will be used as a laydown / storage and parking area.

7.3.23 Scout West Ramp / Laydown, Scout Spoil Point, Scout East Car Park, Scout East Ramp / Laydown satellite compounds are all largely required for the Scout Tunnel works, supporting access, materials laydown, spoil removal with Scout East Laydown supporting wider track, OLE and civils works up to Mossley in addition.

7.3.24 Egmont Street is outlined as a car park for residents who may have parking displaced due to traffic restrictions along Egmont Street. The route from Plevins Logistics Hub to Scout Tunnel utilises Egmont Street whereby large vehicles and HGVs will be regularly travelling along during the blockade to transport materials and spoil.

7.3.25 Manchester Road satellite compound is located between the existing railway and Manchester Road on land within both the footprint of the proposed Mossley Station site and Network Rail's existing boundary. There is a temporary RRAP proposed at this location to facilitate the Mossley Station construction and the lineside works between Scout Tunnel and Mossley. The Manchester Road satellite compound will be used as the main compound to construct Mossley Station. This compound will be used for local site welfare, parking and office area, and as the primary HGV delivery site for the station construction, which is fed from nearby strategic compounds i.e. Plevins. This compound will also be used as a means of accessing the Secondary Temporary Construction area at Brookfields via the temporary RRAP.

7.3.26 The Secondary Temporary Construction area at Brookfields, to be located opposite the Manchester Road satellite compound, will be used to support the construction of Mossley Station as a small temporary materials laydown and spoil storage and working area. This area will predominantly be accessed via the Manchester Road satellite compound RRAP, with materials deliveries and removals to this area primarily being undertaken by rail. However, a means of

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secondary road access to this area is required via Archer Street and Spring Street.

- 7.3.27 Heron Lane satellite Compound is located at the end of Heron Lane off Manchester Road. This is to enable personnel and small equipment to be delivered by road and larger material deliveries by rail for the construction of Bridges MVL3/19 and MVL3/20. This compound will be used as a laydown / storage, and parking area.
- 7.3.28 Armit Road satellite Compound is a small compound within a residential area to be used only for the bridge construction works for structures MVL3/22 and MVL3/23.
- 7.3.29 Oaklands Road Satellite is a small compound located close to Friezland Church and is to be used for parking and welfare to support the MVL3/25 Royal George bridge works.
- 7.3.30 Oaklands Road strategic Compound area is to be redeveloped to maximise space for a permanent maintenance compound area once the project is completed. This compound is to be used as a laydown / storage, and site welfare area for the construction of several bridges including MVL3/25 and MVL3/28 and Greenfield Station, making use of the track access.
- 7.3.31 Saddleworth Rangers is outlined as a car park for residents and rail users who may have parking displaced due to traffic restrictions along Shaw Hall Bank Road. Bridges MVL3/25 and MVL3/28, and Greenfield Station works are major interventions which use this route whereby large vehicles and HGVs will regularly use this route during periods of construction.
- 7.3.32 Shaw Hall Bank Road satellite compound is located next to Greenfield Station and benefits from being an existing pedestrian access point. This is to be used primarily for the construction of Greenfield station but also provides access for OLE, track and lineside civils works in this area. This small satellite compound will be used as a storage area for lightweight tools and equipment.
- 7.3.33 Brownhill Lane satellite Compound is located in the Uppermill area and is to be used to access the railway for OLE, track and civils works. This compound will be used as a laydown / storage, welfare and parking area.
- 7.3.34 Grandpa Greene's satellite Compound is located between Uppermill and Diggle and is to be used primarily to support the MVL3/35 and MVL3/36 bridge works.

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7.3.35 Grandpa Greene's 2 satellite Compound will be used as a laydown / storage, welfare and parking area, and supports the Grandpa Greene's Compound. There is opportunity to use this to deliver the MVL3/36 bridge works should it be required.

7.3.36 Diggle Rail Hub and Welfare Office strategic Compounds benefits from an existing RRAP and is located near Standedge Tunnel low mileage portal. This compound is to be used as a laydown / storage, and site welfare area for the OLE, track and civils construction throughout the route. It is also to be used for the construction of MVL3/36, MVL3/39, and MVL3/39A, MVL3/39B being located in close proximity to these structures.

7.3.37 Sam Road Car Park satellite Compound is located on the opposite side of the railway to Diggle Office and Welfare Compound. This is required to provide access for the delivery of the MVL3/36 and MVL3/39 and MVL3/39A bridge beams, materials and crane / lifting equipment from the road network into the Diggle Rail Hub due to weight restrictions over bridge MVL3/39.

7.3.38 All sites will be suitably fenced/hoarded and will have access control in place. For the larger compounds 24/7 manned security is envisaged to be in place. For the satellite compounds 24/7 staffing will be targeted around high-risk activities and an assessment of the trespass and vandalism risks. Mobile security guards will patrol all satellite compounds throughout the duration of the project.

7.4. Scheme Delivery Timescales

This section sets out the envisaged delivery programme, including early enabling works and envisaged compound completion dates and durations, as well as details of the main construction activities. In order to achieve the programme, different types of access requirements and disruptions are planned allowing the delivery major structural interventions and construction of the route wide works.

Delivery Programme

7.4.1 The scheme is in design development and accordingly the programme for its delivery may change. The current outline implementation schedule indicates early enabling works delivery through 2026 into the start of 2027 ahead of the TWAO in Q2 of 2027. Compound construction and discipline works will commence in earnest through the remainder of 2027 & 2028 utilising Rules of the Route access to support the works. Significant Earthworks, Structure, Stations, major Track staged interventions including Signalling Commissioning and Overhead Line installation will commence at the start of 2029 when disruptive & blockade access becomes available. The works will continue at

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pace through the remainder of 2029 and 2030 with reduced activity through 2031 and the start of 2032 with the Significant 12wk block for the implementation of the Stalybridge & Scout Tunnel works in Q2&3 of 2032 with the project working towards commissioning in early 2033.

- 7.4.2 Where reasonably practicable works will be undertaken from the railway corridor. Much of the rail systems work such as track, track drainage, signalling and overhead electrification can be readily undertaken in this manner to minimise the impact of the scheme on the highway network and to our neighbours.
- 7.4.3 Where rail-based delivery is not reasonably practicable the highway network will be used. Shuttle busses for the workforce and staff will be provided from key locations to minimise additional traffic placed onto the highway. Left turns into and out of site compounds will be used as far as reasonably practicable to reduce congestion at site entrances and exits.
- 7.4.4 Deliveries of material and equipment will be carefully planned and co-ordinated with our logistical partners, construction teams and local authorities to minimise disruption on the local road network. Best practice would be off peak delivery where reasonably practicable, with construction, logistics and deliveries outside of normal working hours to reduce disruption to local stakeholders.
- 7.4.5 Where movement of material is required by road it will go via the Strategic Road Network (SRN) where reasonably practicable. The strategic compounds will receive deliveries for onward distribution via the satellite compounds along the route to enable rapid access by construction teams to specific sections of track, to minimise nightly travel time and optimise delivery programme.

High level principles of railway access

- 7.4.6 A multi-discipline construction strategy has been carefully planned, which will progressively bring the new railway into use whilst maintaining, as far as reasonably practicable, passenger services and operational stations during the construction period.
- 7.4.7 This is a large and complex programme to deliver, and disruptive railway access is an inevitable consequence of the required works. Where passengers are affected by planned closures of the railway, a combination of alternate diversionary rail routes and replacement bus services are planned. The proposed types of railway access methods are described below, and the specifics of the access requirements will to be agreed with the various Train Operating Companies (TOCs) and Freight Operating Companies (FOC).

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Rules of the Route (RoTR)

- 7.4.8 These are access windows planned into the normal operational timetable for the railway, usually for essential maintenance. They take the form of short midweek nights (typically 4 to 6 hours) and longer weekend nights. The amount of access depends on the operational requirements of the railway, between Huddersfield and Stalybridge the local conditions are particularly restrictive, due to late night Transpennine airport services and freight services on the Calder Valley route.
- 7.4.9 Within the W2B project RoTR access to the railway is severely restricted to only weekend opportunities of approximately 8 hours where no trains are running.
- 7.4.10 For this Scheme extensive use of RoTR (and possibly some extended RoTR) possessions are planned. These works will have no, or in the case of extended RoTR, extremely limited effects on the travelling public.

Weekend Possessions

- 7.4.11 This is the most common form of disruptive access used in the rail industry and typically takes the form of 28-hour or 52-hour periods planned around an end of service on Friday or Saturday night through to early hours on a Monday morning.
- 7.4.12 Extended Weekend Possessions. Exceptionally some works require longer periods than a standard weekend possession and it is necessary to extend the required possession duration to 72-hour or 100-hour+ periods based around a single weekend of disruption.
- 7.4.13 Bank Holiday Possessions. There are some periods in the calendar where multiple bank holidays allow for extended possessions to be planned with reduced disruption to the travelling public. Traditionally these are over the Christmas, New Year and Easter periods.

Closures (sometimes referred to as "Blockades")

- 7.4.14 A closure is defined as period affecting multiple weekends over an extended duration. It is accepted that this may cause extensive disruption to the travelling public and consequentially a great deal of thought is given before employing this technique and in planning appropriate mitigation measures. It must however be recognised that this is a very efficient way of delivering major works and thereby maximising the use of taxpayer's money.

Multi-Disciplinary Works Delivery

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7.4.15 Construction activities on the railway require very careful co-ordination of a vast number of inter-related disciplines covering the wide range of traditional civil & building engineering works (such as bridges, earthworks, stations), track works and operating system works (such as signalling and telecommunications)..

Civil & Building Engineering

7.4.16 In general, major civil and building works have been planned so they can be built off track (i.e. clear of the operational railway). This includes many of the bridgeworks, building off track is a preferred safe and efficient method and minimises the use of disruptive possessions.

7.4.17 OLE foundations and structures will typically be installed within RoTR track access or within access opportunities where other works such as bridges or track are undertaking their works to reduce the impact on the railway and the travelling public.

8. LEVEL CROSSINGS

8.1. Level Crossing Policy and Strategy

Network Rail Level Crossing Safety Strategy

- 8.1.1 Level Crossings represent the highest single risk on the railway network, being 30% of all risk areas (excluding suicide and trespass). Network Rail is committed to eliminating unacceptable safety risk and accidental fatalities at its level crossings. This is Government-promoted and endorsed policy.
- 8.1.2 Section 117 of the Railways Act 1993 (**NR65**), incorporates sections 2 to 4 of the Health and Safety at Work etc. Act 1974. Network Rail's duty under Section 3 (duty to non-employees to conduct and undertake in such a way as to ensure, so far as is reasonably practicable, they are not exposed to risks to their health or safety) includes a responsibility for users of level crossings. Network Rail's strategic objectives for meeting its long-term level crossing vision of no accidents at level crossings on Britain's main line network include maximising risk reduction. Closure of level crossings is the most effective way of removing risk from the network.
- 8.1.3 Network Rail has established a long-term strategy of reducing level crossing risk. Its long-term strategy targeting improved safety on Great Britain's railway is set out in its strategy document: "Enhancing Level Crossing Safety 2019- 2029, A long term strategy targeting improved safety on Great Britain's railway" (**NR77**). Designed around ALARP (as low as reasonably practical) the policy builds on Network Rail's core safety vision of 'Everyone home safe everyday', which sits behind its long-term safety objective of no accidents at level crossings, and its commitment to improving level crossing safety, doing all that is reasonably practicable to close crossings and improve safety at those which remain open (pg14).
- 8.1.4 A key element of Network Rail's policy on level crossings, to close level crossings where possible, is reflected in the Office of Rail and Road (ORR) "Principles for managing level crossing safety" published on 15th July 2021 (**NR78**) which presents principles set around a risk-based approach focusing on the interface of users, railway, and highway.
- 8.1.5 The ORR's "Strategy for regulation of health and safety risks – 4: level crossings" (**NR79**) goes on to stipulate that closure [of level crossings] should be the first consideration in a risk control strategy by the duty holder, in line with the general principles of prevention under Management of Health and Safety at Work regulations 1999 Schedule 1, and in particular, the following: (a) avoiding risks;

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(b) combating the risks at source; (f) replacing the dangerous by the non-dangerous or the less dangerous.

8.1.6 Level crossings are an open interface between the railway and the level crossing user, giving rise to an increased potential for user behaviour to affect train operations. They have differing levels of protection and are broadly split into two groups:

- Active crossings: where the road vehicle or pedestrian is warned of the approach of a train through the closure of gates or barriers and/or by warning lights and/or alarms; and
- Passive crossings: where no warning of train approach is given other than by the train driver who may use the train horn. The onus is on the road user or pedestrian to determine whether it is safe to cross the line. Instruction for proper use must be provided at each location, along with other appropriate signage.

Assessing Risk: Quantitative and Qualitative Assessments

8.1.7 Network Rail Work Instruction NR/L3/XNG/308 'Risk assessing level crossings' **(NR85)** requires risk assessment of level crossings to be undertaken at least once every three years and three months and as soon as possible where there are network changes which will directly affect level crossing risk. Assessors use both quantitative and qualitative judgement to ensure a balanced approach is adopted in the risk management of level crossings. The 'All Level Crossing Risk Model', ALCRM, is a quantitative decision support tool for identifying and mitigating risk at level crossings.

8.1.8 The calculated levels of risk are used as one part of Network Rail's overall risk management process, informing Network Rail of the relative risks of different level crossings and guiding business decisions on crossing upgrades and closures. ALCRM is a proven and robust working tool.

8.1.9 ALCRM risk modelling includes consequences associated with level crossing accidents. It can look specifically at the causes of accidents that could occur at different types of crossings. For example, in relation to footpath crossings, where users are responsible for complying with signage and for making their own decision on when it is safe to cross, accidents may be caused by their failure to correctly stop, look and listen for trains.

8.1.10 To calculate the level of risk for each level crossing, ALCRM requires specific information about each asset. Information is gathered from existing records held by Network Rail on the crossing, using intelligent sources, stakeholder

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engagement and most importantly from a site inspection; during which the presence of a defined set of observable crossing features is recorded, including aspects such as crossing orientation, census, type of users, and the visibility of the crossing when approaching.

- 8.1.11 ALCRM determines level crossing risk using the same basic principles as for any risk assessment; namely hazard identification, frequency, and consequence assessment leading to a calculation of risk. These calculations are fundamental to the way in which crossing risk is calculated, as risk varies according to the particular characteristics of each crossing; the people using it, the number of lines it crosses, the number of trains and frequency, train speed and variance of speed.

ALCRM reports two measures of risk; collective risk and risk per traverse.

- 8.1.12 Collective risk is a measure of the total harm, or safety loss, and is expressed in terms of Fatalities and Weighted Injuries (FWI) per year, where FWI is a measure that accounts for fatalities and injuries. Collective risk is reported in a simplified numeric form ranked from '1 to 13' where '1' represents the highest risk and '13' represents nil risk. It applies cumulatively to all users, train staff and passengers.

- 8.1.13 Risk per Traverse is the risk to an individual user making a single traverse of the crossing. ALCRM also calculates this risk as an FWI and like collective risk, it too is reported in a simplified form, expressed as a letter, ranked from 'A to M' ('A' representing the highest risk and 'M' representing nil risk). Risk per traverse applies to individual user groups, including train staff and passengers.

- 8.1.14 To widen the scope of quantitative assessment of risk, the qualitative professional judgement or "structured expert judgement" of the risk assessor, the Level Crossing Manager (LCM) is applied throughout the risk assessment process to ensure a balanced approach is adopted in the risk management of each level crossing. The qualitative professional judgment of the LCMs enable a broader and holistic safety perspective to form part of decision making and risk control selection.

- 8.1.15 Information to support structured judgement is derived through the collation of evidence during the site inspection, by applying local knowledge, using smart intelligent sources such as the internet and mapping services, through external stakeholder engagement, and analysis of previous assessments and accident/incident data. LCMs will take cognisance of all factors including user demographic, accident history, and foreseeability of an event when evaluating available options to manage safety and/or the requirement to pursue closure.

- 8.1.16 In August 2014 Network Rail introduced the more comprehensive Narrative Risk Assessment (NRA). The NRA is the documented means of presenting the

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combined output of all routine level crossing risk assessments. It adopts both the quantitative calculated risk and the qualitative commentary and observations recorded by the LCM in ALCRM, and feeds this into a structured judgment, to be considered alongside other analysis.

- 8.1.17 The NRA is the document that summarises the risk at the level crossing. Details are gathered during site visits at the level crossing and are entered into the All Level Crossing Risk Model (ALCRM) which provides a quantifiable risk score/ranking and this allows comparison with other crossings.

8.2. Moorgate Halt Level Crossing

- 8.2.1 This section introduces the current status of the Moorgate level crossing and explains the safety case and rationale for closure of the crossing. A brief history of the development of the crossing and intervention options to support closure is provided through to the current day. Following this a more detailed technical explanation of the design and construction complexities revealed through the design stage is provided with a further explanation of how this has impacted on the costs of the proposals. Finally, an explanation of the proposed alternative route over FP 244 is described in more detail including mitigation of the risk around the highway interface with the A670.

Introduction

- 8.2.2 Moorgate Halt level crossing is a passive crossing which conveys a public footpath (209 SADD). 'Passive' means that no warning of a train's approach is given, other than by the train driver who may use the train horn. The onus is on the user of the level crossing to determine if it is safe to cross or not. Instructions for use are provided at each location, along with other appropriate signage. The crossing is currently closed under a Temporary Traffic Regulation Order, discussed further below. The Moorgate Halt level crossing is located just to the west of Uppermill village, between Greenfield and Marsden Stations. The Moorgate Halt level crossing, a former vehicular crossing on Dark Lane, which also gave access to the former Moorgate Halt Station, was reduced in status to a pedestrian crossing. It spans two lines of railway that currently has a maximum line speed of 65 mph. The rural footpath over the Moorgate Halt level crossing and along Dark Lane connects Uppermill with Ladcastle Road and a rural footpath network to the west of the railway. It has a variety of surface types with very steep gradients to be navigated. The footpath (209 SADD) primarily serves leisure walking and it is unsuitable for those with limited

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mobility. The route across the Moorgate Halt level crossing is of historic origin, providing a route from the west to Saddleworth parish church². It is shown on historic mapping of Uppermill from the 1770s³, and described in local poet Ammon Wrigley's (1861–1946) Songs of a Moorland Parish with prose sketches, which was published in 1912.



Figure 71 Moorgate Halt level crossing



Figure 72 The Public Footpath (209 SADD)

8.2.1. Safety Case for Closure

8.2.1.1 Moorgate Halt level crossing is considered a high-risk level crossing on the North West Route. Prior to the current Temporary Traffic Regulation Order being in place, the Moorgate Halt level crossing previously had a Fatality Weighted Index (FWI) of 0.007 and was ranked 23rd highest risk out of 457 in the North West Route level crossing risk register. When comparing this crossing to other footpath crossings of similar type, the crossing was ranked 5th out of 75 footpath crossings.

² B. Barnes. 1981, Passage Through Time Saddleworth Roads & Trackways

³ Map of the Inclosures in the Parish of Saddleworth belonging to James Farrar Esq. 1770, reproduced in Mapping Saddleworth Vol. II, Saddleworth Historical Society 2010.

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8.2.1.2 The TRU enhancements will increase the Moorgate Halt level crossing to 0.0088 and the risk at the crossing by 35%, moving the Moorgate Halt level crossing to 13th in the listing of highest risk crossings in the North West Route. The Moorgate Halt level crossing also becomes the 4th highest risk footpath crossing on the North West Route. As a result, the risk increase at the Moorgate Halt level crossing would be intolerable should it reopen.

8.2.1.3 Although the level of pedestrian usage was not considered high, the risk at the Moorgate Halt level crossing is ranked high due to the type of usage, the level of rail usage, and the poor incident history of the crossing. The incident history consisted of 23 reported incidents in the past 5 years, 6 of which were near misses – the definition being that the train driver had to apply the emergency brake or had no time to hit the emergency break before the train reaches the crossing. Many of these reported incidents were by children playing chicken or standing and sitting on the crossing deck. In addition, many pedestrians were observed wearing head-obscuring clothing and/or earphones or using mobile phones and were therefore not concentrating on looking for approaching trains and may not have seen or heard the approaching train until the last possible second.

8.2.1.4 When it was open, pedestrian usage included walkers both individuals and in groups, unaccompanied children and dog walkers. The Moorgate Halt level crossing also saw a higher than usual number of vulnerable users. Vulnerable level crossing users can be defined as people who, when compared with typical users:

- are likely to take an extended time to traverse due to disability or distraction; and/or
- might be at greater risk of harm due to their perception of risk, or
- are encumbered, through other means. They may be carrying heavy items, or pushing buggies or a bike, or walkers with a dog either on, or off the lead.

8.2.1.5 To give vulnerable users the time to traverse the crossing in safety, and to give greater warning of an approaching train, the traverse time was increased by 50%. However, because of the sweeping curvature of the railway, on the Down line looking at trains travelling in the Down direction, the increased warning was physically not achievable due to limited sighting at the 65mph line speed. This risk was temporarily mitigated by imposing a speed restriction of 55mph to ensure vulnerable users had the appropriate warning time when they first see an approaching train.

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8.2.1.6 However, as part of the TRU upgrade, the railway line will see an increase in line speed from 65mph to 80mph and an increased train frequency to 3 passenger trains per hour in each direction. Due to poor sight-lines as a result of the track curvature and new Overhead Line Stanchions, there will not be sufficient warning of approaching trains as a pedestrian is reliant on seeing the approaching train before confirming it is safe to cross.

8.2.1.7 To demonstrate this, the current sighting of approaching trains for users standing at the Decision Point is shown in the photographs below. The yellow shaded areas show the impact of the stanchions once installed.



Figure 73 Moorgate Halt level crossing views

8.2.1.8 Frequent and longer trains passing over the Moorgate Halt level crossing also increases the possibility of more than one train approaching simultaneously with the first train 'hiding' and masking the sound of the second train approaching from the opposite direction. This imports a significant risk, especially where the first train approaching is a shorter local passenger service travelling at a slow speed, and a pedestrian has patiently awaited its approach and passing, but then crosses as soon as it passes, and walks directly into the path of a 2nd train, approaching from the opposite direction that they have neither seen or heard.

8.2.1.9 This is a real risk that has been the cause of fatal accidents at other crossings similar to the Moorgate Halt level crossing. When passing over the level crossing the first train can effectively hide the approach of the 2nd train for several seconds and the sound of a 2nd train approaching on the opposite line is thought to be the sound of the first train passing. The risk is further exacerbated where the pedestrian is vulnerable or encumbered, walking with

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a dog or walking in a group and where their concentration may be compromised.

8.2.1.10 In addition, the necessary placing of new signals close to the Moorgate Halt level crossing has introduced the unacceptable risk of trains standing over the level crossing that are held at a red signal. The former 2006 Railway Safety Principles and Guidance Part 2 Section E – Guidance on Level Crossings (HS(G)153/6), which stated: “The positioning of a crossing and its associated signalling arrangements should ensure that, during normal working, no part of a stationary train should stand obstructing the crossing.” With no control or means in preventing a user from crossing at any time, the presence of a stationary train over the Crossing may (and is known to have occurred at other level crossings) induce pedestrian users to climb over or under the train, or to attempt to walk around the back of the train. In addition, where the user may have waited several minutes for a train to ‘move on’ they may inadvertently cross out right behind it and, unable to see or hear trains approaching from the opposite direction may walk out into the path of a second approaching train.

8.2.1.11 Consequently, and with no other reasonable means of making the Moorgate Halt level crossing safe for continued use, this is the rationale for the current temporary closure of the Moorgate Halt level crossing and contributes to why Network Rail also needs to seek the permanent closure of the Moorgate Halt level crossing with all former and future users being redirected to an alternative and safer route.

8.2.2. History of Option Development

Feasibility Stage

8.2.2.1 In 2017, a Feasibility Study was produced considering three options to facilitate the closure of the level crossing.

8.2.2.2 Option 1 proposed a new stepped footbridge and was originally planned for a site approximately 75m south of the current crossing to minimise vegetation clearance. It was assumed land take would be required to build the footbridge at that location.

8.2.2.3 Ramps and lifts were ruled out due to space constraints and the fact that the existing approach paths are already unsuitable for users with reduced mobility.

8.2.2.4 The report recognised that the constraints of the site would mean construction of a footbridge would be challenging at this location. Although a

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detailed review and appraisal of these constraints and the potential impact to the scheme cost was not complete.

- 8.2.2.5 Option 2 involved diverting pedestrian traffic to the existing Den Quarry underpass (MVL3/30), located approximately 365m to the north. This alternative would involve a 1.1km diversion. The plan included installation of a 360m zigzag path through disused quarries on the western side, which would run through the Ladcastle and Den Quarries SSSI. The increased distance of the walk made this option unfeasible.
- 8.2.2.6 Option 3 considered a diversion to the Wickens underbridge (MVL3/29), situated roughly 215m south of the crossing via the existing public footpath 244 SADD. This route involves a total diversion of approximately 850m although most journeys would more likely be much shorter. It was recognised that the route from Oldham Road, through underbridge MVL3/29, using public footpath 244 SADD consisted of an unsurfaced path through woodland. No upgrade works were proposed as part of this scheme at that time.
- 8.2.2.7 The feasibility study was informed by a 9-day CCTV census of the existing Moorgate Halt level crossing, showing it was well-used by an average of 40 pedestrians and 2 cyclists daily.
- 8.2.2.8 The report did not consider an upgrade to either of the two alternative routes and therefore discounted these two options based on either the increased distance (route via MVL3/30) or their current condition (MVL3/29) and concluded that a new stepped footbridge (Option 1) was the preferred solution to allow the permanent closure of the level crossing.

Option Development

- 8.2.2.9 In 2021, it was identified that the Moorgate Halt level crossing needed to be removed to support Entry into Service (EIS) Stage G which was programmed for September 2025. EIS Stage G was to support the W3 TRU Project (Huddersfield to Westtown) although the re-signalling and crossover were located within the W2 geographical footprint of the W2 TRU Project.
- 8.2.2.10 The relevant works introduced an additional crossover and signalling equipment in the vicinity of the Moorgate Halt level crossing which further increased the risks to users.

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- 8.2.2.11 Works to the Moorgate Halt level crossing were not included in the TWAO that was approved for the W3 TRU Project and were assumed to be delivered by the W2 TRU Project.
- 8.2.2.12 To support EIS Stage G, option development was progressed for a footbridge replacement in accordance with the 2017 recommendations.
- 8.2.2.13 It was assumed that the footbridge would need to be constructed within Network Rail operational land due to the programme constraints to meet EIS Stage G.
- 8.2.2.14 The constraints of the site led to the horizontal alignment of the footbridge matching the existing footpath alignment therefore limiting option development on the route of the footbridge.
- 8.2.2.15 Optioneering discussions focused on the material of the footbridge (FRP, Painted steel or weathering steel). In addition, as the land boundary on the East side was in close proximity to the railway, options were developed to protect the column from vehicle collision.
- 8.2.2.16 The preferred solution was to construct a weathering steel footbridge and protect the east column with a reinforced concrete raised platform. It was recognised that this solution would require a derogation at ES4.
- 8.2.2.17 As the footbridge development was accelerated relative to the wider W2 scheme it did not go through a formal stage review of the footbridge development.

GRIP 4 & Planning Submission

- 8.2.2.18 In March 2022, a derogation was approved against standard CIV 020, allowing bridge supports to be placed within the 4.5m hazard zone provided they are protected by a reinforced raised platform. This allowed the design to progress to Approval in Principle in June 2021.
- 8.2.2.19 Network Rail submitted a planning application to OMBC for the footbridge, with planning consent granted 5 August 2022.

GRIP 5 Detailed Design

- 8.2.2.20 Following receipt of additional ground investigation information, the Geotechnical Design Report (GDR) was issued, providing the interpretative soil and rock parameters necessary for the detailed design (which drove the additional requirements in the design to resolve the 'side-long ground' nature

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of the existing topography (section 8.2.2.36)), and the Form 003 (Detailed Design) document set was issued for review and comment.

Cost Appraisal during development

- 8.2.2.21 In June 2022, the formal PBC2 estimate was produced in support of the W2B/C TRU Project which included a cost of £1.1m for the direct costs of the footbridge alone. This cost was produced in parallel with the production of the Form 002 drawings and planning drawings. Whilst the costs were increasing substantially, the project proceeded with the planning submission due to delivery time constraints whilst a decision on the viability of the bridge was being made.
- 8.2.2.22 During the development of the Form 003 submission and subsequent ground investigations, it became apparent that costs were increasing further.
- 8.2.2.23 During Form 003 development detailed constructability assessments were also undertaken in which it was established that the footbridge could only be constructed utilising rail access adding even further pressure to the cost increases due to additional rail access requirements, if delivered as part of the earlier programme of development.

Development of Alternative Routes

- 8.2.2.24 In 2023 the two alternative footpath via footpath 244 SADD and underbridge MVL3/30 were revisited in response to the increasing cost of the bridge option and concluded that with upgrades to footpath 244 SADD to address earlier concerns, a diversion via footpath 244 SADD would provide an acceptable response to the closure of the Moorgate Halt level crossing.
- 8.2.2.25 In August 2024, Network Rail re-issued its level crossing risk assessment with the most current information available including the increasing cost values of the footbridge and the previously discounted alternative route proposals. This concluded that closure and use of existing footpath 244 SADD offered the greatest Cost Benefit Ratio. (Appendix 3)
- 8.2.2.26 In December 2024, a Public Consultation event was held on the closure of Moorgate Halt level crossing and the proposed upgrade of footpath 244 SADD.
- 8.2.2.27 Subsequently, Wilde was appointed as a designer for the upgrade of footpath 244 SADD to provide an equivalent experience as the footpath 209 SADD.

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- 8.2.2.28 Consultation with Oldham Council on the footpath 244 SADD proposals identified concerns regarding the highways interface with the A670 Oldham Road. Accordingly, Highway Consultants Mayer Brown were appointed to produce an initial Highway Statement (**NR86**) followed by a Safety Risk Assessment (**NR88**) of the highways interface and to propose a design solution to mitigate the risks highlighted. The design proposals were submitted to Oldham Council for review and submitted as part of the application for the Order. Those designs have been subject to a Stage 1 / 2 Road Safety Audit by Mayer Brown (**NR87**) which has made further design recommendations.
- 8.2.2.29 In February 2026 an update of the Moorgate Halt LX Diversity Impact Assessment (DIA) was carried out by the TRU project that evaluated an opportunity for an upgraded footpath, footpath 244 SADD, as an alternative route in lieu of the proposed closure of the Moorgate Halt level closure. The DIA's proposed mitigations associated with the opportunity to upgrade footpath 244 SADD aligns with the proposed footpath 244 SADD upgrade design submission.

Temporary Traffic Regulation Order (TTRO)

- 8.2.2.30 On 30 August 2025, the Moorgate Halt level crossing was temporarily closed through a Temporary Traffic Regulation Order (TTRO) made by OMBC at the request of Network Rail on safety grounds, so it is not presently accessible for public use.
- 8.2.2.31 Prior to its temporary closure an average of 40 pedestrians used the Moorgate Halt level crossing daily. The route is not currently signed for diversion however it was intended that users were to be diverted via Landcastle Road, Mowhalls Lane to the north and along Den Lane.

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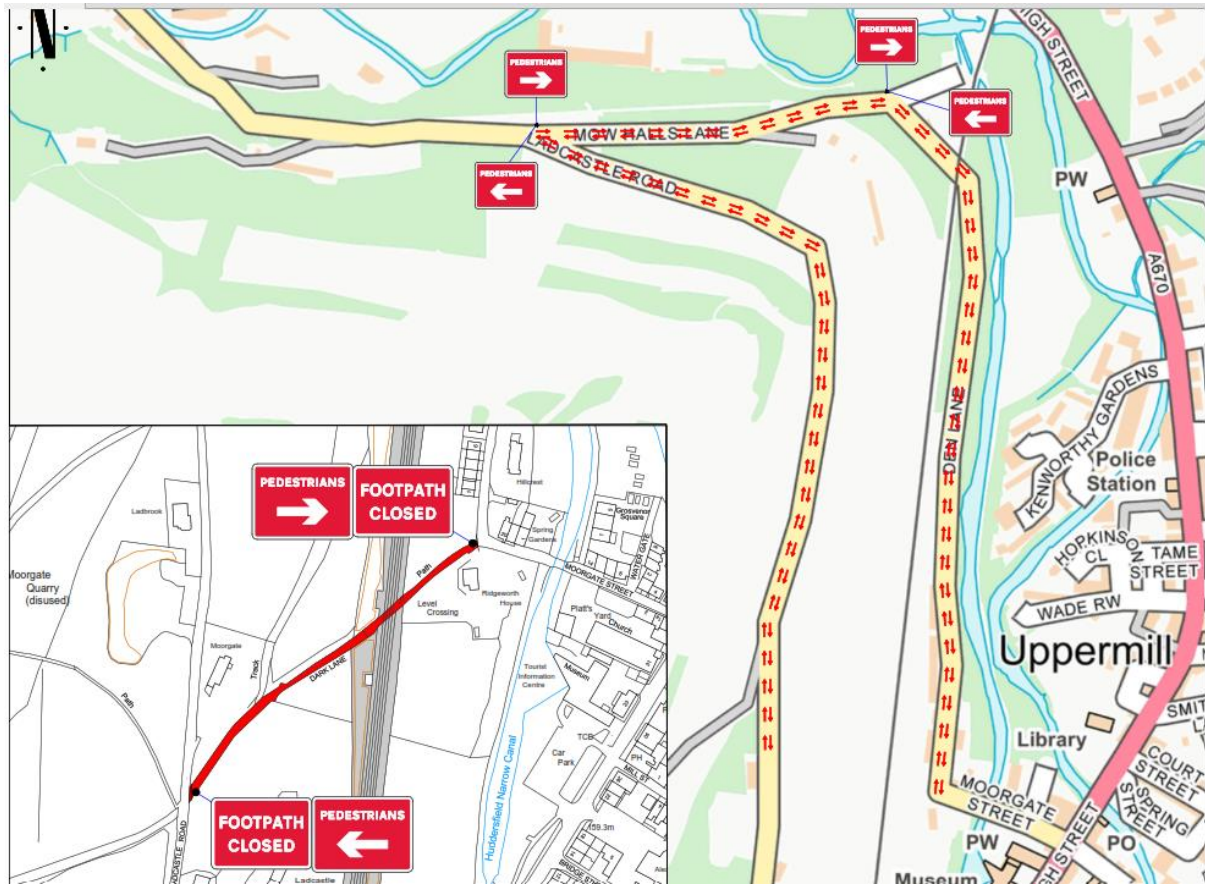


Figure 74 TTRO diversion routes

8.2.2.32 In addition, footpath 244 SADD to the south of the Moorgate Halt level crossing provides a second woodland route that crosses under the railway via underbridge MVL3/29. This also connects the town with Ladcastle Road with the Village. By utilising a short section of High Street and the canal towpath, this additionally provides a suitable alternative.

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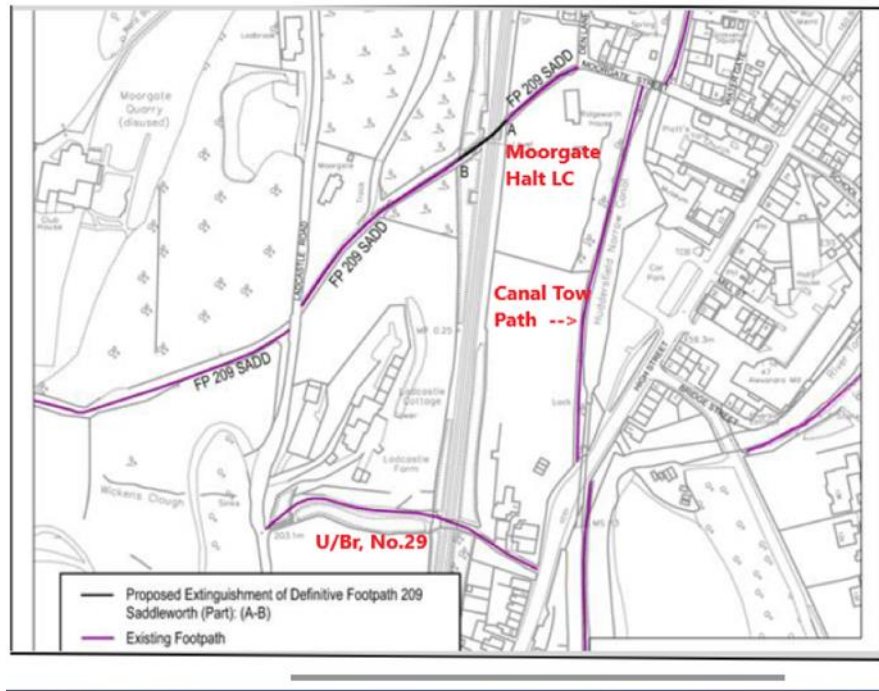


Figure 75 Alternative route via 244 SADD

Complexity of Grade Separated Solutions

Footbridge

8.2.2.33 The Moorgate Halt level crossing site is a challenging location for the design and installation of a footbridge. This led to the development of a bespoke footbridge solution shown in Figure 76.



Figure 76 Image of bespoke bridge replacement

- 8.2.2.34 It is weathering steel footbridge supported on a platform to the east with mass foundations on the west. The structure is cranked to follow the alignment of the existing footpath and has a number of unique details.
- 8.2.2.35 The primary site constraints which lead to this bespoke solution are listed and highlighted in the image below.
- a) Side long ground
 - b) Proximity of Network Rail boundary on east side
 - c) Proximity of existing dry-stone walls on west side
 - d) Existing land drainage
 - e) Remote site with limited access from highway

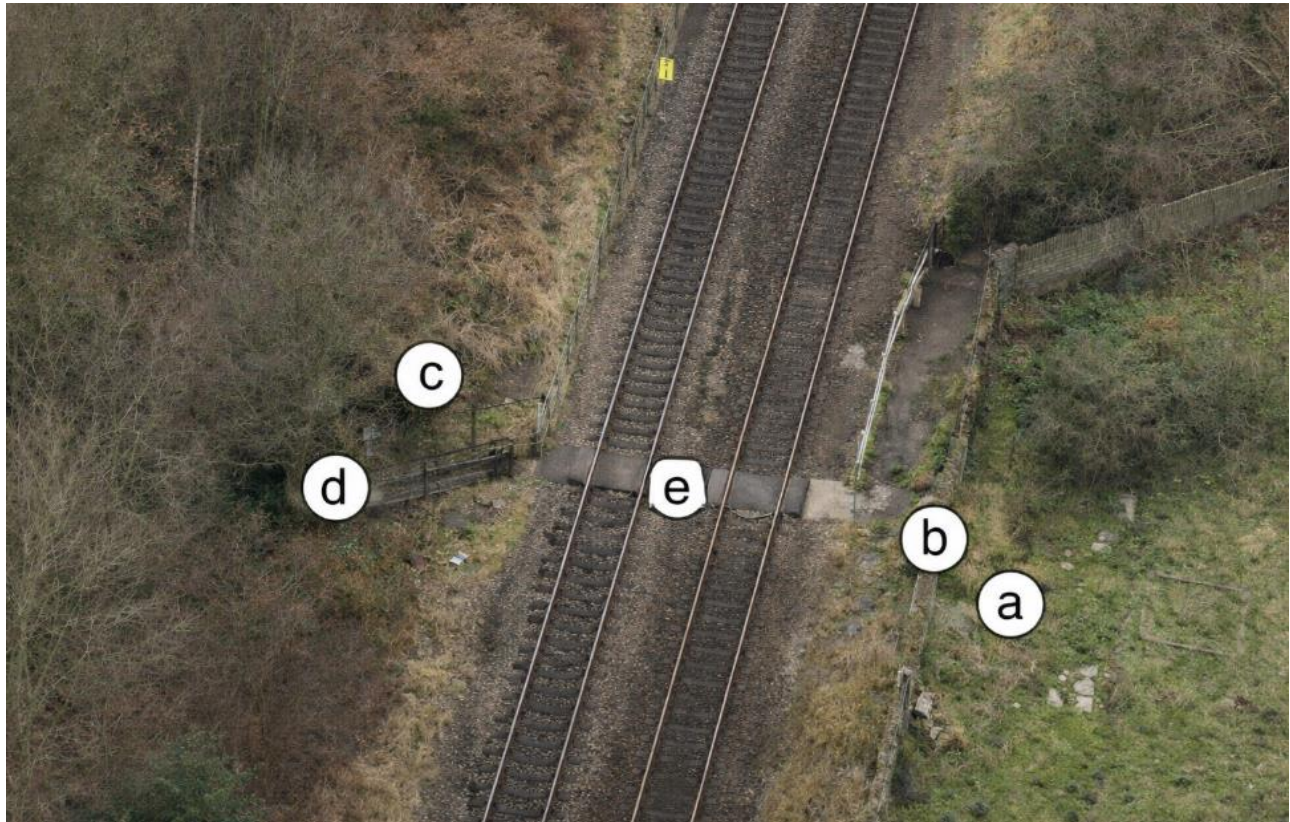


Figure 77: Key site constraints

These are outlined in further detail below

Side long Ground and Geology

- 8.2.2.36 The railway is located on 'side long' ground. Victorian Railways built on side-long ground were typically formed by excavating steeply into the side of the hillside and then end-tipping the excavated material on the low side of the hill to form a level bench on which to build the railway. This end tipped material was often mixed with other low quality construction waste material and poorly compacted, meaning it is of limited bearing capacity.

A photograph of a railway track curving through a lush, green landscape. The track is flanked by dense trees and foliage. A sign on the right side of the track reads "Stop Look Listen Beware of Trains".

8.2.2.37 At the Moorgate Halt level crossing, geotechnical investigation identified shallow rock on the west side of the railway and made ground to 4m depth on the east side of the railway, corresponding with the expected construction methods. These ground conditions meant that piled foundations were required to support the bridge and stairs on the east side to ensure that the additional loading would not result in slope failure.



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- 8.2.2.38 Piling at this location is challenging due to the proximity of the railway, temporary works requirements to support a piling rig and access to site for ancillary plant.

Proximity of Network Rail Boundary on the East

- 8.2.2.39 The design was developed within Network Rail's land boundary. Due to the site being constrained, it is not possible to position the east-side supports for the new footbridge outside of the 4.5m hazard zone identified in NR/L3/CIV/020. NR/L3/CIV/020 Appendix B Clause B2 states that supports located within the 4.5m hazard zone should be designed to resist a 2000kN accidental impact load as defined in NR/L3/CIV/020 Appendix B.
- 8.2.2.40 At option development stage, options were considered and it was agreed that it was not feasible to design the footbridge supports to resist the 2000kN accidental impact load defined in NR/L3/CIV/020 Appendix B due to constructability, programme, cost and local planning constraints. Therefore, a derogation (Tracker Ref No: TR69374) was progressed and accepted by Network Rail on 4th March 2022 regarding compliance to NR/L3/CIV/020 Appendix B Clause B2. The derogation proposed to provide a raised platform structure on the east side of the railway to resist a 154kN accidental impact load. This impact load is defined in Cl. 12.10 in NR/L3/CIV/020 for robust kerbs for underbridges.
- 8.2.2.41 The footbridge and stair support columns would then be situated on piled foundations structurally isolated from the raised platform via compressible filler board to ensure it is not affected in the event of a collision.
- 8.2.2.42 The need to design the structure for collision protection introduced the raised platform.
- 8.2.2.43 In addition, the east side stairs are close enough to the railway that there is a risk of electrocution if the risk is not mitigated by the design. Therefore, the design incorporated a bespoke weathering steel canopy plate (inside face painted) welded to the top of the western elevation of the east staircase to protect members of the public from the risk of electrocution from the adjacent OLE by preventing them from standing on the handrail and leaning over the parapet screen.

Proximity of existing dry-stone walls on west side

- 8.2.2.44 Due to the proximity of the adjacent stone walls, the footbridge cranks to follow the alignment of the existing footpath. This results in a bespoke landing and return staircase.
- 8.2.2.45 Due to this close proximity the west side approach stair parapet incorporated removable panel sections (i.e. the vertical rails inside the main frame) to provide access for future inspection and maintenance of the adjacent existing stone wall.
- 8.2.2.46 There is limited clearance to the wall which is in poor condition, introducing risk of collapse during construction.

Existing land drainage

- 8.2.2.47 The western approach to the structure is on a steep fall and has no existing drainage. There is a history of poor track quality at this location due to uncontrolled water and debris washing onto the railway.
- 8.2.2.48 It was proposed to construct a gravel-filled trench running up the centreline of the existing footpath for a distance of 20m from the proposed stair landing slab. A number of gravel-filled trenches would run from the stone walls along each side of the footpath at 45 degrees and connect into the longitudinal channel. A duct would be cast into the RC landing slab at the base of the western stairs which will run down to the Down cess whereby it would tie into new track drainage in the form of a soakaway constructed at the same time as the footbridge.

Limited access for construction plant

- 8.2.2.49 There is very limited space at both footpath and track level to site a large capacity mobile crane, therefore the proposed methodology was to use a heavy-duty railway crane.



Figure 80 Ariel view showing limited access for plant

8.2.2.50 The heavy-duty railway crane would access the railway from the RRAP at the strategic compound at Oaklands Road. It is proposed to construct a crane mat at Oaklands Compound which will be used to site a mobile crane. Bridge components will be delivered to the crane then be lifted onto RRV wagons and transported to the site of the Moorgate Halt level crossing for installation.

8.2.2.51 The piling rig would need to be delivered remotely via the track and due to the limited space adjacent to the railway all works would need to be completed during the closure of the railway.

Closure by Pedestrian Underpass

8.2.2.52 Installation of a pedestrian underpass would allow closure of the Moorgate Halt level crossing. This option would completely remove risk at the crossing and would allow users to reach either side of the railway without having to traverse the Moorgate Halt level crossing.

8.2.2.53 However, the required headroom and cover required under the railway would result in both substantial earthworks and construction would have to be carried out from rail access due to access challenges of the area. An underpass introduces new risks such as potential flooding and antisocial behaviour issues, this is likely with the reported misuse at Moorgate Halt level crossing. An underpass would also likely require land purchase in order to correctly gradient the structure. At this particular location, the steep gradients on either side of the crossing would likely cause major issues with the construction of an underpass.

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- 8.2.2.54 Due to these constraints and additional risks, this option has been discounted, as the cost significantly outweighs the safety benefit.

Affordability Challenges

- 8.2.2.55 In February 2026 a further Network Rail approved estimate was produced (Appendix 4). This demonstrated the direct costs had not reduced (in comparison to the previous PBC 2). It assumes delivery as part of the W2B/C TRU Project, and therefore takes into account efficiencies on rail access with no cost allocated to the use of a 16 day blockade for delivering works. This is a high risk assumption on the basis this access is not yet agreed or fully deconflicted with other works on W2B/C TRU Project due to the maturity of the project and is represented in the upper range limit. Project Management and Preliminaries as a percentage of the directs in line with the overall W2B/C TRU Project estimate of cost. The overall cost of the footbridge now sits at lower range of £3.79m and upper range of £4.56m (Appendix 4)
- 8.2.2.56 The above mentioned costs align with previous estimates provided as part of the application made by Network Rail in 2024 to OMBC for a Rail Crossing Extinguishment and Definitive Map and Statement Modification Order under section 118A of the Highways Act 1980 to extinguish footpath 209 SADD over the Moorgate Halt level crossing. As part of that application an initial figure of £3.5m was presented which excluded risk and access. This was later revised by Network Rail at OMBC's Highway Regulation Committee meeting for the application to £4.5m to allow for inclusion of such costs. Further details on this £4.5m cost were also produced by Network Rail in December 2025 in response to a subsequent FOI request received in October 2025. This cost is in comparison to the £1.2m Network Rail standard FRP footbridge cost typically used in level crossing risk assessments and also quoted in the level crossing risk assessment submitted in support of the aforementioned application. This application was formally rejected by OMBC on the 18th July 2024.
- 8.2.2.57 The cost estimate for the discounted footbridge option outlined above exceeds the benchmark rates for the programme due to the constructability challenges and the geotechnical constraints the design seeks to overcome. In doing so it is misaligned with the wider TRU Programme of works efficiency target of 15% that has been set by the Department for Transport for Network Rail.

8.2.3. The Solution – Public Footpath 244 Upgrade

- 8.2.3.1 The majority of footpath 209 SADD is un-made ground with steep gradients to be navigated. It is overgrown in sections and at the railway forms a level crossing of

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the railway line (Moorgate Halt level crossing). It runs from the corner of Moorgate Street / Den Lane at its Eastern extent, across the Moorgate Halt level Crossing and along Dark Lane until the junction with Ladcastle Road where it becomes increasingly rural in nature. At its Eastern end, Moorgate Street links to Uppermill High Street which is the main 'destination' for pedestrians in the local area, and the wider village of Uppermill.

8.2.3.2 The Order scheme proposes the closure of the Moorgate Halt level crossing and instead directing users to route between Moorgate Street / Den Lane and Ladcastle Road via Wickens Underpass (MVL3/29), around 200m to the south of the Moorgate Halt level crossing.

8.2.3.2 The proposed diversion route is c.600m in total length and will arise in diversion of a maximum of c.400m to reach Dark Lane/Ladcastle Road for existing journeys starting at footpath 209 SADD at Den Lane. With the primary use of the footpath network being leisure activity, the use of the footpath network for walking is the purpose of the journey in itself, rather than a diversion from reaching a destination. Footpath 244 SADD maintains this leisure activity with connectivity with the wider rural footpath network.

8.2.3.3 The alternative route would form a combination of Public Footways (adopted highway), Canal Towpaths and Public Footpaths with footpath 244 SADD also connecting Uppermill with Ladcastle Road. Taken from a more central point where Moorgate Street links to Uppermill High Street and through which a large number users of footpath 209 SADD are likely to pass, it would be a diversion of a c.300m at a journey time of around three and a half minutes, (based on average walking speed of 5kph as set out in DfT Active Mode Appraisal Toolkit 2022) (**NR81**), presenting a suitable alternative to reach Ladcastle Road/Dark Lane from Uppermill.

8.2.3.4 The diversion route utilises a 60m section of the existing footway on the A670 on its approach to footpath 244 SADD that on leaving the 20mph zone is of lower amenity on this route. Footpath 244 SADD itself is un-made and becomes very hard to navigate owing to gradients and surface condition and both sections of the diversion route require treatment to mitigate safety risks.

Public Footpath 244 SADD – Upgrade Proposals

8.2.3.5 Footpath 244 SADD path is in an acceptable condition from Oldham Road to beneath underbridge MVL3/29. The surfacing comprises a mixture of concrete and bound material, See Figure 81.

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Figure 81 244SADD Views between Oldham Road and MVL3/29

8.2.3.6 Between underbridge MVL3/29 and the first set of stairs the path is currently in a poor condition. The surface is uneven with loose stone and roots. A few fallen trees make walking the path challenging. See Figure 82.



Figure 82 244SADD Between MVL3/29 and first set of stairs

8.2.3.7 Near to the intersection with Ladcastle Road there are 2No. sets of stairs. Both are formed from cut stones of varying sizes which are slippery when wet. There are no handrails to either set of stairs. The staircases are dangerous and non-compliant to current standards.



Figure 83 Stairs near intersection with Ladcastle Road

- 8.2.3.8 The proposal is to enhance this woodland path to create a minimum of 2.0 metre wide walking surface, to bring it up to the standard of a safe and enjoyable scenic route for when the level crossing is closed.
- 8.2.3.9 The path between Oldham Road and underbridge MVL3/29 will be maintained in its existing condition.
- 8.2.3.10 The path between underbridge MVL3/29 and the first staircase will be upgraded. New footpath surfacing will be installed removing the uneven surfacing. The fallen trees will be cut back, and subsurface drainage will be installed to manage surface water. The existing gradient of the path will be maintained, and intermediate steps will be installed periodically down the path to manage level changes. The existing gradient of the path is reflective of the wider Saddleworth topography.
- 8.2.3.11 The existing staircases will be replaced with a new compliant staircase 1.8m wide and with non-slip surfacing and steel handrails.

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8.2.3.12 At concept the design was reviewed by OBC PROW. The initial design showed timber intermediate stairs. Following feedback, these were replaced by Stone water bar steps.

8.2.3.13 A DIA of the footpath 244 SADD upgrade as an alternative route has been completed and the design of the footpath upgrade is aligned with the mitigations proposed.



Figure 84 Visualisation of the proposed improvements to the stairs near the intersection with Ladcastle Road

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Figure 85 Visualisation of the proposed improvements to footpath between the stairs and MVL3/29

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Figure 86 Visualisation of the proposed improvements to footpath between the stairs and MVL3/29



Figure 87 Visualisation of the proposed improvements to footpath between the stairs and MVL3/29

The A670 Interface

- 8.2.3.14 The diversion route requires users to travel on the existing footway of the A670 from High Street to Oldham Road for approximately 60 metres between the canal towpath walk and footpath 244 SADD. It narrows in width over just six metres in length from 1.2m to 0.6m (including a small step) allowing walking in single file only, before opening up into the access to footpath 244 SADD where more width is available. This narrowing is a very short section of existing footway connecting to footpath 244 SADD, that would on average, be passed in under five seconds and with good visibility.
- 8.2.3.15 Network Rail appointed Highway Consultants Mayer Brown to complete a Highways Statement [NR86] that considered highways matters related to the proposed extinguishment of the Moorgate Halt level crossing and footpath 209 SADD and in considering associated effects, undertook a review of the proposed diversion route with recommendations to address this pinch-point that would see increased use as a result of the closure of footpath 209 SADD. Mayer Brown also carried out a Safety Risk Assessment [NR88] in conjunction with the Highways Statement that focused on safety risks associated with the proposed diversion route for pedestrians.
- 8.2.3.16 The Mayer Brown reports concluded that re-routing additional pedestrians onto the A670 footway does require additional control measures to mitigate an increased risk level because of the assumed additional pedestrian movements.
- 8.2.3.17 The Safety Risk Assessment specifically identified that widening of the footway would reduce the risk level to a value below the existing risk level, whilst moving the location of the change in speed limit on the A670 will retain the risk level at existing levels.
- 8.2.3.18 As described above, the usage of the Moorgate Halt level crossing before its temporary closure was an average of 40 movements per day which spread diurnally over an assumed 12-hour period, this equates to around three movements per hour. These numbers demonstrate the crossing had a consistent level of use- however not one that would be deemed as heavy usage of the footway on the A670 by virtue of the diversion, as there would be on average around one person every c.20 minutes. As Mowhalls Lane to the north would remain a viable alternative, this would be a worst case assuming all users divert to the south instead of the north.

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- 8.2.3.19 The option to widen the footpath in the area of restricted clearance was assessed. It was deemed not viable to reduce the width of the carriageway further and so the only option was to extend into the garden of the private residential property at 29 Oldham Road. As part of site visit with OMBC public right of way officer on the 6th March 2025 an informal conversation was had with the said property owner who expressed displeasure at such a proposal. On the basis that the SRA did not conclude that there was an increase in the overall safety baseline as concluded, it was concluded that it would not be proportionate to include compulsory acquisition powers over this property within the Order to support this proposal and it was discounted.
- 8.2.3.20 Heading south the posted speed limit increases from 20mph to 30mph over the final 40 metres of the diversion route. Although there are no collision records at this location as set out in Mayer Brown's Safety Risk Assessment, and acknowledging that the current footway configuration falls below minimum desirable widths, extending the 20mph zone beyond this pinpoint for pedestrians navigating to footpath 244 SADD will slow traffic and presents an improvement to conditions to existing as well as future users overall, mitigating the impacts of increased usage.
- 8.2.3.21 An independent Stage 1&2 Road Safety Audit by Mayer Brown **(NR87)** recommended that if it's not practical or cost proportionate to widen the footway then advanced warning signs should be considered to the south of footpath 244 SADD, facing northbound traffic, to warn road users to anticipate pedestrians in the carriageway deployed alongside the proposed relocation of the change in speed limit. This has been considered further in the Designers Response that considers that it is not possible to provide a sign until approximately 150m to the south, too far removed from the perceived hazard to be effective. It also reiterates that the narrow footway is an existing feature and whilst the risk level may increase as a result of the closure of Moorgate Halt level crossing, the introduction of a lower speed limit may also reduce the severity of a potential collision thus neutralising levels of risk.
- 8.2.3.22 Other options that have not been assessed by design team at this stage, but would be available to the local highway authority to improve driver alertness for safety at this location, include but are not limited too:
- Different coloured road surfacing
 - Rumble strips
- Should the highways authority agree these are beneficial interventions this could be funded by Network Rail as part of an agreed commuted sum to enable the implementation

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Conclusion

8.2.3.23 Initially the proposal was for a stepped footbridge at the site of the Moorgate Halt level crossing; however, site constraints and increasing design and construction costs made this option unfeasible. The option to utilize and enhance the alternative route was therefore selected because it is cost-effective on the public purse at a cost range of £239k-£288, making use of a neglected public footpath and the highway network, which does not adversely impact private land, agricultural businesses or residential properties that would otherwise be affected by the building of a new replacement footbridge. This is further demonstrated through the Cost Benefit Analysis provided in the 2024 Level Crossing Risk Assessment

Table 8-1 Options Evaluated (taken from Risk Assessment)

Option	Original ALCRM risk score	New ALCRM risk score	New ALCRM FWI	Safety benefit %	Indicative Costs	Cost Benefit Ratio
Closure by Diversion of Public Right of Way	B3	M13	0.000	100 %	£239,000 - £288,000	3.7872 - 3.1428
Closure by Pedestrian Over Bridge	B3	M13	0.000	100 %	£3,790,000 - £4,559,200	0.2388 - 0.1985
Closure by Pedestrian Underpass	B3	M13	0.000	100 %	Unknown	Discounted
Installation of Miniature Stop Lights (MSL)	B3	C4	0.001355844	84.64 %	£1,200,000	0.2156
Installation of VAMOS (OMSL)	B3	C4	0.001355844	84.64 %	£350,000	Discounted
Installation of FLEX (IOMSL)	B3	C4	0.001355844	84.64 %	£950,000	0.2901

6.2 Gross Disproportion Factor (see Appendix C)

Option	CBR	GDF value (CBR 2.5)	Outcome
Closure by Diversion of Public Right of Way	3.7872 - 3.1428	9.4679 - 7.8571	GREEN
Closure by Pedestrian Over Bridge	0.2388 - 0.1985	0.5971 - 0.4963	AMBER - RED
Installation of Miniature Stop Lights (MSL)	0.2156	0.5389	AMBER
Installation of FLEX (IOMSL)	0.2901	0.7252	AMBER

NOTES

The following CBA criteria are used as a support to decision making:

- benefit to cost ratio is ≥ 1 : positive safety and business benefit established;
- benefit to cost ratio is between 0.99 and 0.5: reasonable safety and business benefit established where costs are not grossly disproportionate against the safety benefit; and
- benefit to cost ratio is between 0.49 and 0.0: weak safety and business benefit established.

8.2.3.24 The route along footpath 209 SADD/Dark Lane is of local interest as a historic routeway which linked to the historic Saddleworth Parish Church and the landscape to the west. Whilst closure of Moorgate Halt level crossing would result in the stoppage of the route across the railway line, the extent of this

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closure has been minimised as far as possible, and would be limited further to the railway corridor boundary only. This would affect a limited part of the overall route, the remainder of which would remain extant, accessible and legible. The footpath up to the railway boundary would then remain accessible (with minor amendments being made to the location of the stopping up points currently shown on Sheet 15 of Deposited Plans (**NR09**) to accommodate this), enabling continued understanding of its historic origin and character. Closure of the Moorgate Halt level crossing would adversely impact the heritage significance of the routeway to a minor extent, however this would be outweighed by the public benefits resulting from the Order Scheme, including material improvements to safety for non- motorised users.

- 8.2.3.25 As part of the Order scheme, Network Rail proposes to install information boards celebrating the historical context of the route at an appropriate location along 209 SADD to be agreed with OMBC.

8.3. Stockport Road level crossing

8.3.1. Introduction

8.3.1.1 Stockport Road level crossing accommodates a public footpath (MOS/69/20), used for leisure purposes. It is an unprotected crossing which means the crossing is not protected from train movements and trains can traverse the crossing whether it is clear or not.

8.3.1.2 The Stockport Road level crossing is located between Mossley station and Greenfield station. At this location, the crossing spans 2 lines with a maximum line speed of 65 mph.

8.3.1.3 It is known as a passive crossing as there is no method of warning of an approaching train. The crossing relies upon users actively stopping, looking and listening for approaching trains before deciding if it is safe to cross.

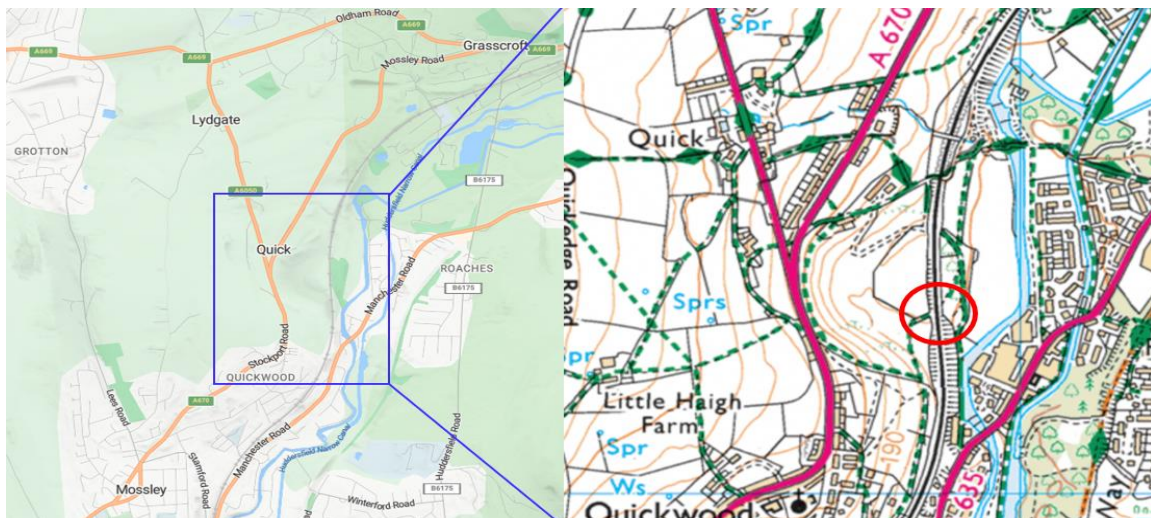


Figure 88 Location of Stockport Road Level Crossing

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Figure 89 Existing Public Rights of Way



Figure 90 East Approach

Figure 91 West Approach

8.3.1.4 The East and West approaches to the Stockport Road level crossing can be difficult to locate and can become overgrown and muddy during certain times of the year, with an incline up to the gate on the East approach.

8.3.1.5 At this location, the crossing surface is of timber construction and has a yellow anti-slip surface installed. Due to the rural location, there is no lighting nearby and therefore during hours of darkness users would be required to use their own personal light source.

8.3.2. Safety Case for closure

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- 8.3.2.1 At the time of the risk assessment, the Stockport Road crossing has a FWI of 0.000427083 and is ranked 158th out of 457 in the North West Route level crossing risk register. If you compare this level crossing to other crossings of a similar type, it is ranked 33 out of 75. When comparing this crossing to other footpath crossings of similar type, the crossing was ranked 33rd out of 75 footpath crossings.
- 8.3.2.2 The risk at the Stockport Road crossing was currently considered as acceptable due to low pedestrian usage. The Stockport Road level Crossing sees a maximum of only 5 users per day, consisting of walkers with or without dogs. The vulnerable usage is low and therefore the traverse time has not been increased by 50%. There have also been no reported incidents at the Stockport Road level crossing in the past 5 years.
- 8.3.2.3 However, the sighting at the Stockport Road level crossing is deficient at the current line speed, 65mph, and with the increase of the line speed to 75mph and an increased train frequency to 3 passenger trains per hour in each direction, and the positioning of OHLE Stanchions, raises this risk. This means that a user does not have the minimum warning time of an approaching train using sighting alone.
- 8.3.2.4 Currently, Whistle Boards are in place to mitigate the risk; however, the continued use of Whistle Boards – which will also need to be relocated further from the level crossing to give the required warning time to cross safely, is no longer appropriate.
- 8.3.2.5 Whistle Boards require the train driver to sound a warning when passing the board, but which can lead to either no warning being sounded at all, or inconsistent warning times. This is based on whether the train driver sounds the horn on approach to the board, at the board, or beyond the board.
- 8.3.2.6 It is also the ORR and DfT's aspirations to see all whistle boards removed from the network in favour of other risk mitigation management. More information is provided on the whistle boards for the Stockport Road level crossing in the risk assessment in appendix 3.
- 8.3.2.7 At level crossings spanning more than one track, there is a chance that a second train may pass the crossing within 20 seconds of the first train. At this location, there is a possibility that this will happen sometimes. Additionally, the chance that a second approaching train may not be seen or heard until the first train has passed is possible. 'Another Train Coming' warning signs have been fitted to both sides of the crossing to remind users of this potential risk.

8.3.2.8 The above-mentioned TRU improvements increase the FWI at the Stockport Road level crossing to 0.000683975 and the risk at the crossing by 60%, moving the Stockport Road level to 144th in the highest risk crossings in the North West Route.

8.3.2.9 As a result, the increase in risk at the Stockport Road level Crossing would be considered unacceptable, and the requirements to implement suitable mitigation measures to prevent increased risk to the public must be taken forward under the proposed Order, which can be achieved at low cost, with minimal inconvenience to the user.

8.3.3 Options Developed

8.3.3.1 There are broadly five options for the replacement of the at-grade Stockport Road level crossing:

1. Construct an underpass at the existing level crossing location
2. Construct a footbridge at the existing level crossing location
3. Divert level crossing users along an alternative route
4. Installation of Miniature Stop Lights (MSL)
5. Installation of VAMOS

Underpass option

8.3.3.2 A reinforced concrete underpass is a technically viable option; however, it would bring with it significant constructability challenges. Figure 92, below, shows the long-section through a subway set out on a compliant 1:20 long-fall.

8.3.3.3 The total length of intervention required would be circa 58m, with a circa 28m length of enclosed reinforced concrete box culvert subway below the ground and a 30m length of precast concrete U-shape earth retention units or regraded ground on the approaches to the subway. The enclosed subway would require permanent lighting and an electrical connection.

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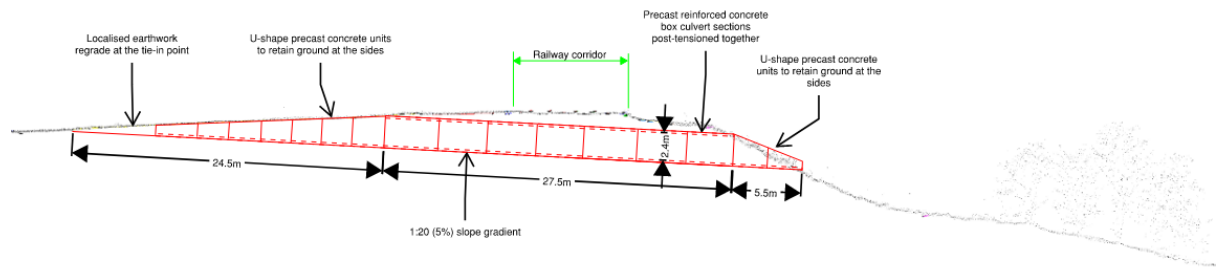


Figure 92 Underpass Option

- 8.3.3.4 The most likely form of construction would be cut-and cover. This would require a deep excavation below the railway to install the box culvert units and excavation, installation and connection of precast units, installation of waterproofing, backfilling and compaction of fill, and reinstatement of railway tracks would all need to be done within a single disruptive rail possession.
- 8.3.3.5 It was considered that this solution is not proportional to the site context and usage characteristics and so was discarded at ES3 option selection stage.

Footbridge option

- 8.3.3.6 A Network Rail footbridge is a technically viable option and could be constructed at this location, however site-specific constraints would mean there would be significant additional works associated with a footbridge.
- 8.3.3.7 Due to the site's location within side-long ground and proximity to the cutting toe, there is insufficient space on the west side to position a footbridge supports outside of the 'hazard zone' which is defined in NR/L3/CIV/020 Appendix B Clause B2 as the zone within 4.5m of the cess rail. The footbridge supports must either be positioned outside of this zone or be designed for a 2000kN accidental impact load to the supporting structure.
- 8.3.3.8 Alternatively, a derogation from NR/L3/CIV/020 could be sought based on site-specific risk assessment and proposed mitigations, which may take the form of a raised concrete platform around the footbridge supports to protect the footbridge and prevent collapse in the event of an accidental impact.
- 8.3.3.9 If the footbridge supports on the west side were to be positioned outside of the 4.5m hazard zone, this will require excavating into the cut slope on the west side and the construction of an earth retention solution. The form of earth retention would depend on the ground conditions encountered; in its simplest form, it would comprise a localised excavation and slope regrade to provide the

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space required but it could alternatively be a contiguous piled or sheet piled retaining wall, or a gabion basket gravity wall. These solutions would all require varying amounts of temporary and permanent third-party land take, and/or easements, to construct the permanent solution.

8.3.3.10 On the east side of the railway, there is approximately 3.5m from the cess rail to the crest of the slope, beyond which the ground falls away steeply towards Heron Lane. To accommodate the footbridge supports and the stairs, an earthwork intervention would be required to bench a level landing surface into the sloping ground and tie into the existing footpath. On this side, the most appropriate method of retention may be a contiguous piled or sheet piled retaining wall.

8.3.3.11 Due to the site topography, piled foundations would be required to support the footbridge and stairs.

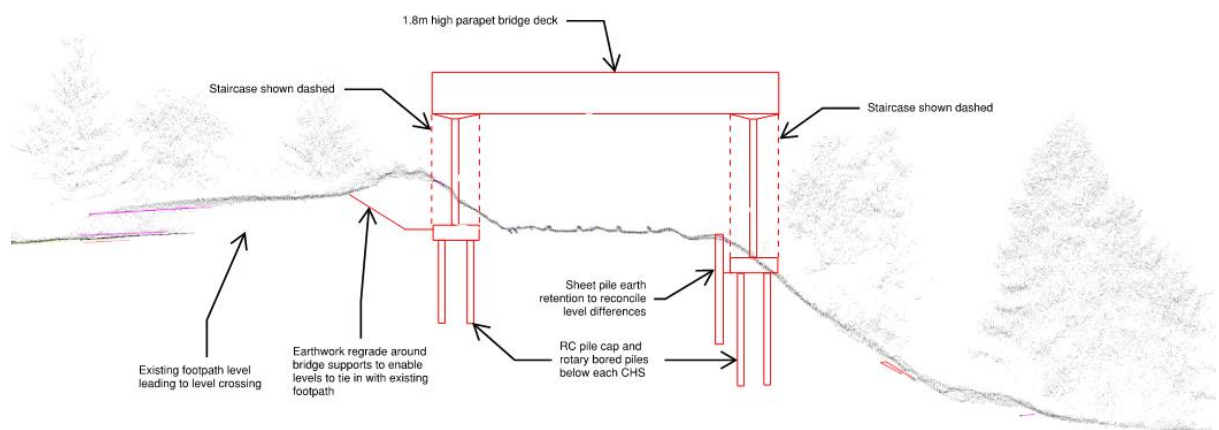


Figure 93 Piling for footbridge

8.3.3.12 As with the underpass option, it was considered that the footbridge solution is not proportional to the site context and usage characteristics and so was discarded at ES3 option selection stage.

Public Right of Way (PROW) diversion

8.3.3.13 At ES2, two PROW routes were considered, one via MVL3/18 Roughtown Road footbridge, and one via MVL3/19 Midge Hall underbridge. The alternative route via MVL3/18 was via an existing PROW and a longer diversion, requiring users to climb steps, and so was not progressed.

8.3.3.14 The diversion route via MVL3/19 was progressed as the route was considered to have the minimum impact on members of the public. The diversion route runs along the bottom of the adjacent field where it ties into an existing PROW (bridleway MOS/69/20), under Midge Hall underbridge (MVL3/19) and onto

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Heron Way. The identified route has suitable topography for a footpath in the context in which it is situated. The diversion route is approximately 180m.

- 8.3.3.15 New galvanised steel kissing gates will be installed at either end of the new section of PROW within the field and the line of the existing livestock fencing adjacent to the proposed gates will also be renewed. Signage and footpath waymarking in accordance with Natural England guidance (Waymarking Public Rights of Way, 2008) will be installed to identify the PROW.
- 8.3.3.16 The new section of PROW has been proposed to run tight against the existing boundary wall/fence which forms the Network Rail land boundary as this will have the least disruption on the landowner and any livestock within the field. The landowner has the ability to erect appropriate fencing on their land (subject to the local highway authority agreeing that it does not interfere with use/maintenance of the PROW) so that the new PROW is beyond land containing livestock and is entitled to claim compensation from Network Rail under the Order powers in relation to the creation of the new PROW.
- 8.3.3.17 It is not possible to accommodate the route of the new PROW within the existing Network Rail land boundary as the boundary runs along the crest of the slope and so the topography does not allow this.
- 8.3.3.18 The PROW diversion option was considered to be in keeping with the usage characteristics of the existing Stockport Road level crossing and so was taken forward into ES4 option development.

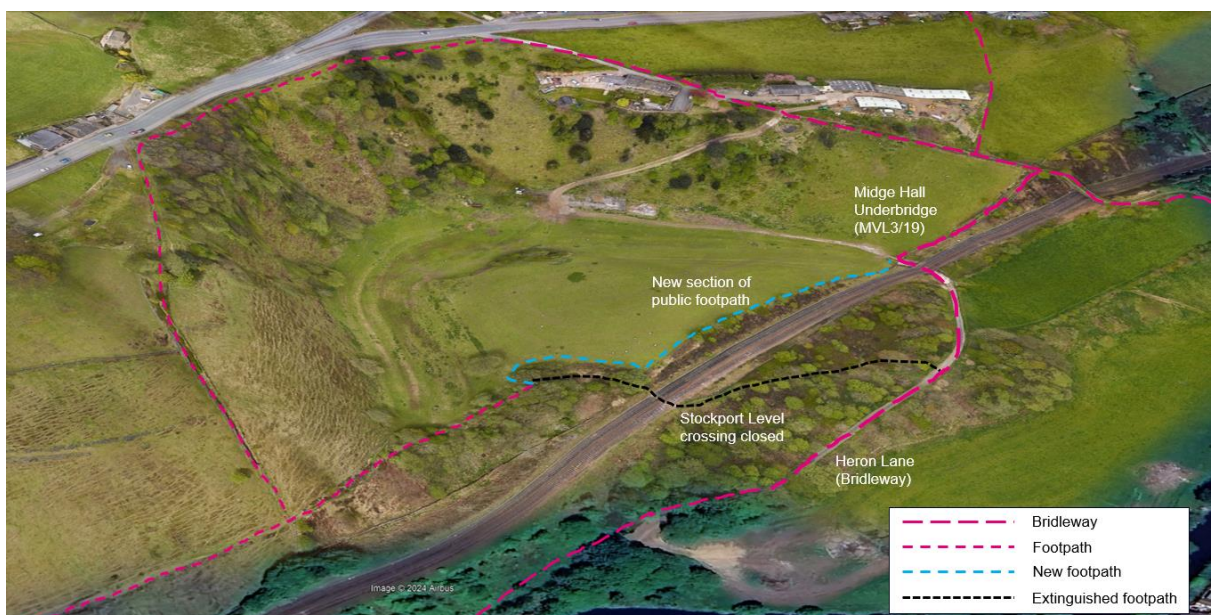


Figure 94 Proposed Public Right of Way Diversion



Figure 95 View under MVL 3/19

Miniature Stop Lights (MSL)

- 8.3.3.19 Another option at this location would be to install Miniature Stop Lights (MSL). Miniature Stop Lights provide a visual indication via a red or green light to allow a user to determine if a train is approaching or not. If the system displays a red indication, a train is approaching meaning it is not safe to cross, whereas if the system displays a green indication there are no trains in section meaning it is safe for a user to cross. However, the introduction of MSLs assumes that all users of the crossing pay attention to the warning given by the lights and that they are not ignored. Research from the Rail Safety and Standards Board (RSSB) states that:

'When in a group of people, individuals are prone to following the 'herd mentality', paying less attention to their surroundings and following the decision-making of the group as a whole. This may be particularly problematic at footpath and bridleway crossings on routes used often by ramblers. Young people in groups also exhibit more risky behaviour. A young person's attitude to risk tends to be one of a 'risk adopter'. Although most young people will not engage in extremely dangerous behaviour, peer group dynamics can encourage them to behave more dangerously than they would when on their own.'

- 8.3.3.20 This option provides a 73% risk reduction and would serve as mitigation for any potential usage during the Night Time Quiet Period (NTQP) meaning users would have warning of train approach. However, this option is costly and

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therefore this option has been discounted as the cost of this project significantly outweighs the safety benefit.

VAMOS Overlay System

- 8.3.3.21 The next option at this location would be to install the VAMOS Overlay System. The VAMOS system is similar to the Miniature Stop Light (MSL) system. VAMOS provides a visual indication of a train approach via a red or green light; if the system displays a red indication, a train is approaching meaning it is not safe to cross, whereas if the system displays a green indication there are no trains in section meaning it is safe for a user to cross.
- 8.3.3.22 The system is similar to MSL, however is far more cost effective as it does not link into the signalling system. Instead, treadles are overlaid onto the track allowing a train to 'strike in' at a designated point. Once a train strikes in the system will display a red indication which shows a user it is not safe to cross. After the train has passed over the level crossing, it will 'strike out' changing the indication to green, showing a user it is safe to cross.
- 8.3.3.23 This option also provides a 73% risk reduction and would serve as mitigation for any potential usage during the Night Time Quiet Period (NTQP) meaning users would have warning of train approach.

8.3.4 Evaluation of Options & Conclusion

- 8.3.4.1 Stockport Road level crossing poses a significant constraint on the proposed upgrades to this part of the Northern Trans Pennine Route, which will introduce a higher risk of risk to the public that would use it, which must be addressed if those improvements are to come forward.
- 8.3.4.2 The closure of the crossing under the Order is necessary if level crossing risk is to be mitigated so far as is reasonably practical (SFAIRP) and in turn, help to deliver an increase in capacity for more trains, longer trains and an improvement in the journey times and performance reliability of railway services on the Trans Pennine Route.
- 8.3.4.3 The Option evaluation as presented in table 8-2 Demonstrates that the diversion of the PROW offers the highest safety rating, with the highest Cost Benefit Rating. It also has the highest Gross Disproportionate rating.

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8.3.4.4 The closure and any replacement of public rights of way is in line with Network Rail and the Office of Rail and Road (ORR) objectives.

Table 8-2 Evaluation of Options and Conclusion

Option	Original ALCRM risk score	New ALCRM risk score	New ALCRM FWI	Safety benefit %	Indicative Costs	Cost Benefit Ratio
Closure by Diversion	C5	M13	0.000	100%	£20,000	19.4948
Closure by Pedestrian Footbridge	C5	M13	0.000	100%	£1,200,000	0.3249
Closure by Pedestrian Underpass	C5	M13	0.000	100%	£4,000,000	0.0975
Installation of Miniature Stop Lights (MSL)	C5	C6	0.000179946	73.69 %	£1,200,000	0.0145
Installation of VAMOS (OMSL)	C5	C6	0.000179946	73.69%	£350,000	0.128

NOTES

The following CBA criteria are used as a support to the decision making:

- a. benefit to cost ratio is ≥ 1 : positive safety and business benefit established;
- b. benefit to cost ratio is between 0.99 and 0.5: reasonable safety and business benefit established where costs are not grossly disproportionate against the safety benefit; and
- c. benefit to cost ratio is between 0.49 and 0.0: weak safety and business benefit established.
- d. Cost of the footbridge is based on a generic NR cost for a footbridge. The actual costs are likely to be much higher due to site topographical constraints at this location as described above. Notwithstanding the cost analysis show the footbridge has a lower CBR then the identified option.

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Gross Disproportion Factor

Option	CBR	GDF value (CBR 2.5)	Outcome
Closure by Diversion	19.4948	48.7369	GREEN
Closure by Pedestrian Over Bridge	0.3249	0.8123	AMBER
Closure by Pedestrian Underpass	0.0975	0.2437	RED
Installation of Miniature Stop Lights (MSL)	0.0145	0.0363	RED
Installation of VAMOS (OMSL)	0.0489	0.128	RED
Installation of VAMOS (OMSL) with FLEX	0.0196	0.0489	RED

NOTES

The following CBA criteria are used as a support to decision making:

- benefit to cost ratio is ≥ 1 : positive safety and business benefit established;
- benefit to cost ratio is between 0.99 and 0.5: reasonable safety and business benefit established where costs are not grossly disproportionate against the safety benefit; and
- benefit to cost ratio is between 0.49 and 0.0: weak safety and business benefit established.

9. HISTORIC ENVIRONMENT

9.1. Introduction

9.1.1 This section of the Statement of Case (SoC) is concerned with effects of the Scheme on the historic environment. It places the Scheme within its heritage context, sets out the need for the interventions proposed to listed bridges, how harm has been avoided and minimised, and sets out proposed mitigation and compensation measures for this harm.

9.1.2 The chapter is presented in four sections:

- *Heritage Context* provides an overview of the history and development of the Transpennine Route within Route Section W2B, and the character and significance of the listed structures within this.
- *Heritage Options Assessed* provides a brief overview of proposed works to listed structures and the optioneering process for these. This section is arranged by structure type, considering overbridges, underbridges and viaducts due to the different types of intervention proposed for each type.
- *Mitigation And Compensation* sets out the measures which have been embedded in the design proposals to reduce impacts to the significance of listed structures, and additional mitigation measures proposed to mitigate and compensate for impacts to the listed structures.
- *Listed Building Consent Applications* outlines the content of the listed building consent applications submitted alongside the Order and the response of the local planning authorities and Historic England to the proposals.

9.1.3 All aspects of the historic environment are considered within the Environmental Report (ER) [NR16]. The ER identifies designated and non-designated heritage assets with the potential to be impacted by the Scheme. Information to inform the ER assessment was taken from the National Heritage List for England (NHLE), the Greater Manchester Historic Environment Record (GMHER), and other historic environment data sources. A heritage asset is as defined as a building, monument, site, place or landscape identified as having a degree of significance meriting consideration in planning decisions because of its heritage archaeological, architectural, artistic or historic interest.

9.1.4 The historic environment in relation to the Scheme reflects the transition from agricultural landscape to industrialisation and the role of the Tame Valley as a communications and economic corridor from the post-medieval period onwards. The Scheme follows the existing railway, which was established in the mid-19th century, following the line of an existing canal. As such, the historic context is largely defined by railway and canal structures, and those assets which developed around them. This includes a number of grade II listed railway bridges. It is acknowledged that the Scheme will result in impacts on the historic

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environment and specific designated structures. Where physical impacts on listed buildings will occur, listed building consent applications have been made.

- 9.1.5 With regard to the potential to impact below-ground archaeology, embedded mitigation has been incorporated into the final designs of the Scheme as detailed in the ER (NR16). Mitigation measures will be secured through Section 5 of the Code of Construction Practice (CoCP) Part A (**NR17**) and an associated planning condition of the Order. This condition will ensure that works will only commence in areas of archaeological interest with an agreed construction methodology approved by the local planning authority.
- 9.1.6 The Scheme will result in physical impacts to ten grade II listed buildings, including the total loss of one structure, and substantial harm to a further four structures. Less than substantial harm would result to the remaining five listed buildings. Listed building consent (LBC) applications have been submitted to Tameside Metropolitan Borough Council and Oldham Metropolitan Borough Council for approval of these works. The applications have been referred to the Secretary of State for determination alongside the TWAO application. Mitigation measures have been embedded into the Scheme proposals including seeking to enhance understanding and better reveal the significance of heritage assets where practicable. The proposals will deliver substantial public benefits, and these would outweigh the harm caused to the significance of designated heritage assets as a result of the Scheme.

9.2. Heritage Context

- 9.2.1 The Transpennine Route between Stalybridge and Diggle was built between 1846 and 1849 for the Huddersfield & Manchester Railway, during the ‘Railway Mania’ of the 1840s, a period of high commercial confidence and rapid expansion of the railways.
- 9.2.2 The Huddersfield & Manchester Railway followed the route of the Huddersfield Narrow Canal through the challenging Pennine landscape, requiring major engineering feats such as Standedge Tunnel and Uppermill Viaduct, both of which are located within the Scheme. Engineered by A.S. Jee with support from Joseph Locke, the railway spurred industrial growth along its route, fostering the expansion of factories and housing in the Tame Valley. Acquired by the London and North Western Railway (LNWR) in 1847, the railway became a vital link between Manchester and West Yorkshire’s textile and coal industries.
- 9.2.3 Whilst other parts of the Transpennine Route were subject to significant alterations, the line between Standedge Tunnel and Stalybridge was subject to relatively limited alteration due to the difficult terrain that it traversed, remaining a two-track railway along the majority of its length. The Huddersfield & Manchester Railway between Stalybridge and Standedge Tunnel now forms

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part of the broader Transpennine Route connecting York, Selby, and Manchester.

- 9.2.4 The landscape in which the Scheme sits has been shaped by transportation and the industrial development it generated. The railway route intersects former estates, Victorian residential areas, and industrial complexes, while nearby features include regenerated woodland, pastureland, and areas of former quarries. The surrounding area now includes urban, suburban, and industrial areas interspersed with patches of woodland, extant and ruined historic structures, and is now much less industrial than it was at the height of the mills in the 19th and earlier 20th century.
- 9.2.5 A number of structures constructed by A. S. Jee for the Huddersfield & Manchester Railway continue to form part of the line today. A survey of historic structures along the Transpennine Route in 2014 resulted in a number of structures including bridges, viaducts and tunnel portals being listed . Across the Scheme, the principal reasons for designation was the special historic and architectural interest of the bridges as little-altered structures dating from the heroic period⁴ of railway building, their association with the notable railway engineer A.S. Jee and their architectural quality, which was noted to lift the design above the purely functional. The group value of surviving structures designed by Jee for the Huddersfield & Manchester Railway was also identified to contribute to significance. These structures share a consistent design language and high quality of architectural detailing which evidences the cohesive design approach taken across the railway. Surviving relatively unaltered structures along the Huddersfield & Manchester Railway are now designated as grade II listed buildings.
- 9.2.6 The listed buildings proposed for alteration as part of the Scheme comprise overbridges, underbridges and a viaduct. All were constructed by A.S. Jee for the Huddersfield & Manchester Railway between 1846 and 1849. Jee's cohesive design approach is evident across these structures, with consistent design and detailing, as can be seen in the treatment of segmental and semi-circular arches, rusticated stonework, and decorative details. The consistent high quality of the design, detailing and construction across these structures provides an understanding of the wider trends and engineering achievement which characterise both the Huddersfield & Manchester Railway and the Heroic Age of railway building (1841 - 1850) more generally. These structures have been subject to limited alteration, with the exception of Springbank Lane

⁴ The Heroic period of railway building covers the period of 'railway mania' from 1841 to 1850 when there was massive expansion of the railway network.

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Footbridge (MVL3/8) and Royal George Underbridge (MVL3/25) which were both re-decked in the later 19th century.

9.3 Heritage Options Assessed

- 9.3.1 In order to deliver the TRU Programme objectives, electrification of the railway line and achievement of increased line speed is required. This necessitates the installation of overhead lines along Route Section W2B. Early in the development of the Scheme, it was recognised that this had the potential to substantially affect listed railway bridges along the Route. This necessitated a robust process of optioneering and design development to identify solutions which achieved the Order Scheme objectives whilst avoiding or minimising impacts to the listed structures.
- 9.3.2 The Order Scheme results from an iterative and robust design development process, undertaken by engineers and historic environment professionals. This early collaboration has shaped the Scheme design to avoid or substantially reduce negative change to the significance of heritage assets wherever possible. It has also sought to compensate for the loss of heritage significance through the high quality new design responses and their materiality which seek to compliment historic character, architectural style and aesthetics, and to sit comfortably within the local environment.
- 9.3.3 Consultation with statutory historic environment stakeholders, comprising the local planning authorities and Historic England, has formed an integral part of the design process. Regular engagement has been undertaken from the early stages of design development and has resulted in the avoidance or reduction of potential impacts on heritage assets wherever possible. This has been achieved through a process of optioneering and mitigation embedded within design, including the shaping of proposals to respond to the significance of affected heritage assets. Through this process, design options for the electrification of the railway have been fully explored whilst minimising harm to the listed structures.
- 9.3.4 To ensure the development of viable and deliverable Scheme proposals which minimise impacts on heritage significance, the iterative design process described above has been undertaken in relation to the following listed structures:
- Heyrod Hall Overbridge MVL3/7 (NHLE 1449242; grade II listed building);
 - Springbank Lane Footbridge MVL3/8 (NHLE 1452382; grade II listed building);
 - Roughtown Road Overbridge MVL3/17 (NHLE 1452405; grade II listed building);

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- Wright's Mill Overbridge MVL3/20 (NHLE 1452406; grade II listed building);
- Wright's Overbridge MVL3/23 (NHLE 1452409; grade II listed building);
- Royal George Underbridge MVL3/25 (NHLE 1451848; grade II listed building);
- Shaw Hall Bank Road Footway MVL3/26 (NHLE 1451852; grade II listed building);
- Oldham Road Overbridge MVL3/28 (NHLE 1451853; grade II listed building);
- Wickens Underbridge MVL3/29 (NHLE 1451854; grade II listed building); and
- Uppermill Viaduct MVL3/31 (NHLE 1068120; grade II listed building).

9.3.5 Design optioneering for these structures was informed by a sequential process of avoiding, reducing and mitigating impacts as far as possible. The optioneering process for each listed structure is set out in full in the Heritage Statements submitted as part of the listed building consent applications **[NR18, NR19, NR20, NR21, NR22, NR23, NR24, NR25, NR26, NR27]**. A summary of this process is presented in Chapter 8 of this Statement of Case.

9.3.6 A summary of the proposals and optioneering process for these listed structures is provided below, arranged by structure type comprising Overbridges, Underbridges; and Viaducts. Further information on optioneering and the Scheme proposals for each structure is provided in Chapter 7 respectively of this Statement of Case.

Overbridges

9.3.7 The listed overbridges proposed for alteration in order to deliver the Order Scheme comprise five masonry arched structures (MVL3/7, MVL3/17, MVL3/20, MVL3/23 and MVL3/28), and one flat span cast iron girder footbridge (MVL3/8). These structures cannot accommodate electrification in their current form due to inadequate clearance for safe installation of overhead line equipment (OLE). They are also unable to accommodate the required freight gauge clearance. A Scheme-specific pantograph⁵ has been adopted to help mitigate this problem, enabling the use of reduced overhead line wire height under structures, subject to a site-specific risk assessment. Despite this, significant clash between OLE and the listed bridges remains at a number of structures, necessitating intervention.

⁵ A pantograph is the apparatus mounted on top of an electric train to collect power through an overhead catenary wire.

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9.3.8 In order to enable electrification of the Scheme, it is necessary to reconstruct three listed overbridges comprising:

- Heyrod Hall Overbridge (MVL3/7);
- Wright's Mill Overbridge (MVL3/20); and
- Oldham Road Overbridge (MVL3/28).

9.3.9 For all three structures, reconstruction will comprise the replacement of the existing masonry arch span with a concrete filler beam flat span. This will be supported on precast concrete risers, placed on the historic bridge abutments which will be cut down to the underside of springing stone level.

9.3.10 The new parapets and structural elements have been designed to respond to the architectural significance of the historic structures. The riser units and bridge parapets will be clad in natural stone. Reclaimed masonry used as far as possible to clad the interior of the parapets, maintaining the existing materiality of the structures. The edge beam design includes a horizontal feature line which will tie in with the stringcourse across the historic bridge abutments to maintain this architectural feature. It is necessary to increase the height of bridge parapets to comply with safety requirements for bridges over electrified railway lines, however the increase in height has been minimised as far as possible based on the risk profile of the structure. Natural stone steeple copers are proposed across the parapets of all three bridges, achieving the required safety standards whilst being sympathetic to the materiality of the historic bridges.

9.3.11 The proposals for Oldham Road Overbridge (MVL3/28) include the construction of an adjacent pedestrian footbridge. As identified in 7.2.2.10 above, this will enable diversion of utilities in advance of bridge reconstruction, reducing road closure periods and improving pedestrian safety. This structure has been designed using a similar design language to the reconstructed Oldham Road Overbridge (MVL3/28) and will form a complementary structure which will be read as an integral part of this phase of design upgrades.

9.3.12 A common design approach is proposed for all three overbridge reconstructions. Designed in a style which responds to the architectural significance of the historic structures, this will provide a coherent, design response across these major interventions, and deliver a visible reference to the new phase of design upgrades undertaken as part of the TRU, and this new chapter in the railway's development. Reconstruction of Heyrod Hall overbridge (MVL3/7), Wright's Mill Overbridge (MVL3/20) and Oldham Road Overbridge (MVL3/28) has been assessed to result in substantial harm to these structures.

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9.3.13 It is proposed to remove one listed overbridge, comprising Wright's Overbridge (MVL3/23). This structure would be demolished in its entirety, and the former site of the bridge abutments reprofiled to tie in with the flanking cutting embankments. The footpath across the structure would be rerouted under nearby Hobbe Hole Underbridge (MVL3/22). This would result in total loss of significance and substantial harm to Wright's Overbridge (MVL3/23).

9.3.14 Electrical protection works are proposed to two listed overbridges to enable electrification of the line. These comprise Springbank Lane Footbridge (MVL3/8) and Roughtown Road Overbridge (MVL3/17). This will require minor alteration of the bridge parapets, raising their height to comply with Network Rail safety standards for bridges over electrified railway lines. This will be achieved by replacement of the existing copers on both structures with lightweight concrete steeple copers, colour matched to the historic fabric. The selection of lightweight concrete, rather than natural stone, has been necessitated by loading restrictions for these structures and has been agreed with heritage stakeholders. Minor repair works will also be undertaken to Springbank Lane Footbridge (MVL3/8) due to limitations on maintenance following the installation of OLE. An OLE bracket will also be fixed to the barrel arch of Roughtown Road Overbridge (MVL3/17). These works would result in a low level of less than substantial harm to both structures.

9.3.15 In reaching these proposals for the listed overbridges, alternative design options were fully explored, as set out in Chapter 8 of this Statement of Case. These options comprised:

- Track lowering;
- Bridge jacking;
- Bridge reconstruction; and
- Bridge removal.

9.3.16 Identification of the preferred option was determined on a structure-by-structure basis, as set out in Chapter 8 of this Statement of Case, and sought to avoid or minimise harm to significance as far as possible. Identification of a preferred option for each structure was informed by consideration of factors including:

- Heritage significance;
 - Geology;
 - Drainage;
 - Relationship with surrounding railway assets;
 - Track alignment and gradient;
 - Highways considerations; and

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- Constructability.

9.3.17 The identification of bridge removal as the preferred option for Wright's Overbridge considered additional evidence including its use as a public right of way; and the comparative whole life costs of reconstruction and demolition. Removal of the bridge was identified, on balance, to deliver substantial public benefit, in terms of delivering a feasible and cost effective design solution, reducing disruption to rail users and the railway network, and in achieving the aims of the Order Scheme. Whilst this option is recognised to result in the total loss of the structure and substantial harm to Wright's Overbridge (MVL3/23), it is considered that the substantial public benefits of the Order Scheme outweigh this harm, in accordance with the requirements of paragraph 214 of the NPPF.

Underbridges

9.3.18 The introduction of increased line speed and longer, heavier trains as a result of the Scheme will result in increased loading on historic underbridges. Strengthening of three listed underbridges has therefore been identified to be required (MVL3/25, MVL3/26 and MVL3/29).

9.3.19 Strengthening is required at the masonry underbridge structures of Shaw Hall Bank Road Footway (MVL3/26) and Wickens Underbridge (MVL3/29). Works to these structures comprise the addition of reinforced concrete units across the bridge decks, hidden below ballast level. Replacement of the existing modern handrails with GRP fittings is also proposed at Wickens Underbridge (MVL3/29). These proposals would result in very limited change to the structures, resulting in less than substantial harm to the structures, at the lower end of the scale.

9.3.20 Royal George Underbridge (MVL3/25) a cast iron girder bridge with skew masonry abutments. It includes distinctive architectural features including semi-octagonal piers, cast iron parapet balustrades with gothic decoration, and rusticated masonry construction. As set out in Chapter 8, reconstruction of Royal George Underbridge (MVL3/25) is required due to the poor condition of the main girders of the bridge deck. The development of the proposed design for the bridge's reconstruction has been informed by the architectural form and detailing of the existing underbridge.

9.3.21 It is proposed to remove the existing bridge deck and construct a new wider U-type deck with new parapets. Pre-cast concrete cill units and pilaster units will be located to either side of the new deck, resting on the cut down historic bridge abutments, the extent of demolition of which will be minimised as far as possible. The pilaster units will incorporate semi-octagonal piers, continuing this architectural feature from the historic bridge piers.

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- 9.3.22 To aid the integration of new and historic fabric, natural stone cladding will be used across the pre-cast concrete units, the finish of which will match the architectural hierarchy expressed by changes in masonry tooling across the historic structure. Coloured concrete would be used on top of the approach units and feature course, colour matched to the existing wing wall copers. As far as possible, reclaimed stone will be used for reconstruction of the wing walls.
- 9.3.23 The parapets of the new deck would be formed by steel panels with gothic arcade detailing, recreating the architectural detailing of the existing parapets, and a top rail. The edge beams of the reconstructed bridge would differ in depth between the north and south elevations, due to the need to provide consistent headroom on to either side of the structure on the sloping Oaklands Road, and will be articulated by the use of feature lines to maintain a sense of symmetry between both sides of the bridge.
- 9.3.24 Whilst mitigated through design as far as possible, reconstruction of Royal George Underbridge (MVL3/25) would result in substantial harm to the structure. In reaching these proposals for the grade II listed bridge, strengthening of the structure was explored, however was found not to be viable. Further detail about this process is set out in Chapter 8 of this Statement of Case.

Uppermill Viaduct (MVL3/31)

- 9.3.25 In order to deliver electrification of the Transpennine Route it is necessary to install OLE across the grade II listed Uppermill Viaduct (MVL3/31). Due to the length and curve of the viaduct and the required distance between OLE portals, this will require the installation of multiple portals across the structure.
- 9.3.26 It is proposed to attach seven OLE portals to Uppermill Viaduct. These will be irregularly spaced along the structure in response to its architectural rhythm. The portals will be attached by means of OLE brackets designed to minimise impact on historic fabric and features such as parriss plates and stringcourses. Whilst resulting in some change to the appearance of the structure, the OLE portals have been sited to minimise intrusion on key views of the structure along Den Lane, Huddersfield Narrow Canal and High Street (A670). These proposals would result in minor alteration of the viaduct and have been designed to be as visually unobtrusive as possible; resulting in a low level of less than substantial harm to the significance of Uppermill Viaduct (MVL3/31).
- 9.3.27 The proposed alterations to Uppermill Viaduct (MVL3/31) result from careful consideration of alternative options for siting of the portals, including placement of the portals trackside or in line with the viaduct parapets. As set out in

Chapter 8 of this Statement of Case, these options were found to unviable and therefore discounted from further consideration.

9.4 Mitigation and Compensation

9.4.1 As a result of the collaborative design process between engineers, historic environment specialists and historic environment stakeholders, mitigation of harm to the listed structures has been integrated and embedded in the Scheme design. This includes:

- The use of a common design approach for reconstruction of historic overbridges along the Scheme, providing a visible reference to the new phase of design upgrades taking place in the 21st century, and this new chapter in the story of the railway's development.
- Minimising the extent of demolition as far as possible during bridge reconstructions, to retain the maximum amount of historic fabric.
- The use of natural stone cladding for reconstructed bridges, ensuring that stone remains the dominant construction material.
- Salvage of stone from structures proposed for removal and reconstruction for reuse in cladding reconstructed bridges where feasible.
- Use of natural stone or, where required by loading restrictions, light-weight concrete colour-matched to the historic fabric for new copings across the historic bridges.
- Minimising the increase in overbridge parapet heights as far as possible using a risk-assessment based approach, reducing impact to the architectural character of the bridges.
- Placement of precast reinforced units for strengthening of underbridges on the inside of the bridge deck, minimising visual and physical impacts.
- Recreation of architectural features in reconstruction of Royal George Underbridge (MVL3/25)
- Use of appropriate methods and materials for repairs



Figure 96 Visualisation of Wright's Mill Overbridge (MVL3/20) showing the design approach employed for reconstructed bridges.

9.4.2 In addition to this embedded design mitigation, the following works will also be undertaken to mitigate and compensate for impacts to the listed structures:

- Toolbox talks to detailed design and build teams to disseminate best practice for reducing potential impacts during construction will be delivered for each listed structure.
- Archaeological recording of affected listed bridges will be undertaken in agreement with historic environment stakeholders, providing a permanent record of the structure prior to alteration.
- A scheme of permanent heritage interpretation would be developed and installed adjacent to Greenfield Station, providing 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.

9.4.3 The works proposed to listed bridges to enable delivery of the Scheme will result in harm to these structures, ranging from substantial harm and total loss of significance (MVL3/23) to less than substantial harm at the lower end of the scale (MVL3/26 and MVL3/29). The NPPF (2024) (**NR37**) identifies that substantial harm to grade II listed buildings should be exceptional and must be necessary to achieve substantial public benefits, outweighing the harm, whilst less than substantial harm must be weighed against the public benefits of the

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proposal. As shown above, the harm resulting from the proposed interventions to the listed bridges has been minimised as far as possible.

In addition to the impacts to the listed bridges, construction of the Scheme would result in physical impacts on six non-designated heritage assets associated with the railway resulting in substantial and less than substantial harm to these low and negligible value structures. Temporary impacts on the settings of ten designated assets, resulting in less than substantial harm at the lower end of the scale to these assets would also occur. Operation of the Scheme would result in impacts upon the settings of five designated heritage assets, resulting in less than substantial harm at the lower end of the scale. Impacts to designated and non-designated heritage assets are necessary in order to safely and successfully implement the Order Scheme, and will be outweighed by the substantial public benefits delivered by the Order Scheme, as demonstrated in Chapter 4.

9.4.4 Impacts to the significance of listed structures on the Transpennine Route as a result of the Scheme have been assessed in accordance with the requirements of the NPPF and are summarised in

9.4.5 Table 9-1 below. This assessment includes consideration of embedded mitigation and compensation measures, and has been agreed with Historic England.

Table 9-1 Assessment of impact on listed buildings

NHLE reference	Asset	Name	Proposed Works	Level of Harm
1449242	MVL3/7	Heyrod Hall Overbridge	Removal of existing masonry deck, reconstruction using a filler beam span finished with masonry cladding	Substantial
1452382	MVL3/8	Springbank Lane Footbridge	Replacement of copers with natural stone steeple copers and minor repairs. Attachment of PFC channel for retaining wall.	Less than substantial
1452405	MVL3/17	Roughtown Road Overbridge	Installation of coloured concrete steeple copers and attachment of OLE bridge arm to arch barrel	Less than substantial

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NHLE reference	Asset	Name	Proposed Works	Level of Harm
1452406	MVL3/20	Wright's Mill Overbridge	Removal of existing masonry deck, reconstruction using a filler beam span finished with masonry cladding	Substantial
1452409	MVL3/23	Wright's Overbridge	Demolition	Substantial
1451848	MVL3/25	Royal George Underbridge	Removal of existing metallic deck and parapet, alteration of abutments, reconstruction using steel U-decks and concrete abutments finished with masonry cladding	Substantial
1451852	MVL3/26	Shaw Hall Bank Road Footway	Installation of new reinforced concrete strengthening and GRP handrails	Less than substantial
1451853	MVL3/28	Oldham Road Overbridge	Removal of existing masonry deck, reconstruction using a concrete beam span finished with masonry cladding, construction of separate footbridge with ramped access	Substantial
1451854	MVL3/29	Wickens Underbridge	Installation of new reinforced concrete strengthening and GRP handrails	Less than substantial
1068120	MVL3/31	Uppermill Viaduct	Alterations to the structure comprising the addition of seven OLE portals onto the listed viaduct	Less than substantial

9.5 Listed Building Consent Applications

9.5.1 Ten listed building consent applications have been submitted alongside the Transport and Works Act Order. These are submitted in support of:

- The removal of one grade II listed bridge;
- The reconstruction of four grade II listed bridges;

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- Electrical protection works at two listed bridges;
- Attachment of OLE to a grade II listed viaduct; and
- Strengthening works to two grade II listed bridges.

9.5.2 Each application is supported by a Heritage Statement **[NR18, NR19, NR20, NR21, NR22, NR23, NR24, NR25, NR26, NR27]** in compliance with the requirements of current legislation and guidance, namely the Planning (Listed Buildings and Conservation Areas) Act 1990 and the NPPF (2024). The Heritage Statements serve the following purpose:

- Identify and discuss the heritage significance of the listed structure;
- Present the design requirements of the Scheme at the structure;
- Present the process of design development and optioneering which has led to the design proposal for the Scheme in relation to the structure;
- Identify the impacts of the design proposal on the significance of the structure, in particular the degree of harm to significance in each case and whether that harm is substantial or less than substantial, in line with current national planning policy and guidance;
- Discuss any mitigation and/or compensation recommended in relation to the structure; and
- Consider the public benefits to be gained from the design proposal in relation to the structure, weighed against the degree of harm to significance, in line with current national planning policy and guidance

9.5.3 As set out above, engagement has been undertaken with Historic England, Tameside Metropolitan District Council and Oldham Metropolitan District Council throughout the design process, and feedback addressed during design development.

9.5.4 Historic England have not submitted any representations to the TWAO application. In a written response provided on 18th of July 2025, Historic England stated:

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.

9.5.5 Tameside Metropolitan Borough Council and Oldham Metropolitan Borough Council have raised no concerns about the listed building consent applications in their formal responses to the TWAO. Both have been engaged throughout

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the development of the Scheme proposals for the listed structures, and provided feedback on the heritage statements. The draft listed building consent conditions submitted with the listed building applications have been agreed with the local planning authorities. These include the requirement for recording of the historic bridges, approval of methodologies for repair and reclamation of historic fabric, and approval of a small number of further details during the detailed design stage.

10. OPEN SPACE

10.1 Introduction

10.1.1 Section 12 of the 1992 Act (**NR61**) provides that should an order authorise the compulsory acquisition of certain special categories of land, such as open space, then the provisions of the Acquisition of Land Act 1981 (the “ALA”) (**NR55**) apply. Under the ALA, special Parliamentary procedure would apply to an order that contains powers to compulsorily acquire such open space, unless the Secretary of State has certified that certain tests have been satisfied in respect of open space subject to such compulsory acquisition.

10.1.2 Network Rail has identified that for the purposes of the Order (**NR02**) the only relevant special category land which would be subject to compulsory acquisition is “open space” land, which is defined in section 19 of the ALA as: “...any land laid out as a public garden, or used for the purposes of public recreation, or land being a disused burial ground.”.

10.1.3 Network Rail has identified that the plots listed in Table 10-1 are the only plots within the Order limits (as defined by article 2(1) of the Order (**NR02**) which fall within the definition of “open space” in the ALA and which are subject to compulsory acquisition under the Order.

Table 10-1: Open Space Plots

Plot Number in the Book of Reference (NR08)	Extent and Description of the land or property in the Book of Reference
10-002B	200.15 Square metres, Woodland at land on the east side of Stockport Road, Mossley
10-012	0.12 Square metres, Woodland and public highway, footpath MOS/68/10 at Heron Lane, land on the east side of Stockport Road, Mossley
10-007	146.05 Square metres , Woodland alongside railway to the north of Heron Lane, Mossley, OL5 9HF

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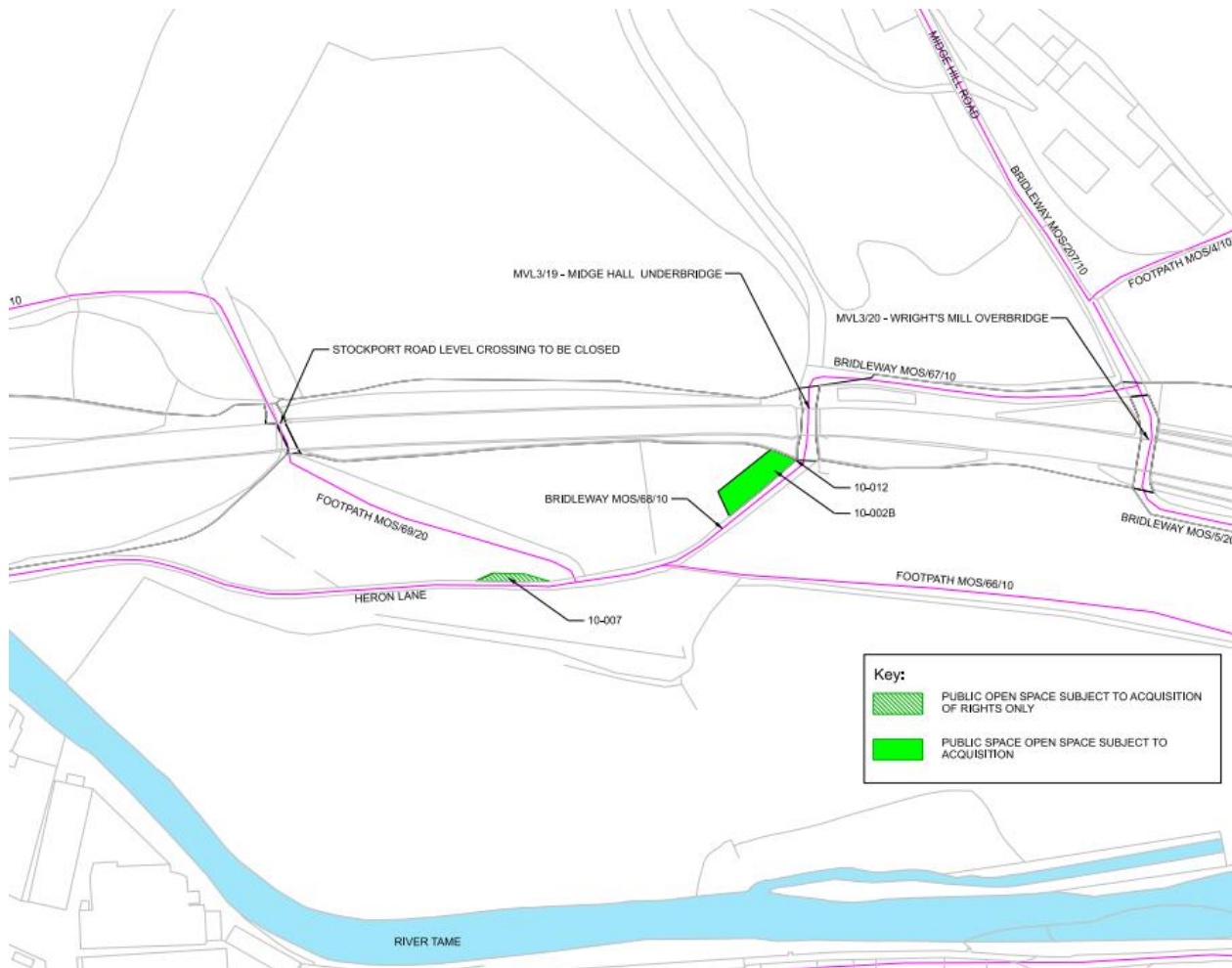


Figure 97: Location of the Open Space Plots

10.1.4 The Order will also authorise Network Rail to take temporary possession of certain further plots which have been identified in the Book of Reference as being plots comprising “open space”. However, these plots are not subject to the powers of permanent compulsory acquisition in the Order but are only subject to the powers of temporary possession conferred by article 31 of the Order and so these plots are accordingly listed in Schedule 13 to the Order. Therefore the provisions of section 12 of the TWA (and therefore the provisions of the ALA) do not apply to these plots.

10.2 Proposed Acquisition of Open Space - Plots 10-002B and 10-012

10.2.1 Powers of compulsory acquisition are sought in the Order over two plots which may be considered to be “open space”. These are plots 10-002B and 10-012 (“the Acquisition Land”). The Acquisition Land comprises a total area of 200.27 square metres and is shown on sheet 10 of the Deposited Plans (NR09) and is shown coloured green on the Open Space Plan (NR09). The Acquisition Land is within the Order limits and is listed in Schedule 2 to the Order and so is subject to outright acquisition under Article

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24(1)(b) of the Order. Its acquisition is required for the provision of a railway maintenance parking area and access.

10.2.2 The Acquisition Land comprises a small wooded area that is located within a larger area of open space situated between the existing railway, Heron Lane and the public rights of way known as MOS/74/10 and MOS/68/10. However, due to the wooded nature of the Acquisition Land it has limited accessibility for the purposes of informal recreation. Accordingly, the acquisition of the Acquisition Land will not impact the overall recreational value of the larger area of open space within which it is situated as it represents a very small and relatively inaccessible part of that larger area of open space.

10.2.3 Section 19(1)(b) of the ALA provides that where the Secretary of State is satisfied, “that the land does not exceed 250 square yards [209.03 sqm] in extent ... and that the giving in exchange of other land is unnecessary, whether in the interests of the persons, if any, entitled to rights of common or other rights or in the interests of the public”, the Secretary of State may certify accordingly.

10.3 Proposed Acquisition of Rights Only Over Open Space - Plot 10-007

10.3.1 Powers for the compulsory acquisition of rights only are sought in the Order over one plot which may be considered to be “open space”. This plot is 10-007 (“the Acquisition of Rights Land”). The Acquisition of Rights Land comprises a total area of 146.05 square metres and is shown on sheet 10 of the Deposited Plans (**NR09**) and is shown hatched green on the Open Space Plan (**NR09**). The Acquisition of Rights Land is within the Order limits but the Order does not confer any powers of outright acquisition over the Acquisition of Rights Land. Instead the powers of acquisition conferred by the Order over the Acquisition of Rights Land (see article 27(2) and Schedule 9 of the Order) are limited to the acquisition of rights only for the construction and maintenance of a vehicular passing bay, with such new rights to be exercised in common with all rights, trusts and incidents to which the land was previously subject.

10.3.2 The Acquisition of Rights Land comprises a small wooded area, immediately adjacent to Heron Lane and public right of way MOS/74/10. It forms part of a larger area of open space situated between the existing railway, Heron Lane and the public rights of way known as MOS/74/10 and MOS/68/10. As access to this larger area of open space is not provided through the Acquisition of Rights Land, but instead is provided via public right of way MOS/69/20, the acquisition of the proposed rights would not impact access to, or the recreational use of, this larger area of open space. In addition, due to the current wooded nature of the Acquisition of Rights Land it has limited accessibility and so limited recreational value for users of the larger area of open space, therefore the acquisition of the proposed rights, and provision of a vehicular passing bay, would not render the use of the Acquisition of Rights Land (and in turn the larger area of open space) any less advantageous to the public.

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10.3.3 Paragraph 6 to Schedule 3 of the ALA would require that the Order be subject to special Parliamentary procedure unless the Secretary of State is satisfied as mentioned in sub-paragraphs (1)(a) to (c) of that paragraph and certifies accordingly. Paragraph 6(1)(a) provides that where the Secretary of State is satisfied that the land, when burdened with that, will be no less advantageous to those persons in whom it is vested and any other persons entitled to rights of common or other rights, and to the public than it was before, the Secretary of State may certify accordingly.

10.4 Open Space Certificates Sought by Network Rail

10.4.1 Accordingly, Network Rail applied to the Secretary of State on 7 November 2025 (**NR29**) for the following open space certificates:-

(A)

- *Acquisition Land* - Under Section 19(1)(b) of the ALA, that the Secretary of State is satisfied that the Acquisition Land does not exceed 209.03 square metres (the metric equivalent of 250 square yards) in extent and that the giving in exchange of other land is unnecessary, whether in the interests of the persons, if any, entitled to rights of common or other rights or in the interests of the public; and

(B)

- *Acquisition of Rights Land* - Under paragraph 6(1)(a) of Schedule 3 of the ALA that the Acquisition of Rights land, when burdened with the new rights sought by Network Rail, will be no less advantageous to those persons in whom it is vested and other persons, if any, entitled to rights of common or other rights, and to the public, than it was before.

10.4.2 Network Rail received notice on 27 November 2025 (**NR28**) of the Secretary of State's intention to grant the open space certificates sought by Network Rail.

10.4.3 In accordance with the Secretary of State's requirements Network Rail has published public notices of the Secretary of State's intention to grant the open space certificates sought. Following publication of the required notices no objections or representations were received to the Secretary of State's intention to grant the open space certificates sought by Network Rail.

11. ENVIRONMENTAL EFFECTS

11.1 Introduction

11.1.1 This section of the Statement of Case (SoC) presents the key aspects of environmental design and construction management incorporated into the Scheme and outlines recommended mitigation measures to address the environmental effects as identified in the Environmental Report (**NR14**).

Environmental Impact Assessment Screening

11.1.2 An Environmental Impact Assessment (EIA) screening decision was sought from the Secretary of State in December 2023 for the Order Scheme under the Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006. The Screening Decision letter dated 22 March 2024 (**NR13**) confirmed that the Order Scheme was not EIA development, and on that basis, a formal Environmental Statement was not submitted with the Order application. Network Rail has nevertheless submitted an Environmental Report with the application to examine the environmental effects of the Order Scheme. Section 11 provides more detail on the Environmental Report (**NR14**).

11.1.3 Network Rail noted the comments in the Screening Decision letter from the Secretary of State and incorporated reporting on those matters in the Environmental Report (**NR14**) that was submitted with the Order application. Paragraph 6 of the screening letter included a requirement to conduct a cumulative and combined effects assessment of the Order scheme in relation to the works that do not require Deemed Planning Permission and other external projects. This assessment has been provided in section 4.1 of the Environmental Report (**NR14**).

11.1.4 For reference, the entire Stalybridge to Diggle Project (including the Order Scheme elements), was also screened for an Environmental Impact Assessment (EIA) and submitted to Tameside and separately Oldham Council for a screening decision in July 2025 under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (**NR59**). Network Rail received a screening opinion from Oldham Council on 21 August 2025 and Tameside Council on 6 November 2025, confirming that an EIA was not required for the electrification project in entirety from Stalybridge to Diggle.

The Environmental Report

11.1.5 The Environmental Report (**NR14**) comprises 4 volumes as follows:

- Volume 1: Main text
- Volume 2: Figures (to support the main text)

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- Volume 3: Appendices (to support the main text)
- Volume 4: Ecological Addendum

11.1.6 The Environmental Report highlights the environmental effects of the Scheme and identifies the relevant mitigation to address the environmental effects and how this mitigation is secured either by way of:

11.1.7 Commitments made in the TWAO submission via the Code of Construction Practice (CoCP) Part A (**NR17**); or,

11.1.8 Draft planning conditions as part of the Deemed Planning Permission (DPP) (**NR11**).

11.2 Environmental Commitments

11.2.1 As described in section 1.3 of the ER (**NR14**) (Scope of Environmental Report) the ER directly addresses and provides mitigation for the elements of the Scheme that require Deemed Planning Permission (DPP). The elements of the Scheme that require DPP are identified at paragraph **3.2.3** of this Statement of Case.

11.2.2 In addition, the ER also addresses and provides mitigation for temporary construction compound areas and accesses to those areas directly associated with the DPP elements, also described at paragraph **3.3.1** of this Statement of Case.

11.2.3 The ER does not consider the effects of certain additional elements detailed in the Order. The additional elements are included in the Order to secure the powers to acquire or use land and are otherwise taken forward under Network Rail's permitted development rights. In these cases, as would be normal practice for works conducted under Network Rail's permitted development rights, these works will be managed in compliance with Network Rail's Contract Requirements – Environment (CR-E) (NR/ENV/015). CR-E requires that all contractors demonstrate compliance with environmental legislation and other Network Rail environmental requirements for works on Network Rail infrastructure. CR-E can be reviewed in the ER (**NR14**) in Volume 3 Appendices: Appendix 1A.

11.3 Environmental Design

Environmental design Mitigation Measures (general)

11.3.1 In accordance with the risk mitigation hierarchy, mitigation measures proposed through the ER prioritise avoiding risks, reducing risks, offsetting the impact and then compensation. Where possible, environmental effects have been

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avoided through embedded mitigation developed as part of the design of the Scheme. Examples of embedded mitigation include:

- Provision of a new pedestrian footbridge at Greenfield Station (MVL3/28A) to provide a safer pedestrian route to the station to alleviate potential pedestrian access restrictions following alterations to the structure;
- Reuse of materials to be reclaimed from demolished bridges in the reconstruction of others to minimise waste and retain the aesthetic of retained historic elements;
- Employing geogrid or similar materials for temporary construction compounds to help avoid risk of impact to unknown archaeology and to maintain permeability; and,
- Colour and design of bridges and other structures will be sympathetic to the local context to minimise visual impact.
- Various design refinements to minimise the de-vegetation across the Scheme, examples below:
 - Heyrod Hall (MVL3/7): Reduction in working area to avoid tree loss on access track and adjacent bridge;
 - Plevins compound: Constrained land take boundary avoids tree felling in surrounding woodland; and,
- Uppermill Viaduct (MVL3/31): Reduction in working area and scope of works at the base of the Viaduct to avoid de-vegetation of mature woodland.

Landscaping

11.3.2 As defined mitigation for unavoidable vegetation loss, Network Rail proposes draft condition 5 Landscaping and Ecology, that is included in the DPP. The condition requires Network Rail to submit and gain approval from the relevant planning authority for a Landscape and Ecological Management Plan (LEMP) that will be based on draft landscape plans included in the ER in Volume 2 Figures: Figures 7.3.1 to 7.3.20 Outline Landscape and Ecological Mitigation and Restoration Proposals and mitigation as defined in the Environmental Report (ER) (**NR14**) Volume 1: Landscape and Visual Amenity sections 7.3.4 to 7.3.8 and Ecology section 6.3.

11.3.3 For other land areas temporarily acquired through the Order that will be utilised for the wider TRU works that will also include servicing the Scheme works, the works carried out in these locations will comply with CR-E and land shall be returned to the landowner in its pre-works condition as far as practicable to the satisfaction of the relevant landowner.

Biodiversity Net Gain

11.3.4 Network Rail complies with the TRU commitment for Biodiversity Net Gain (BNG) across its schemes from Manchester Victoria to York. BNG is defined as replacing the value of all habitat lost through de-vegetation and then adding 10% enhancement in addition to that replaced.

11.3.5 The Request for Deemed Planning Permission (**NR11**) includes draft condition 9 Biodiversity Net Gain, that secures the delivery of this commitment for the DPP elements of the Order Scheme as defined in the ER (**NR14**) Volume 1: Ecology section 6.3.5.

11.4 Construction environmental management Mitigation measures (general)

11.4.1 The Code of Construction Practice (CoCP) acts as an environmental management framework for construction. It sets out the relevant measures and standards to be followed throughout the construction period. The CoCP is split into two parts; Part A (**NR17**) sets out the principles for the Project Team to comply with and is included in the Order submission; Part B of the CoCP will provide the detail of the delivery of management controls on site and will include the following environmental management documents, as draft condition 6c that must be submitted to and approved by the relevant planning authority, as included in the Request for Deemed Planning Permission (**NR11**):

- An external communications programme that will include:
- Project roles and responsibilities including how the communications team will operate;
- Notification requirements including letter drop requirements such as timing and distance from relevant works;
- Complaints procedure detailing how complaints logged, dealt with and closed;
- Public relations such as messaging, press releases and public events;
- Social value engagement with the community such as Science, Technology, Engineering and Mathematics (STEM) engagement in local schools; and,
- Working groups comprising the Council and Network Rail, such as Highways management, External Communications (for example, ensuring the project is considering the Saddleworth Events Calendar), Planning and Environment
- A pollution prevention and incident control plan (condition 6(c)(ii) that secures mitigation as defined in the ER in Volume 1 Water Environment, section 12.3);
- A waste management and materials plan (condition 6(c)(iii) that secures mitigation as defined in the CoCP Part A (**NR17**) Resource and Waste Management Section 10);

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- A nuisance management plan concerning dust, air pollution, hours of operation and temporary lighting (condition 6(c)(iv) that secures mitigation as defined in the ER in Volume 1 Air Quality sections 13.3.8 to 13.3.12; and,
- A noise and vibration management plan including a construction methodology assessment (condition 6(c)(v) that secures mitigation as defined in the ER in Volume 1 Noise and Vibration sections 9.3.2 to 9.3.10.

11.4.2 The CoCP Part A, as an environmental framework, will apply to all works requiring deemed planning on the Order Scheme and secures high level mitigation applicable to conditions 6 CoCP and 7 Construction Traffic Management and Travel Plan.

11.4.3 Network Rail will also require its contractors to comply with CR-E for all permitted development works. It should be noted that on its own CR-E includes a suite of environmental requirements that largely reflect the requirements of the CoCP Part B, specifically compliance with CR-E section 6 Environment Requirements.

11.4.4 In addition to the CoCP parts A and B that secure general environmental mitigation during construction works, the following draft conditions as submitted in the Request for Deemed Planning Permission (NR11), address other issue-specific environmental elements during the construction period as follows:

Condition 4: Preliminary Works

11.4.5 This condition in compliance with 4(i) requires Network Rail to submit and acquire approval from the relevant planning authority for a plan showing existing trees and tree features that will be protected in advance of any preliminary works.

11.4.6 In addition in compliance with condition 4(ii), Network Rail must seek approval from the relevant planning authority for a plan showing how the ecological assets identified in the ER will be protected during the preliminary works before these works can commence.

11.4.7 Network Rail must submit a plan showing preliminary works access details in compliance with condition 4(iii).

Condition 7: Construction Traffic Management and Travel Plan

11.4.8 The CTMP condition requires Network Rail to submit and acquire approval from the relevant planning authority for construction traffic management matters as outlined in the ER. The CTMP is a crucial plan in managing the project effects on the highways network and will include mitigation and controls as identified in the ER in Volume 1 in section 10.5.1 including but not limited to:

- Outlining the detail of temporary road closures and diversions;

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- Mandatory traffic routes to and from the project;
- Imposed time restrictions in consideration of sensitive times of the day in certain areas such as drop off and pick up from local schools; and,
- Prohibition of parking on public roads unless expressly permitted via the Order.

11.4.9 The CTMP must include details for a travel plan for construction staff and details on temporary diversions of public rights of way (PROW).

Condition 10: Archaeology

11.4.10 This condition requires Network Rail to submit and acquire approval from the relevant planning authority for the construction methodology in considering potential effects on archaeological remains.

11.4.11 Network Rail must then submit for approval to the relevant planning authority, a written scheme of archaeological investigation (WSI) for areas identified as requiring a WSI in consideration of the submitted construction methodology.

11.5 Archaeology Mitigation

Construction

11.5.1 Areas of archaeological potential or heritage significance within the Order Scheme Boundary have been identified within Volume 1 of the Environmental Report (**NR14**). These include areas such as compounds, laydown areas and construction access. Detailed construction methodologies for these areas are still under preparation, preventing the development of site-specific archaeological mitigation measures at this time.

11.5.2 Construction methodologies for these areas will be developed subsequently which will avoid and reduce impacts on potential archaeological remains where feasible, through the adoption of methods such as re-use of previously disturbed ground and access routes where practical, locating works in areas of low archaeological sensitivity, using foundation techniques within minimal ground impact, ground stabilisation without deep excavation, minimising depth of the topsoil stripping and preservation in situ. Where preservation in situ of archaeological remains cannot be achieved, archaeological mitigation will be undertaken.

11.5.3 Archaeological mitigation will be secured under Condition 10: Archaeology (**NR11**). This condition requires the submission to and approval of construction methodologies for areas of archaeological potential or heritage significance by the local planning authorities. Where potential archaeological remains may be

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impacted as a result of construction works, the submission of a written scheme of investigation will be agreed with the local planning authority, defining the requirements for archaeological mitigation of these areas.

11.5.4 As an integral element of mitigation works, a public engagement framework for archaeology and heritage will be developed and implemented. This will enable public engagement with and dissemination of information about the history and archaeology of the TransPennine Route.

11.5.5 Proposed mitigation measures in relation to listed bridges are detailed in Chapter 9 above, particularly section 9.4.

Operation

11.5.6 No impacts on areas of archaeological potential or heritage significance will occur during the operation phase therefore no mitigation is proposed. All archaeological impacts associated with the scheme will have been addressed through the implementation of the construction-stage mitigation programme. Consequently, the operational phase of the development is not expected to give rise to further effects on the archaeological resource, and no additional mitigation is required beyond the completion of the construction-stage works and the delivery of the associated post-excavation and public dissemination outputs.

11.6 Ecology Mitigation

Construction

11.6.1 The phase 1 habitat assessment and identification of risk from the Scheme during the construction phase results in standard mitigation measures as follows:

11.6.2 Lighting Measures: to avoid unnecessary lighting as far as is possible included in Section 3.5 of the CoCP Part A (**NR17**) and as part of the CoCP Part B Nuisance Management Plan, secured through planning condition 6(c)(iv);

11.6.3 Noise Reduction: measures to reduce noise as far as is practicable (included in Section 8 of the CoCP Part A (**NR17**) and as part of the CoCP Part B Noise and Vibration Management Plan, secured through planning condition 6(v));

11.6.4 Surface Water Drainage and Pollution Prevention: pollution control and incident response measures (included in Section 7 of the CoCP Part A (**NR17**) and as part of the CoCP Part B Pollution Prevention and Incident Control Plan secured through planning condition 6(ii));

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11.6.5 Biosecurity Measures: specific and targeted measures to contain non-native invasive species and prevent spread as part of an Invasive Species Management Plan, supported by relevant Network Rail guidance notes and within the Landscape and Ecological Management Plan (LEMP), secured through planning condition 5 as detailed in Section 4.5 of the CoCP Part A (**NR17**).

11.6.6 Other good practice measures will be adopted for the Scheme as follows:

11.6.7 Habitat Demarcation for Trees and Hedgerows: measures to protect retained trees and hedgerows as will be outlined in the Arboricultural Method Statement required in compliance with condition 4(i) Preliminary Works;

11.6.8 Scheme Clearance and Preparation: measures for pre-construction works including watching brief, suitable timing of works, and further pre- construction surveys;

11.6.9 Breeding Bird Mitigation: measures for vegetation clearance, including avoidance during bird-nesting season, or nest checks and watching briefs by trained personnel, as outlined in Section 4.2 of the CoCP Part A (**NR17**); and,

11.6.10 Ecology toolbox talks: delivery of relevant information to site workers.

Operation

11.6.11 As outlined in section 10.3.1, layout design or embedded mitigation, avoids impact on the ecological resource where possible to do so. The detailed description of these avoidance measures can be reviewed in the ER in Volume 3 Appendices: Appendix 6A: Section 4.2.

11.6.12 As described in section 10.3.5, temporary and permanent habitat loss will be mitigated by way of commitment to BNG, secured through draft planning condition 9: Biodiversity Net Gain. The Biodiversity Metric 3.0 will be utilised to measure habitat loss and gain and then develop biodiversity enhancement, habitat creation, and management commitments in consideration of the requirement to offset the loss and provide a 10% enhancement.

11.7 Landscape and Visual Amenity Mitigation

Construction

11.7.1 Various measures to protect landscape features during the construction of the Scheme are detailed in the ER in Volume 3: Appendix 7: Section 7.1.7 and this includes:

- Positioning, size and maintenance of site hoarding and perimeter fencing;

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- Protecting existing valued trees and woodland adjacent to the Scheme in accordance with BS5837:2012 (specific protection details identified in the ER in Volume 2: Figures 8.1.1 to 8.1.20);
- Soil protection measures are implemented for temporarily occupied land; and,
- Reduce unnecessary light spill as a requirement of CoCP Part B: condition 6(c)(iv) Nuisance Management Plan.

11.7.2 The protection measures identified above in section 10.7.1 are secured thorough compliance with condition 4 Preliminary Works, and condition 5 Landscaping and Ecology.

Operation

11.7.3 As outlined in sections 9.3 and 9.4, substantial optioneering has been undertaken to identify suitable designs for all the relevant work components of the Scheme to limit visual and landscape impacts and effects. This includes design of temporary and permanent works to limit loss of trees and woodland. The full detail can be reviewed in the ER (NR14) in Volume 3 Appendices: Appendix 7: Section 7 and also in Volume 2 Figures 7.3.1 to 7.3.20.

11.7.4 In considering the landscape effects of the Scheme in operation, the mitigation is secured via draft condition 5 Landscaping and Ecology as described in section 10.3.2 with the requirement to produce a LEMP to be submitted to and approved by the relevant planning authority. The LEMP will detail hard and soft landscaping works, compensate for the loss of mature vegetation, provide habitat connectivity and be designed to integrate the Scheme elements into the receiving landscape.

11.8 Arboriculture

Mitigation

Construction

11.8.1 The ER reports on Arboriculture in section 8 with reference made to Indicative Tree Protection plans in the ER (NR14) in Volume 2 Figures: Figure 8.1.1 to 8.1.20.

11.8.2 The requirement to protect trees and woodland adjacent to the Scheme is secured through the implementation of condition 4 Preliminary Works, and condition 5 Landscaping and Ecology, that must be submitted to and approved by the relevant planning authority.

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Operation

11.8.3 The embedded mitigation to eliminate the need to remove valued trees and woodland through Scheme design is described in section 10.3.1.

11.9 Noise and Vibration

Mitigation - Construction

11.9.1 Controls to minimise noise and vibration effects are secured through compliance with the CoCP Part A (**NR17**) section 8, and then under deemed planning condition 6(c)(v) Noise and Vibration Management Plan, that will be submitted to and approved by the relevant local planning authorities.

11.9.2 The Noise and Vibration Management Plan will include;

- The method for assessing effects, based on the detailed construction methodology;
- Thresholds for significant effects;
- Details of the process to be implemented that will check whether there is eligibility for noise insulation or temporary rehousing where significant effects cannot be mitigated.

11.9.3 The Noise and Vibration Management Plan will also detail standard methods that will be used to reduce noise and vibration to the lowest practicable levels, in accordance with BS5228 “Best Practicable Means” (BPM). Methods will include:

- Comprehensive site briefings to ensure appropriate behaviour and noise minimisation;
- Use of modern plant and construction techniques;
- Advanced notice of specific works to residents;
- Solid site hoardings where a need for noise reduction is established; and,
- Appropriate noise and vibration monitoring.

Mitigation - Operation

11.9.4 The design of the public address system and of mechanical and electrical equipment at Mossley Station will include sufficient appropriate measures to minimise adverse noise impacts at identified receptors. This is secured by recommended mitigation detailed in the ER Volume 1 Main Report, section 9.3.12 that requires further assessment in compliance with BS4142 “Methods for rating and assessing industrial and commercial sound”.

11.9.5 Further noise and vibration mitigation as may be required for Network Rail permitted Development work will be considered in the detailed design stage.

11.10 Traffic and Transport

Mitigation

Construction

11.10.1 Construction traffic routing is described in detail in the ER in Volume 3 Appendices: Appendix 10 A: Section 3.2. The Construction Traffic Management Plan (CTMP) and Construction Worker Travel Plan that must be submitted to and approved by Tameside Council and Oldham Council (Highway Authorities) acts as the mechanism to secure mitigation and controls in considering traffic management during the construction stage. The CTMP will be delivered by way of a planning condition in the 'Request for Deemed Planning Permission and Statement of Proposed Conditions' [NR11].

11.10.2 The CTMP shall include at minimum measures as outlined in section 12.4.7 of this Statement of Case. In addition, the CTMP will outline the requirement that the Highways Management Group must consider other traffic matters such as suspension of bus stops during construction and alternative parking as may be required.

The CTMP will further identify Temporary Traffic Management and Traffic Regulation Orders (TTRs) and how they will be managed via a Highways Management Group to facilitate the construction phase of the Order Scheme and to safely manage and control the movement of people and traffic through the project Area.

11.10.3 The CTMP will also include:

- Temporary diversionary routes which could be utilised during the construction phase of the Order Scheme when lane/road closures are in place
- Detail of level crossing closures, Public Right of Way (PRoW) and non-PRoW diversions as required for the Scheme
- A Construction Worker Travel Plan to encourage sustainable transport for construction staff, both in getting to site and when moving round site locally.

11.10.4 In addition, Network Rail have proposed with both Tameside Council and Oldham Council the potential for the creation and operation of a Highways Management Working Group between Network Rail and both Councils for the purposes of creating a forum to oversee Network Rail's implementation of the mitigation measures included in the CTMP as approved by both Councils under planning condition 7 A Highways Working Group that includes Network

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Rail and relevant project members meeting with Tameside Council and Oldham Council on a periodic basis to discuss and agree traffic provisions as stipulated in a future Order for respective areas will be set up. The CTMP will inform working arrangements in the Highways Working Group forum in consideration of the Order powers affecting highways.

11.11 Geoenvironment Mitigation

Construction

- 11.11.1 The ER in general addresses geoenvironmental issues and recommends mitigation across the Scheme in Volume 1 Main text: Table 11-1. Main elements of mitigation during construction include:
- 11.11.2 Acquisition of coal authority permit as may be applicable that will determine gas and groundwater sampling requirements during works;
- 11.11.3 Dust generation suppression and protection of controlled waters will be controlled via Condition 6 CoCP Part B (iv) Nuisance Management Plan and (ii) Pollution Prevention and Incident Control Plan that must be submitted to and approved by the relevant planning authority;
- 11.11.4 Piling risk assessment as applicable in compliance with the Environment Agency Guidance “Piling and Penetrative Ground Improvement Methods on Land Affected by Contamination: Guidance on Pollution Prevention”.
- 11.11.5 Re-use of excavated material in accordance with the CL:AIRE Definition of Waste Development Industry Code of Practice;
- 11.11.6 The management of potentially contaminated land will be in accordance with standard Network Rail requirements as required for Permitted Development works. This requires compliance with CR-E and particularly section 6.2 of CR-E that requires an initial hazard review of each site that may or may not then result in a Preliminary Risk Assessment (PRA).
- 11.11.7 The PRA, if required, for example for piling activity, includes a conceptual site model that facilitates an evaluation of the risks associated with the pollution linkages.
- 11.11.8 If the PRA identifies potential risks, a Generic Quantitative Risk Assessment (GQRA) will be conducted on the relevant site. This assessment will identify options to remediate or otherwise prevent or minimise any potential effects.

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11.11.9 Should unexpected contamination be encountered on any site during construction works, this would be risk assessed and remediated as may be required in consultation with the relevant planning authority.

Operation

11.11.10 As identified above in section 10.11.2, should the process lead to an identification of specific ground conditions that has the potential to affect proposed infrastructure, this may then require designs to be adjusted, for example using concrete and service pipes in the presence of any chemically aggressive ground conditions.

11.12 Water Environment Mitigation

Construction

11.12.1 The CoCP Part A (**NR17**) identifies the mandatory protection measures that must be employed across the Scheme. This includes management of surface flooding during the construction phase during periods of heavy rainfall.

11.12.2 There are areas of the scheme that fall within the Environment Agency's designated flood zones 2 and 3, for example Heron Lane Road to Heron Lane Compound, and in these circumstances the sites would be signed up to the Environment Agency's Flood Warning Register.

11.12.3 The relevant protection measures will be included in the Pollution Prevention and Incident Control Plan (PPICP) that is required by condition (CoCP Part B: 6(c)(ii) PPICP, that must be submitted to and approved by the relevant planning authority.

Operation

11.12.4 Permanent consents and / or permits will be acquired from the relevant authority, whether the Environment Agency, Lead Local Flood Authority or the Canal and Rivers Trust, via the protective provisions as detailed in the draft Order (**NR02**) in Schedule 17.

11.12.5 There is no additional risk to flooding created by the Scheme design and therefore no applicable mitigation is proposed.

11.13 Air Quality Mitigation

Construction

- 11.13.1 The ER in Volume 1: Section 13.3.1, identifies that the Construction Traffic Management Plan required under deemed planning (**NR11**) as condition 7 should seek to route construction traffic to avoid Tameside Council's Air Quality Management Area (AQMA) where practicable to do so. Though traffic emissions are assessed as having negligible impact, this would be good practice to avoid the AQMA as might be possible to do so.
- 11.13.2 In terms of managing the potential for dust and mud to be generated during the construction works, the CoCP Part A (**NR17**) outlines standard protection measures required in section 9. The protection measures will be detailed in the Nuisance Management Plan (NR11 Condition 6(c)(iv)) that must be submitted to and approved by the relevant planning authority.
- 11.13.3 Standard good practice to minimise the potential for nuisance, that will be included in the Nuisance Management Plan, are detailed in the ER (**NR14**) in Volume 1: section 13.3.12.

Operation

- 11.13.4 Mitigation in operation of the railway is inherent in design, as electrification of the railway will reduce emissions from passenger services in comparison to diesel locomotives.
- 11.13.5 Mitigation of building emissions from the new Mossley Station will be integral to the detailed design of the facility with relevant measures outlined in the ER (**NR14**) in Volume 3: Appendix 13A.
- 11.13.6 In considering the potential for light spill from the new station, the design must comply with Network Rail standard NR/GN/CIV/200/08 Lighting Design In Stations (**NR84**), specifically section 2.11 Managing the effects of obtrusive light.

12. LAND AND PROPERTY

12.1 Introduction

12.1.1 The Deposited (**NR09**) outlines the land parcels required in connection with the Order Scheme. A full schedule of land and rights required for the Order is presented in Appendix 2.

12.1.2 The Order, if approved, will grant Network Rail the powers to compulsorily Acquire land and rights in land from third-party landowners to deliver the Order Scheme.

12.1.3 In preparing and making the Order application and preparing this Statement of Case, Network Rail has had due regard to the guidance on compulsory purchase, entitled "Guidance on Compulsory Purchase process ", introduced in October 2024 and last updated in January 2025 by the Ministry Housing, Communities & Local Government ("the Guidance") (**NR75**).

12.1.4 Paragraph 1.2 of the Guidance notes that compulsory purchase powers are an important tool to assemble land needed to help deliver social, environmental and economic change and used properly can contribute towards effective and efficient urban and rural regeneration, essential infrastructure, the revitalisation of communities and the promotion of business – leading to improvements in quality of life.

12.1.5 Further, section 2 of the Guidance advises that acquiring authorities should use compulsory purchase powers where it is expedient to do so and where there is a compelling case in the public interest. This paragraph also states that the confirming authority will expect the acquiring authority to demonstrate that they have taken reasonable steps to acquire all of the land and rights included in the compulsory purchase order by agreement.

12.1.6 Section 2 also advises that compulsory purchase is intended as a last resort to secure the assembly of all the land needed for the implementation of projects. However, if Network Rail as an acquiring authority waits for negotiations to break down before starting the compulsory purchase process, valuable time will be lost. Therefore, depending on when the land is required, it may often be sensible, given the amount of time required to complete the compulsory purchase process, for the acquiring authority to plan a compulsory purchase timetable as a contingency measure and initiate formal procedures. Paragraph 2 also advises that when making and confirming an order, acquiring authorities and authorising authorities should be sure that the purposes for which the compulsory purchase order is made justify interfering with the human rights of those with an interest in the land affected.

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12.1.7 The Guidance also states, at paragraph 17, that:- *"Undertaking negotiations and engagement prior to, in parallel with, preparing and making a compulsory purchase order can help to build a good working relationship with those whose interests are affected"*.

12.1.8 Paragraph 17 also states: - *"Acquiring Authorities are expected to provide evidence the negotiations and engagements [as set out in Section 2 of the Guidance] have been undertaken, save for lands where land ownership is unknown or in question"*.

12.1.9 In accordance with the guidance, Network Rail has been carrying out extensive consultations and negotiations with affected landowners. Where it is appropriate and reasonably practicable to do so, Network Rail will seek to acquire land/property interests by agreement in parallel with the proposed making of the Order.

12.1.10 The scale and nature of the Order Scheme requires the making of the Order to enable the Order land in its entirety to be assembled in Network Rail's ownership and the Order Scheme to be delivered with certainty and within a reasonable timescale.

12.1.11 On confirmation of the Order, Network Rail will, where required, serve the necessary compulsory acquisition notices (Notice to Treat/Notice of Entry) and/or execute General Vesting Declarations to permanently acquire the necessary land and/or property rights required to deliver and operate the Order Scheme. Where applicable Network Rail will also on confirmation of the Order serve the notices required under the Order to secure the temporary possession and/or use of land as required to construct the Order Scheme.

12.1.12 The principal works to be undertaken to deliver the Order Scheme are set out below.

- Construction of a new relocated station at Mossley;
- Installation of Overhead Line Equipment (OLE) on the railway, including on the Uppermill Viaduct, which will include portals and gantries as well as overhead cables to enable the electrification of the railway;
- Stabilisation works to Stalybridge and Scout Tunnels
- Reconstruction and modification of existing bridges to facilitate the electrification of the railway and the ability to operate larger freight containerisation on the railway;
- Closure of Stockport Road level crossing and the diversion of the existing public right of way ("PROW") over that crossing;
- Closure of the Moorgate Halt level crossing with the provision of enhancement works to the existing footpath network;

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- Demolition of Bridge MVL3/23 and diversion of the existing public right of way.
- Associated railway works at Greenfield Station to support the upgrade and electrification of the railway.

will be necessary to acquire land and rights from third-party landowners, the forms of acquisition are set out below;

- permanent acquisition of land; and
- temporary use of land for the construction of works
- temporarily using land for maintenance of works;
- temporarily using land for access;
- permanently stop up rights of way;
- permanently acquire new rights;
- permanently acquire subsoil or airspace only; and
- acquire rights under or over streets.
- Place restrictive covenants on land
- Powers to survey

12.1.13 All the areas of land and rights which are sought in the draft Order are necessary for the delivery of the scheme is required for the construction, operation, or maintenance of the Scheme.

12.1.14 In preparing the Order, regard has been had to limiting the level of acquisition to the minimum required to facilitate delivery of the Scheme.

12.1.15 This approach has not only been taken with regard to the area of land to be acquired but also the minimum rights have been acquired that are needed to facilitate the Scheme. To demonstrate this we set out the respective areas in the table below. lane

12.2 Proposed Land & Property Acquisitions

12.2.1 The Draft Order (**NR02**) and the Works and Land Plans (**NR09**) identify the extent to which Network Rail may exercise these compulsory acquisition powers in relation to land situated within the Order limits.

12.2.2 The Book of Reference (**NR08**) details the owners and occupiers of land and property within the Scheme limits and is to be read in conjunction with the Works and Land Plan (**NR09**) which accompanies the Draft Order (**NR02**).

12.3 Permanent Land & Property Acquisitions

- 12.3.1 In order to construct the Scheme works to be authorised by the Order, permanent land take will be required from third-party land/property owners. Those plots of land identified as required on a permanent basis are identified in the schedule of land and rights in Appendix 2.

12.4 Temporary Possession and Access

- 12.4.1 Powers of temporary possession and access are required in relation to land which is needed for construction and access purposes. Those plots of land identified as required on a temporary basis are identified in the schedule of land and rights in Appendix 2.
- 12.4.2 Stopping Up (and Diversion) of Rights Across Level Crossings Powers are required to stop up and divert existing rights of way across the Stockport Road and Moorgate Halt level crossings, as well as MVL3/23 which are identified on the Works and Land Plan (**NR09**).

12.5 Engagement with Landowners and Acquisition Strategy

- 12.5.1 Over the course of the design development of the Scheme, regular engagement has taken place with impacted landowners, the full details of which are described in the Consultation Report (**NR07**) and section 14 and 15 of this Statement of Case).
- 12.5.2 Network Rail contacted all landowners impacted along the route to explain the project and seek site meetings to provide explanation of the proposed works. At these meetings Network Rail recorded the concerns and opinions of impacted parties, feeding this back to the project team and addressing these where possible.
- 12.5.3 In addition, regular engagement was held with Tameside MBC and Oldham MBC as an impacted landowner.
- 12.5.4 Network Rail has been open to reach agreement with landowners throughout the process.
- 12.5.5 Engagement and negotiations are on-going with landowners for the land requirements included in the Order. The design and land requirements, as promoted through the Order, represent the requirement as it currently stands to deliver the Scheme. Detailed design will continue, and NR will only acquire the necessary proprietary interests required to construct the Scheme.

12.6 Justification for Compulsory Purchase & the Compensation Code

- 12.6.1 Whilst the Order will also seek to secure other necessary consents to deliver the Order Scheme the compulsory purchase of the land/property and associated interests is essential to enable the Order Scheme to be implemented and for Network Rail to deliver the Order Scheme within a reasonable timescale.
- 12.6.2 The Order application has been made to ensure that all the land required for the Order Scheme can be secured within a reasonable timescale, thereby maintaining the affordability and deliverability of the Order Scheme.
- 12.6.3 The Guidance advises that an acquiring authority should only make a compulsory purchase order where there is a compelling case in the public interest to do so. Network Rail is satisfied that there is a compelling case in the public interest for the use of compulsory purchase powers for the reasons set out in this Statement of Case (see section 5 of this Statement of Case for more details).
- 12.6.4 Although Network Rail own much of the property and the benefit of proprietary rights that are required to construct and operate the Order Scheme, and the wider Scheme works, other third-party land/property and interests are also required.
- 12.6.5 Given the size and scale of the Order Scheme it is likely that the timely acquisition of these interests on reasonable terms and within a realistic timescale will very likely only be achievable through securing powers of compulsory purchase.
- 12.6.6 The Order makes provision for those parties whose land/property or interests in land/property are compulsorily acquired or used (either temporarily or permanently) to be entitled to claim compensation and for Network Rail to make payments of compensation. Other landowners whose property (including rights) is not compulsorily acquired or used but which may be affected by the construction and/or operation of the Scheme works may also be entitled to claim compensation in certain circumstances.
- 12.6.7 Network Rail will seek to settle compensation claims in a timely and reasonable manner. Where agreement cannot be reached between Network Rail and the affected parties, both the acquiring authority and the claimants will have the right to refer the claim to the Upper Tribunal (Lands Chamber).
- 12.6.8 The Order is being pursued in the public interest, as is required by Article 1 of the First Protocol where compulsory acquisition of property is concerned. The public benefits associated with the Order are set out in Chapter 5 of this

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Statement of Case for these reasons, the railway purposes for which the Order powers are being sought are sufficient to justify interfering with the human rights of the landowners proposed to be affected. The Order, including the requirement to pay compensation, strikes a fair and proportionate balance between the private interests of the landowners and the public interest in securing the benefits of the Order Scheme to the national railway network. Therefore, the interference with Convention Rights is compellingly justified in the public interest.

12.7 Schedule of Land and Rights Required

12.7.1 For a detailed overview as to the specific land and property requirements please see the schedule attached at Appendix 2.

13. CONSULTATION AND ENGAGEMENT

13.1 Introduction

- 13.1.1 Network Rail has consulted widely on the Order Scheme with stakeholders (statutory and landowner) and the local community from August 2024 to October 2025. The purpose of the consultation was to ensure statutory bodies, landowners and members of the public and other stakeholders had an opportunity to understand and comment on the Order Scheme and potential environmental effects.
- 13.1.2 Regular meetings have taken place with both local authorities, Oldham Council and Tameside Council, which updated all parties on the design and programme of the Scheme, and these meetings continue post submission of the Order.
- 13.1.3 Prior to starting public consultation in September 2024, Network Rail shared the Approach to Community Consultation (“AtCC”) with Oldham Council and Tameside Council for comment. The AtCC identified how Network Rail proposed to consult with communities affected by the Scheme and lineside neighbours.
- 13.1.4 Network Rail recognises that a Scheme of this nature will inevitably have an impact on the area surrounding the proposed development sites and engagement with both stakeholders and the community will continue as the Scheme develops. The purpose of the consultation was to ensure statutory bodies, landowners, members of the public and other stakeholders had an opportunity to understand and comment on the Order Scheme and potential environmental effects.
- 13.1.5 Due to the fact that the Order Scheme’s proposals involve the compulsory acquisition of land and rights in land, consultation has taken place with stakeholders (landowners) potentially impacted by the Order Scheme.
- 13.1.6 Stakeholder (statutory) has taken a two-phase approach. The number of phases was guided by the number of design iterations required for Order Scheme elements, as well as the addition of new Order Scheme elements. The first phase focused on the majority of the Order Scheme elements and the second phase covered the closure of Moorgate Halt Level Crossing which was later added into the Order Scheme.
- 13.1.7 In terms of public consultation, the first phase focussed on the majority of the Order Scheme elements and the second phase covered the closure of Moorgate Level Crossing which was later added into the Order Scheme.
- 13.1.8 Consultation took place at key stages during the development and design of the proposals and has provided opportunities for interested parties to feedback comments while those proposals were evolving. Phases 3, 5 and 6 of public

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consultation involved focused engagement with owners/ occupiers affected, for example, Manchester Road residents.

13.1.9 In addition to this, for the public consultation, two public information events were held on 9 and 10 July 2025. These events provided an opportunity for members of the public, including those with a potential interest in land, to be informed about the scope and details of the design which is included in the Order. Attendees were able to view the proposed designs and engage with the project team about the proposals.

13.1.10 A summary of the consultation phases is set in Table 13-1 below. The Consultation Report (NR07) sets out who was consulted, on what issues, during each of the phases of consultation.

13.1.11 Consultation has been important in helping identify potential issues at an early stage of the Scheme's development. It has enabled Network Rail to collate as much feedback as possible as the design of the Scheme has progressed. Comments from both stakeholders (statutory and landowner) and the public have been considered and have informed the iterative design process.

Table 13-1 Summary of the public and stakeholder (statutory and landowner) consultation

Date	Consultation activity
August – October 2024	Phase 1 stakeholder consultation (landowners)
September – October 2024	Phase 1 stakeholder consultation (statutory)
September – October 2024	Phase 1 public consultation
November – December 2024	Phase 2 stakeholder consultation (statutory) – Moorgate Halt level crossing
November – December 2024	Phase 2 public consultation – Moorgate Halt level crossing
18 June 2025	Phase 3 focused engagement – Mossley cottages owners/occupiers
9 & 10 July 2025	Phase 4 Information events
July & August 2025	Phase 5 focused engagement – Manchester Road residents
September & October 2025	Phase 6 focused engagement – Manchester Road residents

13.1.12 Consultation was ongoing with all consultees throughout the consultation period with meetings, phone calls, emails, presentations and site visits.

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13.1.13 In order to inform the local community and widely promote the Phase 1 public consultation, the following means were employed:

- An A5 double-sided flyer was sent to 8,624 households. A 300m radius was used to identify households around each piece of work highlighted in the public consultation and a radius 1km was used around Mossley and Greenfield stations
- A0 posters were displayed at Greenfield Station and Mossley Station
- Digital posters were displayed on TPE services, geo-located to appear as services passed between Standedge Tunnel and Stalybridge. A digital poster was also on display at Stalybridge station;
- Various tweets about the public consultation were posted from the @thetrupgrade account. A sponsored tweet featuring a bespoke video by Jonathan Reynolds MP was also shared;
- A media campaign promoting the public consultation was featured:
 - in local newspapers: Manchester Evening News, Tameside Reporter, Saddleworth Independent, Oldham Times;
 - on Oldham Community Radio
 - in trade titles: Rail UK, New Civil Engineer, Business Live, Place North West, Rail Technology Magazine, RAIL Mag.
 - Information on the Order Scheme and the public consultation was made available on the Network Rail website: www.networkrail.co.uk/stalybridgetodiggle.

Promotional materials also stated that information on the public consultation could be received by calling Network Rail's 24-hour helpline for those unable to access the events or online resources.

13.1.14 In order to inform the local community and widely promote the Phase 2 public consultation the following means were employed:

- A press release was published, and various local news outlets promoted the public consultation through online and print media.
- A letter inviting local residents to the in-person consultation and providing information of the online consultation was posted to all homes and businesses withing a 1km radius of Moorgate Halt level crossing.
- A social media campaign was led through the Transpennine Route Upgrade social media platforms.

Promotional materials also stated that information on the public consultation could be received by calling Network Rail's 24-hour helpline for those unable to access the events or online resources.

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13.1.15 In order to capture feedback, Network Rail gave a range of ways for the public to feedback during the consultation process, which included:

- Online – via a feedback form in the virtual consultation room;
- Email – via TranspennineEngagement@networkrail.co.uk;
- Written – via hard copy questionnaire at in-person events or by letter to
- Network Rail’s Square One address; and,
- Phone – by calling Network Rail’s 24-hour helpline.

The project team reviewed all consultation feedback at each consultation phase and where feasible, this feedback influenced the design proposals.

13.1.16 Since first consulting with stakeholders in September 2024, many of the discussions with organisations and individuals has been iterative, with regular updates via meetings or site meetings. This approach will continue for the duration of the Scheme.

14. OBJECTIONS, REPRESENTATIONS AND STATEMENTS OF SUPPORT

14.1 Objection period

14.1.1 After the Order application was made to the Secretary of State for Transport on 7th November 2025, the Secretary of State invited objections, representations and letters of support, in accordance with the 2006 Rules, to be sent to the Secretary of State by 19 December 2025. During that objection period 256 objections, 14 representations and 27 letters of support were received. No objections, representations or letters of support were made in relation to the requests for the open space certificates.

14.1.2 At the time of writing this Statement of Case, there have been no objections withdrawn.

14.1.3 Therefore, the current status as of the date of this Statement of Case 256 objections, 14 representations and 27 letters of support.

14.2 Objectors' issues

14.2.1 Table 14-1 below groups together the issues raised by objectors under broad headings and shows the number of times each issue was raised. It is not an exhaustive list. Each objector often referred to more than one issue.

Table 14-1 Objectors' issues

Issue	Number of times raised
Moorgate Halt Level Crossing Closure and FP244 alternative route	113
Use of Mill Lane for construction access and associated environmental, noise, disruption, safety and emergency access impacts	62
Use of Archer Street for construction access and associated environmental, noise, disruption, safety and emergency access impacts	35
Use of Brookfields for construction access and associated impacts	49
Lack of quality and quantity of consultation	20
Relocation of Mossley Station and associated impacts	8
Greenfield Bridge – objection to removal of bridge and related diversion plans	10
Greenfield Station – objections relating to disabled parking, drop-off, train frequency communication, and traffic	12
Friezland Church Hall Car Park – objection to use as compound for plant and equipment	5

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14.3 Issues raised by Representation

14.3.1 Table 14-2 groups together the issues raised by representation under broad headings and shows the number of times each issue was raised. Each representation often referred to more than one issue.

Table 14-2 Issues raised by representation

Issue	Number of times raised
Moorgate Halt Level Crossing Closure and FP244 alternative route	5
Use of Mill Lane for construction access and associated environmental, noise, disruption, safety and emergency access impacts	2
Use of Archer Street for construction access and associated environmental, noise, disruption, safety and emergency access impacts	1
Use of Brookfields for construction access and associated impacts	1
Lack of quality and quantity of consultation	3
Relocation of Mossley Station and associated impacts	1
Greenfield Bridge – objection to removal of bridge and related diversion plans	5
Greenfield Station – objections relating to disabled parking, drop-off, train frequency communication, and traffic	4
Friezland Church Hall Car Park – objection to use as compound for plant and equipment	4

14.4 Managing Objections and Representations

14.5 Managing Objections

Objections

14.5.1 Network Rail will contact all objectors and where relevant, will offer to meet with them either on site or by Microsoft Teams.

14.5.2 Where the Order seeks compulsory powers to take temporary possession of land, or to permanently acquire interests in land, Network Rail's objective is to continue engagement with the affected landowner and to reach terms acceptable to that individual which address the concerns raised in the letter of objection. This approach would enable Network Rail to enter into agreements with affected landowners, or to issue relevant commitments and assurances, which enable affected landowners to withdraw their objection to the Order.

Statutory Objections

- 14.5.3 In relation to statutory bodies, such as Mossley Town Council, Network Rail is continuing to engage with these organisations and build on the strong working relationships that have already been established through robust consultation and engagement leading up to the submission of the Order application.
- 14.5.4 Network Rail will be holding regular meetings with these statutory bodies to address their grounds of objections with the aim of agreeing a Statement of Common Ground and securing a withdrawal of the objections.
- 14.5.5 The below section details the matters raised by statutory objectors, and Network Rail's position in relation to these objections.

Canal & River Trust - OBJ 211

- 14.5.6 An objection has been lodged by letter dated 19th December from the Canal & River Trust (C&RT). C&RT has a legal interest in land affected by the project and is therefore seen as a statutory objector.
- 14.5.7 Summary of affected plots:
- 16-013E, 16-017, 16-014B, 16-014D, 16-014A, 16-014E, 19-017, 19-026, 19-025, 19-038
- 14.5.8 Summary of land powers required and works proposed:
- 16-013E, 16-017, 16-014B, 16-014D, 16-014A, 16-014E - Permanent Acquisition for Bridge & OLE Works (MVL3/31 OLE attachments to outside face of structure)
 - 19-017, 19-026, 19-025 - A partial reconstruction of MVL3/39 Diggle Road Overbridge, including construction of a temporary utilities bridge.
 - 19-038 - Permanent Acquisition for Bridge works

14.5.9 Objections raised

14.5.9.2 Compelling case in public interest

- C&RT raised concerns regarding the compulsory purchase order on the basis there is not a compelling case in the public interest for these powers to be sought in this manner.
- C&RT is open and willing to the possibility of voluntarily transferring required plots of land for both temporary and permanent works.

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14.5.9.3 Statutory undertaker duties

- C&RT is concerned that the compulsory purchase order will impact its duties to protect the waterways as a statutory undertaker.
- Concerns also raised over navigational safety of users during and after the works.

14.5.9.4 Fishing rights

- C&RT raised concerns regarding fishing rights and the license agreements with several angling clubs along the canal.

14.5.9.5 Article 6 - Water abstraction

- Concerns raised over Article 6 - Water Abstraction as it would potentially grant power to abstract water from the Huddersfield Narrow Canal without first containing the necessary consent from the Trust.

14.5.9.6 Article 9 - Power to deviate

- Another concern C&RT has raised is Article 9 - Power to deviate, and the impacts this could have on the brick arch and associated stability of Standedge Tunnel.

14.5.9.7 Article 22 - Power to survey and investigate land

- Concerns regarding article 22 power to survey and investigate land. Despite paragraph 7 of the SoS Screening Opinion and based on Network Rail's consultation report and draft protective provisions. for the trust they appear to be reluctant to adhere to C&RT Code of Practice and their requirement to safeguard their assets and interests.

14.5.9.8 Temporary closure of the Huddersfield Narrow Canal

- C&RT has a duty to promote and maintain access to waterways, which cannot be adequately compensated through the payment of damages alone. They seek agreement as to the timing of any closures to minimise impact on navigation.

14.5.9.9 Temporary use of land for construction & access

- C&RT raise concerns regarding the temporary use of land for the construction of works and access and the impact that this may have on their operations.

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- The provisions could have severe implication for Standedge tunnel, including its structural integrity and the C&RT's undertakings.

14.5.9.10 Standedge Tunnel

- C&RT are concerned that access across the Standedge tunnel will impact its integrity, as well as general concerns about the use of the tunnel for navigation.

14.5.9.11 Protective provisions

- Concerns raised regarding protective provisions. It is C&RT's view that the protective provisions, as drafted, on their own are not sufficient to adequately protect C&RT's interests.

14.5.9.12 Effects of works on infrastructure

- Additional concerns raised regarding the effects of the works in the Order and C&RT's undertaking.
- C&RT has concerns about the use of existing canal bridges and land adjacent to the canals as part of the construction routes or as construction compounds for the proposed work and their potential to affect the fabric of C&RT's Infrastructure.

14.5.9.13 Water discharge:

- Arrangements regarding the discharge of water both into C&RT's waterways and potential effects on the infrastructure from the use of culverts beneath the waterway will need to be satisfactorily resolved between the parties.

14.5.10 Network Rail Response

14.5.10.2 The objection has been considered, and Network Rail's response is set out below.

14.5.10.3 Compelling case in public interest

- The case that the Order Scheme is in the public Interest is set out in section 5 of this Statement of Case.
- Network Rail is willing to discuss the terms of a potential agreement with C&RT to manage interfaces between the Order Scheme and C&RT's operations and affected assets. It is noted that such an interface agreement was reached between Network Rail and CRT in relation to the works for the

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14.5.10.4 Statutory undertaker duties

- There are protective provisions for the benefit of C&RT in Part 5 of Schedule 15 of the Order (**NR02**) that protect the statutory duties of the C&RT.

14.5.10.5 Fishing rights

- Network Rail will endeavour to work with C&RT to support angling on the canal where that is feasible and note that where appropriate compensation for loss is available if there is a financial loss to C&RT due to loss of angling fees.

14.5.10.6 Article 6 - Water abstraction and Article 20 - Discharge of water

- There is a general provision in Article 6 of the Order (**NR02**) that allows Network Rail to abstract water for the purposes of the Order Scheme; Network Rail will expect to liaise with C&RT before any abstraction of water from a canal operated by C&RT is undertaken.
- There is a general provision in Article 20 of the Order (**NR02**) that allows Network Rail to discharge water in connection with the Order Scheme. This article is a standard provision in TWA Orders that authorise works. However, it should be noted that the protective provisions in Part 5 of Schedule 15 of the Order (**NR02**) already contain provisions for the benefit of C&RT that manage Network Rail's exercise of the powers conferred by Article 20.

14.5.10.7 Article 9 - Power to deviate

- There are canal tunnels beneath the Pennine connecting Yorkshire and Lancashire, these canal tunnels are known as the Standedge tunnels, and there is both a railway tunnel of the same name. Network Rail has designed works around the Standedge canal tunnel in detail. The proposed railway engineering works in the vicinity of the Standedge canal tunnel have been discussed with C&RT, such that Network Rail is confident that the deviation requirements will not impact the Standedge canal tunnel.

14.5.10.8 Article 22 - Power to survey and investigate land

- The protective provisions in Part 5 of Schedule 15 of the Order (**NR02**) already contain provisions for the benefit of C&RT that manage Network Rail's exercise of the powers conferred by Article 22.

14.5.10.9 Temporary closure of the Huddersfield Narrow Canal

- As Network Rail will be working on the Uppermill viaduct at height to install required railway electrification works it may be necessary to temporarily close the canal beneath from time to time for safety reasons.
- In addition, Network Rail will install a concrete relieving slab over Standedge canal tunnel to provide additional protection to the tunnel during the construction of the Order Scheme. The canal that passes through this tunnel may necessarily need to be temporarily closed during these works.
- As required by Article 23 of the Order Network Rail will take reasonable steps to keep the period of such closures of the canal to a minimum. Network Rail will also continue to engage with C&RT regarding the timing and the reasonable notice of such temporary closures.

14.5.10.10 Temporary use of land for construction & access

- The protective provisions in Part 5 of Schedule 15 of the Order (**NR02**) already contain provisions for the benefit of C&RT that manage Network Rail's exercise of the compulsory purchase powers conferred by the Order to acquire land of C&RT. In addition, they also contain provisions for the benefit of C&RT that manage Network Rail's exercise of other powers conferred by the Order, which may interfere with pedestrian or vehicular access to the Huddersfield Narrow Canal.

14.5.10.11 Standedge Canal Tunnel

- Network Rail has carefully designed a protective concrete relieving slab to be placed above the Standedge canal tunnel. This will protect the tunnel when Network Rail takes access across the canal tunnel for the purpose of the works authorised by the Order. Network Rail envisage that the canal will need to be closed during works to install the protective concrete relieving slab. However, Network Rail will continue to engage with C&RT regarding the timing of these works and the reasonable notice for any temporary closure of the canal required for these works.

14.5.10.12 Protective provisions

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- Network Rail considers that the protective provisions in Part 5 of Schedule 15 of the Order (**NR02**) for the benefit of C&RT are sufficient to protect C&RTs legitimate interests. These being the same form as the protective provisions provided to C&RT in the Network Rail (Huddersfield to Westtown (Dewsbury) Improvements Order 2022 which authorised the TRU W3 project.

Nicholas Hunt & Linda Jane Hunt – OBJ 35

14.5.11 An objection has been lodged by email dated 1st December from Messrs (Mr & Mrs) Hunt. Messrs Hunt have a legal interest in land affected by the project and are therefore seen as statutory objectors.

14.5.12 **Summary of affected plots:** 10-020, 9-031, 10-022, 10-005B, 10-005A, 10-006, 10-011, 10-015, 10-009, 10-018, 10-002A, 9-027, 10-007, 10-001, 10-003, 10-008, 9-028, 9-030, 10-021, 10-014B, 10-010, 10-016, 10-017, 9-029, 9-020, 10-002B, 10-004, 10-012, 10-019, 10-024A, 10-026

14.5.13 **Summary of land powers required and works proposed**

- 10-020 - Fencing works; Bridge works (MVL3/19 Replacement handrails/Spandrel strengthening/Ballast retention)
- 9-031 - Fencing works
- 10-022 - Work no.5; Bridge works (MVL3/19 Replacement handrails/Spandrel strengthening/Ballast retention) ; Pedestrian Access works
- 10-005B - Fencing works
- 10-005A - Fencing works
- 10-006 - Fencing works
- 10-011 - Work no. 5; Bridge works (MVL3/19 Replacement handrails/Spandrel strengthening/Ballast retention)
- 10-015 - Bridge works (MVL3/19 Replacement handrails/Spandrel strengthening/Ballast retention)
- 10-009 - Work no. 5; Bridge works (MVL3/19 Replacement handrails/Spandrel strengthening/Ballast retention)

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- 10-018 - Compound works; Work no.5; Bridge works (MVL3/19 Replacement handrails/Spandrel strengthening/Ballast retention)
- 10-002A - Work no. 5; Bridge works (MVL3/19 Replacement handrails/Spandrel strengthening/Ballast retention)
- 9-027- Fencing works; Work no. 5; Bridge works (MVL3/19 Replacement handrails/Spandrel strengthening/Ballast retention)
- 10-007- Work no. 5; Bridge works (MVL3/19 Replacement handrails/Spandrel strengthening/Ballast retention)
- 10-001- Work no. 5; Bridge works (MVL3/19 Replacement handrails/Spandrel strengthening/Ballast retention)
- 10-003 - Work no. 5; Bridge works (MVL3/19 Replacement handrails/Spandrel strengthening/Ballast retention)
- 10-008 - Work no. 5; Bridge works (MVL3/19 Replacement handrails/Spandrel strengthening/Ballast retention)
- 9-028 - Work no. 5; Bridge works (MVL3/19 Replacement handrails/Spandrel strengthening/Ballast retention)
- 9-030 - Railway fencing works
- 10-021 - Fencing works; Bridge works (MVL3/19 Replacement handrails/Spandrel strengthening/Ballast retention)
- 10-014B - Bridge works (MVL3/19 Replacement handrails/Spandrel strengthening/Ballast retention)
- 10-010 - Compound works; Work no. 5; Bridge works (MVL3/19 Replacement handrails/Spandrel strengthening/Ballast retention)
- 10-016 - Compound works; Work no. 5; Bridge works (MVL3/19 Replacement handrails/Spandrel strengthening/Ballast retention)
- 10-017- Compound works; Work no. 5; Bridge works (MVL3/19 Replacement handrails/Spandrel strengthening/Ballast retention)
- 9-029 - Fencing works; Work no. 5; Bridge works (MVL3/19 Replacement handrails/Spandrel strengthening/Ballast retention)
- 9-020 - Fencing works; Work no. 5; Bridge works (MVL3/19 Replacement handrails/Spandrel strengthening/Ballast retention)

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- 10-002B - Permanent Land Take for Maintenance Parking & Access
- 10-004 - Fencing works
- 10-012 - Permanent Land Take for Maintenance Parking & Access
- 10-019 - Fencing works
- 10-024A - Fencing works
- 10-026 - A reconstruction of MVL3/20 Wright Mill Overbridge

14.5.14 Objections raised

14.5.14.2 Footpath diversion

- Messrs Hunt raised concerns regarding the proposed footpath diversion across their field and the potential impacts to their grazing cattle and the unpredictability of them.

14.5.14.3 Land take for parking

- Messrs Hunt also raised concerns over land being taken on the east side of the railway for parking. Their preference is to give rights over land but not lose ownership.

14.5.15 Network Rail response

14.5.15.2 The objection has been considered, and Network Rail's response is set out below.

14.5.15.3 Footpath diversion

- The existing footpath level crossing is not safe to continue to operate with the increase in numbers of trains, existing poor visibility at the crossing and increase to line-speeds across the route.
- For these reasons, Network Rail is seeking to close the level crossing and provide a safe alternative route.
- A footbridge was considered as an alternative but discounted due to the scale of the structure, cost and relatively low level of public use.
- The suggestion that the footpath could be diverted onto Network Rail's land was considered but ruled out due to the extent due to the longer length of the diversion and the local topography as steps would be required to be installed along the route, when compared to the diversion via bridge 19 (See Level Crossing Chapter 8).

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- Messrs Hunt can erect fencing on their land to limit trespassing from the proposed diverted footpath. This is subject to any necessary approvals from the local Highway Authority.
- Article 19 of the Order provides for compensation to be paid to landowners under s28 of the Highways Act 1980. This section of the Highways Act provides for compensation to be paid to landowners in respect of losses caused by the creation of new Public Rights of Way.
- For further detail on the case of the closure of the Stockport Road level crossing and the alternative diversion option considered see Section 8 of this Statement of Case.

14.5.15.4 Land take for parking

- If the Order is approved, the project requires the acquisition of the specified freehold in this area to ensure safe and unrestricted access for works vehicles. The land required is plots 10-002B area 200.15 sqm and 10-12 area 0.12 sqm.
- Any lesser right than permanent acquisition wouldn't provide the level of operational certainty required by Network Rail.

Christopher Jones - OBJ 226

14.5.16 An objection has been lodged by letter dated 19th December from Mr Christopher Jones. Mr Jones has a legal interest in land affected by the project and is therefore seen as a statutory objector.

14.5.17 **Summary of affected plots:** 12-029.

14.5.18 **Summary of land powers required and works proposed**

- 12-029- Fencing works

14.5.19 **Objections raised**

14.5.19.2 Access issues

- Mr Jones raised concerns regarding access to his property and the length of works, as well as access to his sublease properties and tenants.

14.5.19.3 Building condition and long-term impacts

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- Mr Jones raised concerns over protecting the building's condition, the immediate impact during works and the longer-term effects such as noise pollution, vibrations from potentially increased rail capacity, and heavier and faster trains. He suggests that a Schedule of Condition (SoC) be carried out before works.

14.5.19.4 Maintaining area beauty

- Another concern raised is maintaining the beauty of the area; new overhead line equipment has the potential to obstruct the view of the countryside and could cause injurious effects to the properties. Mr Jones suggests that an aesthetic consultation right should be written into the Order.

14.5.19.5 Tenant and sublease responsibilities

- Mr Jones is concerned that he is responsible for his tenant and subleases who use his land through tenures and easements, and these works may cause disputes. He is requesting reassurance that he won't face legal consequences alone if obligations to tenants are broken.

14.5.20 Network Rail response

14.5.20.2 The objection has been considered, and Network Rail's response is set out below.

14.5.20.3 Access issues

- There are currently two routes of access and egress used to take access to plot 12-029. One route is direct from Shall Hall Bank Road and the other is via plot No 12-008, an unregistered strip of land running parallel to the railway. Whilst the nature of legal rights over Plot No 12-008 is unclear there will be a period of time when access to plot 12-029 will not be available through plot 12-008 while works are undertaken; these works will require the siting of a crane on Oaklands Road, blocking access.
- Network Rail understands there is an alternative access to plot 12-029. The full extent of the occupation and precise timing is to be confirmed, but is anticipated to take place in 2029, should the Order be confirmed.

14.5.20.4 Building condition and long-term impacts

- Plot 12-029 is included in the Order application for temporary possession only for use as a 'Worksite and Access for Construction'; therefore, Network Rail can commit to undertaking a full schedule of condition of plot No 12-029 before taking possession. The land is required on a temporary basis only; the provisions for taking and handing land back are set out in Article

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31 of the Draft Order (**NR02**) at Article 21. The article provides for handing land back following reinstatement to the reasonable satisfaction of the Landowner, as well as provisions for the payment of compensation for loss resulting from the temporary possession of the land.

14.5.20.5 Maintaining area beauty

- Network Rail are willing to discuss with Mr Jones the type and specification of fencing to be installed, but this will ultimately be determined by safety and project requirements.

14.5.20.6 Tenant and sublease responsibilities

- The Order provides that Network Rail is required to provide Mr Jones with 14 days' notice of Network Rail exercising powers of temporary possession.
- Network Rail is not seeking powers to permanently acquire land or property from Mr Jones.

Andrea Dooley & Alec Jackson - OBJ 157

14.5.21 An objection has been lodged by letter dated 18th December from Mr Jackson and Ms Dooley. Mr Jackson and Ms Dooley have a legal interest in land affected by the project and are therefore seen as statutory objectors.

14.5.22 **Summary of affected plots:** 7-007, 7-008A, 7-008B, 7-011A

14.5.23 Summary of land powers required and works proposed

- 7-007- Restrictive Covenant - Protect and Maintain Railway Electrical Equipment
- 7-008A - Electrical Protection works
- 7-008B - Permanent Acquisition for Railway Electrical Protection Works
- 7-011A - Electrical Protection works

14.5.24 Objections raised

14.5.24.2 Objection to proposed plans

- Mr Jackson and Ms Dooley have wholly and fundamentally objected to all proposed plans relating to their land and property.

14.5.25 Network Rail response

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- The objection has been considered, and Network Rail's response is set out below.

14.5.25.2 Objection to proposed plans

- Network Rail does not anticipate any material impact on business operations; there may be a short period (one to two days) while lineside works are undertaken, during which contractors may need access to the area immediately adjacent to the railway on each of the plots
- For clarity the reason why, each plot is required is further explained below;
 - 7-007- Restrictive Covenant - The imposition of a restrictive covenant is required to protect and maintain the railway electrical equipment which are required for the purposing of the electrification of the railway as part of the Order Scheme. The restriction Network Rail seeks to impose on part of the title pertains to the installation of Overhead Line Equipment (OLE). This restriction aims to regulate uses and activities on the plot to ensure the safe operation and maintenance of the electrification infrastructure, preventing any actions that could interfere with the OLE or compromise safety and integrity of the railway.
 - 7-008A - Electrical Protection works – This is land is required temporarily to use the land as a working site in relation to construction of railway electrification protection works and to install copers on the existing retaining wall to ensure the safe operation of the railway following its electrification as part of the Order Scheme. The acquisition of permanent rights of access is then required to the maintain such railway electrification protection works to ensure the safe operation of the railway following its electrification as part of the Order Scheme.
 - 7-008B - Permanent Acquisition for Railway Electrical Protection Works – This is required for permanent acquisition to allow Network Rail to construct, operate and maintain railway electrification protection works which will consist extending the height of the existing retaining wall with copers to ensure the safe operation of the railway following its electrification as part of the Order Scheme.
 - 7-011A - Electrical Protection works – This is land is required temporarily to use the land as a working site in relation to construction of railway electrification protection works and to to install a small fence to prevent people climbing over the side of the bridge and onto the railway.

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Jane Bevan - OBJ 184

14.5.26 An objection has been lodged by letter dated 15th December from Ms Bevan. Ms Bevan has a legal interest in land affected by the project and is therefore seen as a statutory objector.

14.5.27 **Summary of affected plots:** 12-044, 12-050

14.5.28 **Summary of land powers required and works proposed**

- 12-044- Retaining wall works; Fencing works
- 12-050- Retaining wall works; Fencing works

14.5.29 **Objections raised**

14.5.29.2 **Prior notification**

- Ms Bevan raised concerns regarding not being adequately informed before receiving the letter notifying them of the compulsory purchase order.

14.5.29.3 **Property value and saleability**

- Ms Bevan is particularly concerned about the potential impacts on the value and saleability of her property.

14.5.29.4 **Additional concerns**

- Other concerns raised in the objection letter include the following:
- No guarantee of increased train service levels.
- Unclear provisions regarding station accessibility and accessible parking (no Access Audit or Equality Impact Assessment provided).
- Lack of information regarding access for emergency services.
- Location of construction compounds and unknown post-work conditions.
- Poor community consultation and inadequate responses to community concerns.
- Apparent failure to consider the long-term impact on the community, businesses, tourism, and surrounding countryside.

14.5.30 **Network Rail response**

14.5.30.2 The objection has been considered, and Network Rail's response is outlined below.

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14.5.30.3 Prior notification

- Prior to the submission of the Order, Network Rail held a series of public consultation and engagement events, detailed in the attached consultation report. On 23rd October, Network Rail wrote to the Ms Bevan explaining the upcoming submission of the Order and the rights they would be seeking.
- Before submitting the order Network Rail engaged with Ms Bevan to set out how her property will be affected by the order scheme.
- Post Submission of the order Network Rail engaged with Ms Bevan on two further occasions to further explain the Order Scheme proposals and the effects on her property.
- Network Rail has and will continue to engage with Ms Bevan and we expect to meet with her at a mutually agreed date.

14.5.30.4 Property value and saleability

- Network Rail is seeking to access the land comprised in both plots, 12-044 and 12-050 temporarily to assess and monitor the retaining wall situated on the property. This is to ensure the wall is fit for purpose during works to the adjacent operational railway in this area and if deemed necessary, to undertake works to ensure the stability of the retaining wall.
- Network Rail does not consider that there will be any negative impact on the value of the property as the retaining wall is already in situ.
- However, if Network Rail exercises the right to take temporary possession of the land, Article 31(6) of the Order NR02 makes provision for the landowner to be able to claim compensation for any loss or damage resulting from the temporary occupation.

14.5.30.5 Additional Concerns

14.5.30.6 Train service levels

- While future service levels will be set through timetabling and train operating companies, the Order Scheme, together with the wider Scheme works, deliver infrastructure that provides the system's capacity that supports the operation of faster, higher-capacity and more reliable passenger and freight services.
- Delivery of the Scheme enables journey times of 42–44 minutes between Leeds and Manchester Victoria and 65–67 minutes between York and

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Manchester Victoria through full electrification, closure of two-level crossings and line speeds of up to 80mph.

- The Order Scheme, together with the wider Scheme works, also supports the future operation of to four express, two semi-express and two local services per hour (subject to timetabling), increases platform capacity at Mossley and Greenfield, and maintains and enhances freight capability through structural works and electrification.
- For further information, refer to NR04 Statement of Aims and Chapters 4 and 5 of this Statement of Case.

14.5.30.7 Provisions regarding station accessibility and accessible parking

- The Equality Act 2010 (**NR76**) protects against discrimination, and Network Rail's Inclusive Design Strategy 2015 (**NR89**) sets out its approach to inclusive infrastructure.
- Network Rail has carried out a comprehensive optioneering process for Mossley Station in conjunction with the optioneering process for Mossley Cottages, which has resulted in minimal works to Mossley Cottages whilst being able to electrify the railway line, whilst preserving the safety of the occupiers of Mossley Cottages. The TRU project required for including electrification, increased platform lengths and step free access cannot be provided at the existing Mossley Station due to significant space constraints imposed by the existing Stamford Road bridge. As part of the design development for the relocated station, Network Rail has engaged with the local authority and has taken into consideration the feedback from the Council, which has in some cases influenced the design. For further information, please refer to NR07 Consultation Report. The relocated Mossley Station has been designed in accordance with Network Rail's Access for All policy, ensuring step-free access to the new station and between station platforms. The relocated station will provide a single span footbridge with lift shafts to connect the two platforms with step-free access, 150-metre-long platforms with secondary escape route, and a new station building. Additionally, there will be a new access from Manchester Road, with new car parking areas, a new bus stop on Manchester Road and a new pedestrian access route from the existing Mossley Station car park. The works at the relocated Mossley Station will enhance the accessibility of the station by a range of modes of transport and enable includes access to the railway, whilst preserving road safety and minimising impacts upon the residential amenity.

- See **NR04** and **NR16** for further detail.

14.5.30.8 Access for emergency services

- Emergency services have been and will continue to be consulted in developing the Scheme. In accordance with the Order and its requirements, appropriate access will be maintained at all times, with detailed arrangements secured through the relevant approval processes.

14.5.30.9 Location of construction compounds and unknown post-work conditions

- A Construction Traffic Management Plan (CTMP) will be approved by the local authority before works commence, covering access, prohibited routes and compounds (NR11). Network Rail will also engage with the local community through an External Communications programme and mitigation measures in the Code of Construction Practice (CoCP) which will also be approved by the local authority before works commence (NR11).
- Following completion of work on land which Network Rail has taken temporary possession of under the Order, Article 31 of the Order (NR02) requires the removal of temporary works and the restoration of land to the reasonable satisfaction of the owners of the land.

Poor community consultation and inadequate responses to community concerns

- Network Rail carried out public consultation and community information events. The Consultation Report (NR07) submitted with the Order application and Chapter 13 of this Statement of Case outlines the consultation process undertaken during the development of the Order Scheme.

14.5.30.10 Long-term impact on the community, businesses, tourism, and surrounding countryside

- The Order Scheme benefits are more particularly outlined in Chapter 5 of this Statement of Case and the Statement of Aims (**NR 04**).
- In addition, the Environmental Report (**NR14**) details potential impacts and proposed mitigation and enhancement measures.

Smurfit Westrock – OBJ 214

14.5.31 An objection has been lodged by letter dated 18th December from Smurfit Westrock. Smurfit Westrock has a legal interest in land affected by the project and is therefore seen as a statutory objector.

14.5.32 **Summary of affected plots:** 2-044, 2-043, 2-042A

14.5.33 **Summary of land powers required and works proposed**

- 2-044 - Drainage works
- 2-043 - Drainage works
- 2-042A - Drainage works

14.5.34 **Objections raised**

14.5.34.2 **Acquisition by agreement**

- Smurfit Westrock raised concerns regarding the lack of adequate attempts to reach an agreement to acquire rights in, over, or under the land.

14.5.34.3 **Potential impact on drainage**

- Concerns have been raised that proposed drainage works could cause flooding on Smurfit Westrock land or neighbouring areas. Lack of detailed plans creates uncertainty over drainage locations and potential impacts on facility use during and after construction.

14.5.34.4 **Interference with utility assets**

- Other concerns include the potential for interference with utility assets, such as electricity, gas, and telecommunication cables that may run through, over, under, or adjacent to the land. There are also worries that the works may not comply with Smurfit Westrock's health and safety standards.

14.5.34.5 **Accessibility of entry and exit route**

- Additional concerns relate to the accessibility of one of the entry and exit routes, due to Network Rail proposing to occupy land close to the exit. This situation results in only one entry and exit route being available, which could pose issues for Smurfit Westrock and/or emergency services in the event of an incident at the facility.

14.5.35 **Network Rail response**

14.5.35.2 The objection has been considered, and Network Rail's response is outlined below

14.5.35.3 Acquisition by agreement

- Network Rail has been in contact with Smurfit Westrock regarding the practical implications concerning the use of their land. Network Rail has not been in a position - prior to submission - to secure the necessary rights by agreement but discussions are ongoing regarding Network Rail's requirements to deliver the Scheme and the potential impact on the use and operational of the land/property by Smurfit Westrocki
- Network Rail will ensure all reasonable efforts are made to mitigate the impact of the Scheme where possible. In instances where land is taken and/or Smurfit Westrock suffers a direct loss due to the project, compensation will be payable under the provisions of Article 31(5) of the Draft Order.

14.5.35.4 Potential impact on drainage

- A linear drainage run and series of drainage catchpits are proposed alongside the railway corridor to improve the flow of water migrating from Stalybridge Tunnel and the track. This drainage system collects and carries the water to a dedicated outfall, improving both the drainage within the Network Rail footprint and the surrounding areas where less water will infiltrate into the embankment and instead be directed to the outfall away from this area.
- Network Rail is committed to continued engagement with Smurfit Westrock and is currently reviewing how we will address all their concerns raised and how the Scheme can mitigate against any impact to the land/property owned and operated by Smurfit Westrock.

14.5.35.5 Interference with utility assets

- Throughout the design phase, utilities records are reviewed and surveys are undertaken to verify these where necessary. Should any utilities be found, the design will be modified such to avoid the interface with the utility in question, however in some cases the utilities may require local realignment (temporarily or permanently) in order to allow for construction. Prior to construction and breaking ground, the area will be checked of utilities using special scanning equipment as far as reasonably practicable. There are currently no known utilities in the area except for sewers connecting to the existing culvert system and outfall. Network Rail have a robust design process which follows a hierarchy of standards and guidance

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documents, with health and safety being at the forefront of the construction and maintenance methodologies.

14.5.35.6 Accessibility of entry and exit route

- Network Rail requires temporary access from Printworks Road for approximately six months between July 2027 and May 2029, subject to Order confirmation and the wider programme. Further engagement will take place before works commence once the final construction programme is confirmed.

The Diggle Hotel - OBJ 76

14.5.36 An objection has been lodged by letter dated 15th December from The Diggle Hotel. The Diggle Hotel has a legal interest in land affected by the project and is therefore seen as a statutory objector.

14.5.37 **Summary of affected plots:** 19-029B, 19-029A, 19-030A, 19-030B, 19-040C

14.5.38 Summary of land powers required and works proposed

- 19-029B - Work no.10; Utility Diversion works; Ancillary works
- 19-029A - Work no.10; Utility Diversion works; Ancillary works
- 19-030A - Work no.10
- 7-044 - Permanent Acquisition for Retaining Wall & Railway Electrification Works
- 7-057 - Working site & access, OLE works, Retaining Wall Works
- 7-058 - Working site & access, OLE works, Retaining Wall Works, Pipe Bridge Removal Works
- 19-030B - Work no.10
- 19-040C - Work no.10; Diversionary route (Work no.10)

14.5.39 Objections raised

14.5.39.2 Acquisition by agreement

- The Diggle Hotel raised concerns regarding the lack of effort that has been made by Network Rail to secure the land and rights ahead of seeking Compulsory Purchase Powers. There were 11 instances of communication

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in 2025 until June of that year with Gateley Hamer on behalf of the landowner and Susan Langley of the Diggle Hotel, the focus of these was to ensure that the landowners agents understood scheme requirements and that the impact of the Scheme on the Diggle Hotel was communicated to the design team.

- Further communications were held in later 2025 with Gateley Hamer including a request to enter in voluntary agreement by letter dated 23rd October. In addition, direct communication was held with Susan Langley of the Diggle Hotel explaining the Scheme and how it would impact the Diggle Hotel, this also included detailed issues such as times of working and the compensation provisions in the Order.

14.5.39.3 Clarity around works and mitigation measures

- The Diggle Hotel raised concerns around the lack of clarity regarding works and appropriate mitigation measures, such as road closures impacting their trading through access for patrons, guests, deliveries, and staff.

14.5.39.4 Resurfacing and parking issues

- The resurfacing of Boat Lane and proposed powers to stop parking here will cause issues, as this is where deliveries are undertaken from; no legal obligation or written assurance has been agreed.
- To facilitate this Boat Lane will be resurfaced, this is required because more traffic will be going over it from the diversion and the road is in poor condition in some areas, in its current state it is unsuitable for higher volumes of traffic than currently use Boat Lane.

14.5.39.5 Signage

- There are concerns over the locations and text of the signage stating that the business remains open as usual and how to access the property.

14.5.39.6 Environmental impact concerns

- Concerns have been raised over the environmental impact of the project by noise, vibration, and dust from the scheme.

14.5.39.7 Maintenance of brick wall

- Another concern raised is the maintenance of the brick wall along Boat Lane.

14.5.39.8 Fees and best practices

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- Concerns have been raised over compensation; The Diggle Hotel feel it is best practice in accordance with the Ministry for Housing, Communities, and Local Government (MHCLG)'s Guidance on the Compulsory Purchase Process'.

14.5.40 Network Rail response

14.5.40.2 The objection has been considered, and Network Rail's response is set out below.

14.5.40.3 Acquisition by agreement

- Network Rail has sought to meaningfully engage with The Diggle Hotel since October 2024 and has provided information regarding the scheme and its potential impact as it was able.
- Following early communications with the Diggle Hotel Network Rail amended their initial designs to reduce the land area included in the Draft Order.
- Where Network Rail acquires land on a temporary basis, the landowner is entitled to seek compensation for loss or damage caused by the loss of land during the possession period; the provisions covering this are set out in Article 31 (5).

14.5.40.4 Resurfacing and parking issues

- Boat Lane is not proposed as a main construction access route, but access along Boat Lane and Harrop Court Road is needed to construct and later remove a temporary road between Harrop Court Road and Boat Lane which is being constructed so to allow a temporary means of access to Harrop Court Road during works at the Station Road bridge.
- Before any works begin for the provision of the temporary road, an inspection will be carried out by Network Rail along both Boat Lane and Harrop Court Road to identify if any localised repairs are required. If required any such localised repairs (along with any necessary drainage interventions) will be carried out by Network Rail before the construction of the temporary road commences Localised impacts, will be addressed through repairs, drainage works, warning signage, temporary passing places, and a temporary walkway/cycleway where feasible.
- A proposed 20 mph speed limit will apply on Boat Lane over 420m the speed restriction is required temporarily to allow the works to the road to be carried out safely and as safety measures there will be an increase in traffic using the road as a diversion.

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- Network Rail will engage with the local community and businesses throughout construction via the CoCP to manage impacts and accommodate operational needs.

14.5.40.5 Signage

- Before construction works begin, Network Rail will agree the wording and location of the signage.

14.5.40.6 Environmental impact concerns

- Minimising environmental effects is required through compliance with NR17 Code of Construction Practice Part A. In addition, before construction commences, Network Rail must, as part of its Code of Construction, submit for approval by the local planning authority a Noise and Vibration Management Plan, which will include best practice measures to be employed for the purposes of reducing impacts noise which may arise during the construction of the works and a Nuisance Management Plan to control dust, mud on highways, and light spill through directional, low-height lighting. The requirement is to be imposed as part of the planning conditions proposed to be attached to the Request for Deemed Planning Permission (NR11)
- As part of wider railway electrification, diesel trains will be largely replaced by electric trains, reducing emissions with no predicted significant increase in operational noise.

14.5.40.7 Maintenance of brick wall

- It is anticipated that there may be certain points along Boat Lane where the brick wall is affected. In such cases there may be a need to remove parts of the wall or lower the wall, this is only on a temporary basis during the use of Boat Lane, and the wall will be reinstated in keeping with the existing wall once the works are completed.

14.5.40.8 Fees and best practices

- Network Rail acknowledges it may incur reasonable professional fees where a statutory liability arises or where professional advice is deemed necessary, such as for compensation claims or voluntary acquisition of rights.
- While Network Rail provides for payment of reasonable fees to ensure proper representation, it will not cover costs above market rates, for general correspondence, or for making and maintaining objections to the Order.

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- As noted above, where Network Rail takes possession of land on a temporary basis, the landowner is entitled to seek compensation for loss or damage caused by the loss of land during the temporary possession period; the provisions covering this are set out in Article 31 (6). The reasonable agent's costs for the landowners surveyor may be reimbursed under this provision.

National Grid- OBJ 31

14.5.41 An objection has been lodged by letter dated 27th November from National Grid Electricity Transmission plc (NGET). NGET has a legal interest in land affected by the project and is therefore seen as a statutory objector.

14.5.42 **Summary of affected plots:** 2-023, 2-031B, 2-031C, 2-032B

14.5.43 **Summary of land powers required and works proposed**

- 2-023 - Compound works (DP); Tunnel works
- 2-031B - Permanent Acquisition for Bridge Works
- 2-031C - Permanent Acquisition for Bridge Works
- 2-032B - Permanent Acquisition for Bridge Works

14.5.44 **Objections raised**

14.5.44.2 **Impact on infrastructure**

- NGET raised concerns regarding impacts to its infrastructure where Network Rail intends to acquire land, extinguish rights, or affect apparatus, which will require protection and further discussion of potential impacts.

14.5.44.3 **Consideration of existing and future assets**

- NGET requests that all existing and future assets be given due consideration, given their criticality to the distribution of energy across the UK.

14.5.45 **Network Rail response**

14.5.45.2 The objection has been considered, and Network Rail's response is set out below.

14.5.45.3 **Impact on infrastructure**

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- Network Rail highlighted the agreements reached in the adjacent Huddersfield to Westtown project where the National Grid was satisfied with the protective provisions within that Order. These protective provisions the benefit of National Grid have been replicated in the Order, see Part 1 of Schedule 17 to the Order (**NR02**) Order.

14.5.45.4 Consideration of existing and future assets

- Network Rail seeks a meeting with National Grid to discuss the proposals in more detail.

Electricity North West Limited – REP 14

14.5.46 An objection has been lodged by letter dated 19th December from Electricity North West Limited (ENWL). ENWL has a legal interest in land affected by the project and is therefore seen as a statutory objector.

14.5.47 **Summary of affected plots:** 1-001, 1,002, 1-003A, 1-004, 1-005, 1-007, 1-012, 1-013, 1-014, 1-015, 1-017, 1-025, 2-001, 3-015, 4-010, 4-015A, 4-015B, 7-037, 7-039, 7-041, 7-042, 7-043, 7-044, 7-057, 7-058, 11-010, 13-001B, 16-026F, 17-002, 17-003, 18-005, 18-012, 18-013, 18-017, 18-018, 18-019, 18-020, 18-021A, 18-021B, 18-022, 19-002, 19-006, 19-020

14.5.48 Summary of land powers required and works proposed

- 1-001 - Temporary possession for Access - Stalybridge Tunnels works, UU Sewer Diversion
- 1-002 - Temporary possession for Access - Stalybridge Tunnels works, UU Sewer Diversion
- 1-003A - Temporary possession for Access - Stalybridge Tunnels works
- 1-004 - Utility Diversions
- 1-005 - Utility Diversions
- 1-007 - Working site & Access - Stalybridge Tunnels works
- 1-012 - Working site & Access - Stalybridge Tunnels works
- 1-013 - Working site & Access - Stalybridge Tunnels works
- 1-014 - Working site & Access - Stalybridge Tunnels works
- 1-017 - Utility Diversions

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- 1-025 - Utility Diversions
- 11-010 - Working site & Access - Compound works, Fencing works, Bridge works (MVL3/23 Bridge demolition/Rock anchors/Geotechnical works)
- 13-001B - Temporary possession for access and public parking
- 16-026F - Rights for the Attachment and Maintenance of Structures to the Side of the Viaduct
- 17-002 - Working site & Access - Geotechnical works, Ancillary works
- 17-003 - Working site & Access - Geotechnical works, Ancillary works
- 18-005 - Work No.9
- 18-012 - Work No.9
- 18-013 - Work No.9
- 18-017 - Work No.9
- 18-018 - Working site & Access - Work no.9, OLE Occlusion Zone (OCLZ) works
- 18-019 - Working site & Access - Work no.9
- 18-020 - Working site & Access - Culvert Works
- 18-021A - Working site & Access - Culvert works, Work no.9
- 18-021B - Working site & Access - Culvert works, Work no.9
- 18-022 - Working site & Access - Fencing works, Work no.9
- 19-002 - Working site & Access - Fencing works
- 19-006 - Working site & Access - Work no.10
- 19-020 - Work No.10
- 2-001 - Monitoring & Ancillary works for Tunnel works
- 3-015 - Working site & Access - Culvert Works
- 3-015 - Working site & Access - Culvert Works
- 4-010 - Working site & Access - Drainage works, De Veg works, Fencing works

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- 4-015A - Working site & Access - Drainage works, Fencing works
- 4-015B - Working site & Access - Drainage works, Fencing works
- 7-037 - Permanent Acquisition for Retaining Wall & Railway Electrification Works
- 7-039 - Working site & access - OLE works, Retaining Wall Works
- 7-041 - Working site & access - OLE works, Retaining Wall Works
- 7-042 - Permanent Acquisition for Retaining Wall & Railway Electrification Works
- 7-043 - Permanent Acquisition for Retaining Wall & Railway Electrification Works
- 7-044 - Permanent Acquisition for Retaining Wall & Railway Electrification Works
- 7-057 - Working site & access - OLE works, Retaining Wall Works
- 7-058 - Working site & access - OLE works, Retaining Wall Works, Pipe Bridge Removal Works

14.5.49 Objections Raised

14.5.49.2 Concerns about confirmations and permissions

- ENWL raised concerns regarding the appropriate confirmations and permissions in relation to the ENWL apparatus.
- ENWL objects to the proposals until an acceptable alternative site and the costs of relocation are agreed upon between the parties.

14.5.49.3 Network Rail response

- The objection has been considered, and Network Rail's response is outlined below.
- Network Rail has proposed a meeting with ENWL to discuss the proposals in more detail.

14.5.49.4 Impact on infrastructure

- Protective provisions for the benefit of ENWL are included in Part 1 of Schedule 17 to the Order (NR02).

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- Network Rail seeks a meeting with ENWL to discuss the proposals in more detail.

Mrs Susan Flemming – REP 08

14.5.50 A representation has been lodged by letter dated 19th December from Mrs Susan Fleming. Mrs Fleming has a legal interest in land affected by the project and is therefore seen as a statutory objector.

14.5.51 **Summary of affected plots:** 12-022, 12-032A and 12-032B

14.5.52 **Summary of land powers required and works proposed**

- 12-022 – permanent, worksite and access for construction and maintenance compound
- 12-032A - permanent, worksite and access for construction and maintenance compound
- 12-032B – permanent, environmental mitigation works

14.5.53 **Objections Raised**

14.5.53.2 **Purpose of acquisition**

- Mrs Fleming raised concerns regarding the purpose of the acquisition, noting there is no justification for the specified land to be contained within the Order.

14.5.53.3 **Consideration of alternative land**

- Further concerns have been raised regarding the consideration of alternative land that could better suit the needs of the scheme.

14.5.53.4 **Viability of future development**

- Mrs Fleming has raised concerns about the viability of future development on the land, highlighting its recent redesignation per the Oldham Borough Council's emerging local plan and the potential prejudice to legitimate interests in development.

14.5.53.5 **Acquisition by agreement**

- Mrs Fleming raised concerns regarding Network Rail's efforts to acquire the land by agreement before the Order application.

14.5.53.6 **Human rights and public interest**

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- Mrs Fleming feels Network Rail's approach infringes on their human rights and that seeking compulsory purchasing powers is not in the public interest.

14.5.54 Network Rail's response

14.5.54.2 The representation has been considered, and Network Rail's response is outlined below.

14.5.54.3 Purpose of acquisition

- The land is required to facilitate a long-term road rail access point. This is required for the long-term maintenance of the Scheme as a whole. The land is also located in a suitable place to be used as a compound site during the works. The road entry level and the rail level are relatively similar at this site and that allows road rail vehicles to access from the highway to the railway at track level. The scheme design envisages a substantive screening area around the working area and to ensure that this remains in place then network Rail need to acquire the freehold of the screening land as well as the operational land.

14.5.54.4 Consideration of alternative land

- Works for the Order Scheme have been designed by Network Rail to minimise land requirements across the project. The design of the Order Scheme focuses on minimising land take while delivering optimal outcomes; hence, reasonable alternatives were considered. Section 8 of this Statement of Case sets out the approach taken by Network Rail when designing the Order Scheme and considering alternatives. However alternative locations for road rail access are limited due to the topography of the land along the Scheme route. A potential site at Saddleworth old station was discounted as the station is now a residential property and it would have had to be acquired. Access along the former Delph Donkey railway line is discounted as road access to the line is very poor and not sufficient for large road rail vehicles. Green field station is not acceptable for road rail vehicle access due to the harpin bend on the highway close to the station. Hence given the limited options the Option review demonstrated that the Oakland site is most suitable.

14.5.54.5 Viability of future development

- Network Rail have considered the development potential of the site when designing the scheme. The land is included in the local development plan, and the policy position is set out below. Oldham's Draft Local Plan 2023 proposes the de-designation of five areas designated as Other protected

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Open land (OPOLs). Three (OPOL 9, 10, 22) are de-designated via the Places for Everyone Joint DPD as part of strategic allocations, and two (Rumbles Lane and Land South of Oaklands Road) via the Local Plan, with Land South of Oaklands Road remaining protected as a Green Corridor under Policy N1. The site is not allocated for development, with no current residential application, Hence Network Rail concludes that the Land is not suited for development. In addition, the land was acquired from Network Rail and there are restrictive covenants on the land which mean that built development can only take place with Network Rails agreement. No such agreement has been given by Network Rail.

14.5.54.6 Acquisition by agreement

- Mrs Fleming has appointed a land agent to act on her behalf at a virtual meeting of 16th February 2026, committed to continue a dialogue to ascertain voluntary agreement is reasonably possible.
- If no agreement is reached, then Mrs Fleming will be able to claim compensation under the compensation code which is provided for within the Order (NR02) by bringing into effect compulsory Purchase legislation including: -
 - the Land Compensation Act 1961
 - the Compulsory Purchase Act 1965
 - the Acquisition of Land Act 1981

14.5.54.7 Human rights and public interest

- The Order is being pursued in the public interest, as is required by Article 1 of the First Protocol where compulsory acquisition of property is concerned. The public benefits associated with the Order Scheme are set out in Chapter 5 of this Statement of Case which sets out the benefits for these reasons, the railway purposes for which the Order powers are being sought are sufficient to justify interfering with the human rights of the landowners proposed to be affected. The Order, including the requirement to pay compensation, strikes a fair and proportionate balance between the private interests of the landowners and the public interest in securing the benefits of the Scheme to the national railway network. Therefore, the interference with Convention Rights is compellingly justified in the public interest

Zenobe Energy Limited – OBJ 179

14.5.55 An objection has been lodged by letter dated 18th December from Zenobe Energy Limited. Zenobe has a legal interest in land affected by the project and is therefore seen as a statutory objector.

14.5.56 **Summary of affected plots:** 2-036A, 2-036B, 2-036C, 2-038, 2-039A, 2-039B

14.5.57 **Summary of land powers required and works proposed**

- 2-036A - Provision of maintenance access for drainage works
- 2-036B - Provision of maintenance access for drainage works
- 2-036C - Provision of maintenance access for drainage works
- 2-038 - Provision of maintenance access for drainage works
- 2-039A - Railway drainage works
- 2-039B - Provision of maintenance access for drainage works

14.5.58 **Objections raised**

14.5.58.2 **Concerns about plot 2-039A**

- Zenobe raised concerns regarding plot 2-039A in particular, which overlaps with Zenobe's permitted planning layout for the development of a renewable energy project.

14.5.58.3 **Overlap with Zenobe's infrastructure**

- Concerns were raised regarding the overlap with Zenobe's high voltage (HV) transformer compound, medium voltage (MW) switch rooms, and control room—the main hub for the Battery Energy Storage System (BESS) facility.
- Additional concerns were raised about the use of the BESS site as a temporary compound for the TWAO works. This would impose disproportionately onerous requirements for site clearance and raise safety issues due to the responsibility for disconnecting high-voltage electrical infrastructure.

14.5.58.4 **Network Rail response**

- The objection has been considered, and Network Rail's response is outlined below

14.5.58.5 Concerns about plot 2-039A

- Network Rail notes the concerns regarding plot 2-039A and has contacted Zenobe, outlining a possible form of commitment to control Network Rail's exercise of the proposed temporary possession powers over plot 2-039A unless, at the point of Network Rail's works being undertaken (circa 2029), the land is still vacant and the Zenobe project has not been brought forward.
- Network Rail is in the process of discussing the proposed terms of such a commitment with Zenobe.
- Any party suffering a loss as a result of the scheme will be entitled to compensation under the proviso that the claim is compliant with the compensation code.

Joan Mee - OBJ 13

14.5.59 An objection has been lodged by email dated 17th November from Ms Joan Mee. Ms Mee has a legal interest in land affected by the project and is therefore seen as a statutory objector.

14.5.60 **Summary of affected plots:** 1-249, 1-264, 1-265, 1-266, 1-269, 1-272

14.5.61 Summary of land powers required and works proposed

- 1-249 - Protective works
- 1-264 - Temporary possession, Temporary ground stabilisation works – Railway infrastructure works
- 1-265 - Protective works
- 1-266 - Temporary possession, Temporary ground stabilisation works – Railway infrastructure works
- 1-269 - Temporary possession, Temporary ground stabilisation works – Railway infrastructure works
- 1-272 - Temporary possession, Temporary ground stabilisation works – Railway infrastructure works

14.5.62 Objections Raised

14.5.62.2 Property sale impact

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- Ms Mee raised concerns regarding the impacts the compulsory acquisition powers will have on their property, including its sale

14.5.62.3 Lack of communication

- Ms Mee considers that there has been a lack of communication.

14.5.63 Network Rail response

14.5.63.2 The objection has been considered, and Network Rail's response is set out below.

14.5.63.3 Property sale impact

- The impact on Ms Mee's property is expected to be minimal. Network Rail proposes to install temporary ground stabilisation near Stalybridge Tunnel, requiring appropriate temporary possession of the sub-surface beneath Ms Mee's property.
- Plots 1-249 and 1-265 are within the "protective works limits" only. This means they are not subject to any powers of compulsory acquisition or temporary possession. They are only subject to the powers to carry out protective works under Article 21 (protective works being defined by Article 21(11)(a)) and Article 22 the right to enter land to carry out surveys and investigations. Amongst other matters Article 22(1)(d) would permit Network Rail to place and leave apparatus on land for the purposes of surveying and investigating that land. Accordingly, this survey power could be used to enter plots that may comprise the garden to survey. However, Articles 21 and 22 do not confer a compulsory power of possession.
- Plots 1-264, 1-266, 1-269 and 1-272 - All these plots are subject to temporary possession under Article 31. However, that power is limited over these plots to the temporary possession of the "designated subsoil" only (as defined by Article 31(13)(b)). This means temporary possession can only be taken of the subsoil or under-surface of these plots as lies more than 5m beneath the level of the surface of those plots. Accordingly, the the Order would not allow NR to take temporary possession of the surface of these plots (i.e. the garden). However, as all of these plots are within the Order limits the powers of articles 21 and 22 described above do apply to these plots. Therefore, NR could exercise the powers of article 22 to enter the garden to carry out investigations (i.e. monitoring) and could leave apparatus on that land for the purposes of those investigations (i.e. monitoring equipment)

14.5.63.4 Lack of communication

- Ms Mee has engaged with Bruton Knowles on multiple occasions regarding Network Rail's intentions, proposed works, and potential impacts on property value and sale. Bruton Knowles contacted Ms Mee in August 2024 and sought clarity on ownerships and a scheme explanation by letter and email as well as telephone calls with BK staff. Communication has been ongoing and in October 2025 Bruton Knowles sought to enter into voluntary agreement with Ms Mee there followed further telephone and written correspondence including additional letters sent on January 9th, 2026.
- Network Rail is prepared to engage directly with her estate agent, land agent, or solicitor, and welcomes the opportunity to meet with Ms Mee, in person or virtually, to address any remaining concerns.

Oldham Metropolitan Borough Council - OBJ 185

14.5.64 An objection has been lodged by Oldham Metropolitan Borough Council (OMBC) dated 18th December. OMBC has a legal interest in land affected by the project and is therefore seen as a statutory objector.

14.5.65 **Summary of affected plots:** 18-001, 18-005, 18-013, 16-052, 17-002, 17-003, 18-005, 18-012, 18-013, 18-017, 18-019, 18-020, 18-021A, 18-021B, 18-022, 19-002, 19-003A, 19-003B, 19-006

14.5.66 Summary of land powers required and works proposed

14.5.66.2 These plots are required to deliver the scheme, and the Order provides for the following use of each plot:

- 16-052 – Temporary use of land for access
- 17-002 - temporary possession, working site and access for construction - Railway infrastructure works and ancillary railway works
- 17-003 - temporary possession, working site and access for construction - Railway infrastructure works and ancillary railway works
- 18-005 – Bridge deviation
- 18-012 – Bridge deviation
- 18-013 – Bridge deviation
- 18-017 – Bridge deviation

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- 18-019 – temporary possession, working site and access for construction - Work No.9
- 18-020 – temporary possession, working site and access for construction - Culvert works; Acquisition of new rights and imposition of restrictive covenants only - Provision of maintenance access for the authorised works
- 18-021A – temporary possession, working site and access for construction - Work No.9
- 18-021B– temporary possession, working site and access for construction - Work No.9
- 18-022– temporary possession, working site and access for construction - Work No.9
- 19-002 - temporary possession, working site and access for construction – Railway fencing works
- 19-003A - temporary possession, working site and access for construction - Work No.10
- 19-003B – temporary possession, working site and access for construction and permanent canal tunnel strengthening works, Work No.10 and railway infrastructure works and ancillary railway works
- 19-006 - temporary possession, Working site and access for construction - Work No.10
- 18-001- temporary possession, working site and access for construction – Railway fencing works

14.5.67 Objections Raised

14.5.67.2 Road and highway concerns

- OMBC raised concerns regarding the creation of a temporary vehicular road linking Harrop Court Road and Boat Lane, neither of which carries a public vehicular right. This raises Highway and PROW issues related to who will use the temporary access road, for what purpose, and for how long.
- OMBC raised concerns regarding the proposed temporary diversion routes in the vicinity of the Station Road Bridgeworks.

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- OMBC raised concerns over the lack of detailed design information for proposed highway works associated with Greenfield Station, including the proposed zebra crossing on Shaw Hall Bank Road and the informal drop-off/pick-up arrangements on Oldham Road

14.5.67.3 Permanent closure of footpath 209

- OMBC raised concerns over the permanent closure of definitive footpath 209, a well-used public right of way.

14.5.67.4 Concerns over temporary works

- Concerns have been expressed regarding temporary works in high-profile locations (12-003, 12-007, 16-049), impacts on residential development (18-001, 18-005, 18-013), and insufficient information provided for assessment.

14.5.67.5 Access and development

- 16-052, 17-002, 17-003, 18-005, 18-012, 18-013, 18-017, 18-019, 18-020, 18-021A, 18-021B, 18-022, 19-002, 19-003A, 19-003B, 19-006.
- These plots involve either temporary or permanent occupation where OMBC requires retention of rights of access, protection of tenants' rights and assurance that temporary works do not compromise operational access, adjacent land uses or future development potential.
- Plot 18-001 is identified for residential development. Proposed works for replacement bridges at 18-005 and 18-013 are likely to affect sightlines and render development impractical or unacceptable on highway safety grounds.

14.5.67.6 Lack of an indicative construction programme

- Further concerns arise from the absence of an indicative construction programme in the draft Transport and Works Act Order that may conflict with major high-attendance events in the Saddleworth area.

14.5.68 Network Rail response

14.5.68.2 The objection has been considered, and Network Rail's response is set out below.

14.5.68.3 Road and highway concerns

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- The temporary road between Harrop Court Road and Boat Lane will operate for around 9 months for accessing residential properties and businesses and providing emergency services access.
- The majority of Network Rail construction traffic for the Station Road Overbridge will be directed along Lee Side into the Diggle construction compound, with some vehicles using Sam Road. A Road Rail Access Point is also being constructed so that materials can also be safely and efficiently moved over the railway to the Sam Road area from the Diggle construction compound. Temporary walkways/cycleways will be provided for non-motorised users.
- A temporary diversion route for pedestrians from the south will involve the canal footpath and Ward Lane. Pedestrians from Harrop Court Road will temporarily divert via existing Bridleway 65 SADD to access Lee Side.
- Article 13 (1) and Schedule 5 of the Order authorise Network Rail to alter the layout of Shaw Hall Bank Road and introduce a permanent zebra crossing for safety and new permanent traffic regulation orders within the vicinity of the new emergency access from the Greenfield Station to prevent waiting, loading or unloading at any time.

14.5.68.4 Permanent closure of footpath 209

- The closure of the level crossing is necessary for increasing line speed on the Transpennine route, enhancing capacity and reliability, while also reducing risks to users.

14.5.68.5 Concerns over temporary works

- Plots 12-003 & 12-007 will be used as the working site and access for crane siting, assembly and lifting operations required for the reconstruction of the Royal George Underbridge (MVL3/25).
- There will be no permanent loss of land, no long-term sterilisation of the plots for development purposes, and no material long-term impact on landscape character or amenity of the plots.
- Except for a period of approximately 5 weeks, the existing residential and local accesses along Church Road, Oaklands Road and Shaw Hall Bank Road will be maintained and kept available throughout the period of the works.
- Plot 16-049 will be used as a working site and access in relation to the provision of railway fencing works. The temporary use of this plot will require the partial removal of a limited number of trees (red crosses) and areas of

dense vegetation (red-dotted hatch), as identified in the Environmental Report Volume 2: Figure 8.1.16 (file 1 of 3) (NR14), to enable the plot's use as a temporary working site and access. Network Rail will seek to minimise the extent of any such removal as far as is reasonably practicable.

14.5.68.6 Access and development

- Regarding plot 16-052, this temporary access would comprise vehicle access for staff and materials for the installation of fencing and lineside civils work. The Order limits Network Rail to only exercising temporary rights of access over this plot and so does not permit Network Rail to take temporary possession of this plot or to acquire any permanent interests in this plot.
- Plots 17-002 and 17-003 will be used as a working site and access in relation to the provision of railway infrastructure works and ancillary works, which would comprise the storage of vehicles and plant to support the installation of fencing and lineside civils work. The Order limits Network Rail to only taking temporary possession of these plots and does not permit Network Rail to acquire any permanent interests in these plots.
- Permanent acquisition of plots 18-005, 18-012, 18-013 and 18-017 is required to enable the construction, operation and maintenance of permanent works on these plots as required in relation to construction of Work No.9 (the reconstruction of Ward Lane Overbridge (MVL3/36)).
- The Order permits Network Rail to take temporary possession of plot 18-020 for use as a working site and access in relation to the provision of culvert works, which would comprise the clearance of and relining/strengthening of the culvert. The Order also authorises Network Rail to acquire new permanent rights over this plot for the purposes of maintenance access for the authorised works. The Order does not authorise Network Rail to permanently acquire this plot.
- The Order only permits Network Rail to take temporary possession of plots 18-019, 18-021A, 18-021B and 18-022 for use as a working site and access in relation to the construction of Work No.9 (the reconstruction of Ward Lane Overbridge (MVL3/36)). The Order limits Network Rail to only taking temporary possession of these plots and does not permit Network Rail to acquire any permanent interests in these plots.
- The Order only permits Network Rail to take temporary possession of plot 19-002 for use as a working site and access in relation to the provision of railway fencing works for the railway land adjacent to this plot. The Order limits Network Rail to only taking temporary possession of this plot and does not permit Network Rail to acquire any permanent interests in this plot.

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- The Order only permits Network Rail to take temporary possession of plots 19-003A and 19-006 for use as a working site and access in relation to the construction of Work No.10 (the reconstruction of Station Road Overbridge (MVL3/39)). The Order limits Network Rail to only taking temporary possession of these plots and does not permit Network Rail to acquire any permanent interests in these plots.
- The Order only permits Network Rail to take temporary possession of plot 19-003B for use as a working site and access in relation to the construction of Work No.10 (the reconstruction of Station Road Overbridge (MVL3/39)) and the construction of permanent strengthening works to the canal tunnel that is located adjacent to this plot. The Order limits Network Rail to only taking temporary possession of this plot and does not permit Network Rail to acquire any permanent interests in this plot.
- We are proposing to take temporary possession of plot 18-001 pursuant to Article 31 (temporary use of land for construction of works) and Schedule 13 (land of which temporary possession may be taken) of the Order for use as a working site and access in relation to the provision of railway fencing works for the railway in the vicinity of this plot.
- Plots 18-005 and 18-013 are both located within the limits of deviation of Work No.9 (the reconstruction of Ward Lane Overbridge (MVL3/36)), and so the Order authorises Network Rail to permanently acquire these plots. The permanent acquisition of these plots is required to enable the construction, operation and maintenance of permanent works.
- There will be no permanent loss of land or significant long-term impact on landscape character; however, some tree and vegetation removal will occur as outlined in the Environmental Report.
- Network Rail aims to minimise tree removal, and the reconstruction of Ward Lane Overbridge will be like-for-like, with only a slight increase in parapet heights for safety. Permanent acquisition of plots for construction and maintenance purposes is necessary as per Work No.9.

14.5.68.7 Lack of an indicative construction programme

- Network Rail will continue to engage with OMBC when developing the construction programme to make sure that the Saddleworth events calendar is not impacted by the construction works.

P. Casey Developments Ltd- REP 07

14.5.69 A representation has been lodged by a letter dated 19th December from Liam O'Connor of Roger Hannah on behalf of P. Casey (Developments Ltd). P. Casey (Developments Ltd.) has a legal interest in land affected by the project and is therefore seen as a statutory objector.

14.5.70 **Summary of affected plots:** 2-016, 2-017, 2-018A, 2-018B, 2-018C, 2-026, 2-028A, 2-028B, 4-004

14.5.71 **Summary of land powers required and works proposed**

- 2-016 - Acquisition of new rights and imposition of restrictive covenants only
- provision of maintenance access for the authorised works and for drainage works; temporary possession, working site and access for construction - Railway fencing works and railway drainage works
- 2-017 - Acquisition of new rights and imposition of restrictive covenants only
- provision of maintenance access for the authorised works and for drainage works; temporary possession, working site and access for construction - Railway fencing works and railway drainage works
- 2-018A – temporary possession, working site and access for construction – Railway fencing works and railway drainage works
- 2-018B – temporary possession, working site and access for construction – Railway fencing works and railway drainage works
- 2-018C – Permanent acquisition – Utility diversions
- 2-026 – temporary possession, Working site and access - Railway infrastructure works
- 2-028A - Acquisition of new rights and imposition of restrictive covenants only - provision of maintenance access for the authorised works and for drainage works; temporary possession, working site and access for construction – Railway infrastructure works and railway drainage works
- 2-028B - Acquisition of new rights and imposition of restrictive covenants only - provision of maintenance access for the authorised works and for drainage works; temporary possession, working site and access for construction – Railway infrastructure works and railway drainage works
- 4-004 – temporary possession, working site and access for construction – Railway drainage works

14.5.72 Objections Raised

14.5.72.2 Acquisition by agreement

- P. Casey Developments Ltd raised concerns regarding the lack of meaningful attempts to acquire the land or rights by agreement prior to seeking compulsory powers.

14.5.72.3 Justification for land requirement

- P. Casey Developments Ltd feels that Network Rail has failed to justify why the land is required for the proposed Order and has not considered reasonable alternatives.

14.5.72.4 Impact on future development

- P. Casey Developments Ltd raised concerns that the proposed Order would have a material and prejudicial impact on the future development potential on both the North and South sides of Printworks Road, both during the period of temporary possession and as a result of permanent acquisition.

14.5.72.5 Natural drainage route

- Plot 2-016 currently accommodates the natural drainage route serving the wider landholding. The existing drainage ditch runs southward, discharging water away from residential development to the west.
- Concerns were raised regarding the drainage course, which conveys surface water across the site in accordance with the natural fall of the land.

14.5.72.6 Temporary possession area issues

- On the land to the north of Printworks Road, the temporary possession area includes existing buildings and structures, with no agreement made regarding potential demolition.
- Concerns include the standard of reinstatement if buildings are removed, how reinstatement would reflect the lawful and beneficial use of the land before entry, and the potential loss of buildings, which represents a serious and irreversible impact, along with the absence of reinstatement commitments.

14.5.72.7 Ecology enhancement zone

- Concerns have been raised regarding an ecology enhancement zone. The proposed Order would give Network Rail temporary possession of plot 4-

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004, which is part of an approved Ecology Enhancement Zone secured under planning permission.

14.5.72.8 Public interest concerns

- Further concerns were raised over the Order not being in the public interest.

14.5.72.9 Human rights infringement

- P Casey Developments believes that the scheme's purpose can be achieved without compulsory acquisition of their land, indicating inadequate justification for interfering with the landowner's human rights.

14.5.73 Network Rail response

14.5.73.2 The representations have been considered, and Network Rail's response is outlined below.

14.5.73.3 Acquisition by agreement

- Network Rail has engaged with P Casey Developments Ltd and was advised that land and rights associated with the site are likely to be required in late 2027 or early 2028. Some 30 instances of communication were noted with P Casey representatives between August 2024 and June 2025, this included in person meeting at a public event in Greenfield. In autumn 2025 and early 2026 there have been additional communication including a meeting with representees of the landowner, land agents and Network Rail.
- Network Rail is undertaking ongoing dialogue with P Casey and their agents to resolve their concerns and seek a voluntary agreement if reasonable terms can be agreed.
- Network Rail will ensure all reasonable efforts are made to mitigate the impact of a project where possible. Any party suffering a loss as a result of the scheme will be entitled to full compensation for any loss and/ or damage.

14.5.73.4 Justification for land requirement

- The access route is required to provide permanent operational access to the culvert, which is essential for maintaining the safety and operational integrity of the track.
- Temporary possession of land is essential at this location due to the lands proximity to Stalybridge tunnel, it's highways accessibility from Manchester Road, local topography and access to rail level and size of the site, as well environmental considerations.

14.5.73.5 Impact on future development

- The Order allows for a permanent right of access to the culvert for repair, renewal, and routine maintenance. Network Rail has confirmed there could be some flexibility regarding the route this takes to the culvert and would be open to another route agreed upon by the parties to facilitate any future scheme the Casey Group may propose.
- Network Rail confirms there would be no objection in principle to modifying the access route to align with future Casey Group development plans, provided Network Rail's operational requirements are maintained.

14.5.73.6 Natural drainage route

- The proposed drainage design is necessary to prevent flooding on the track.
- The culvert beneath the railway will benefit from a permanent upgrade, which includes a section of open trench and an improved onward route through the culvert towards the river. The Order formalises the use of the existing ditches as drainage infrastructure.
- Following the completion of the works, the field will be reinstated to its original condition, including the restoration of existing natural drainage features or, where appropriate, the betterment of those features.
- Furthermore, Network Rail have agreed to explore the principle of P.Casey accessing the proposed drainage systems which are proposed to be installed as part of Order Scheme,

14.5.73.7 Temporary possession area issues

- Any temporary works, including those associated with the construction compound and its drainage arrangements, will be removed once no longer required, and the land will be restored accordingly.
- Concerning representations about the demolition of dilapidated buildings on this plot, Network Rail is reviewing the possibility of keeping the structures intact during the works. Network Rail will continue to engage with the Casey Group as the program is finalised.

14.5.73.8 Ecology enhancement zone

- Regarding any interface with the Spring Bank Lane Ecology Enhancement Zone, Network Rail is aware of the ecological constraints in this area, and confirms that current access requirements relate only to drainage installation at the toe of the embankment.

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- Network Rail is aware of the Tree Preservation Order (TPO) and the sensitivity of the nearby residential area. Network Rail intends to minimise impacts on those areas and to carry out as little vegetation as possible.

14.5.73.9 Public Interest and Human Rights Concerns

- The Order is being pursued in the public interest, as is required by Article 1 of the First Protocol where compulsory acquisition of property is concerned. The public benefits associated with the Draft Order are set out in Chapter 5 of this Statement of Case which sets out the benefits for these reasons, the railway purposes for which the Order powers are being sought are sufficient to justify interfering with the human rights of the landowners proposed to be affected. The Order, including the requirement to pay compensation, strikes a fair and proportionate balance between the private interests of the landowners and the public interest in securing the benefits of the Scheme to the national railway network. Therefore, the interference with Convention Rights is compellingly justified in the public interest.

Plevinco 1 Limited - OBJ 156

14.5.74 An objection has been lodged by Plevinco 1 Limited dated 18th December. Plevinco 1 Limited has a legal interest in land affected by the project and is therefore seen as a statutory objector.

14.5.75 **Summary of affected plots: 7A-001**

14.5.76 **Summary of land powers required and works proposed:**

- 7A-001 – Compound works (DP); Tunnel works (MVL3/11)

14.5.77 **Objections Raised**

14.5.77.2 Time period for temporary possession

- Plevinco 1 Limited raised concerns regarding the duration for which Network Rail requires temporary possession of their land, making it difficult to fully understand the impact this will have.

14.5.77.3 Inclusion of land in project order

- Plevinco 1 Limited expressed concerns that Plot(s) 7A-001 is not included within the project order limits, although it is listed in the book of reference.
- Plevinco 1 Limited believes that the submission documents are erroneous and do not allow the project to acquire Plot(s) 7A-001 temporarily

14.5.77.4 Impact on land sale and value concerns

- Plevinco 1 Limited contends that the submission of the Order has prevented a conditional contract for the sale of the land from being progressed, which will prevent the Landowner from realising the value of its land for an indefinite period of time.
- Further concerns indicate that, depending on Network Rail's proposed works (e.g., demolishing existing buildings allowed under temporary possession powers), the landowner may struggle to realise full value for their land. This situation could leave them with land that cannot be sold, developed, or utilised for an indeterminate time.

14.5.77.5 Lack of engagement

- Concerns raised regarding insufficient engagement with Plevinco 1 Limited and the two counterproposals put forth by their agent. Plevinco is of the view that Network Rail did not make genuine attempts to acquire the land and rights under the Order through voluntary agreement.

14.5.78 Network Rail response

- The objection has been considered, and Network Rail's response is as follows.

14.5.78.2 Time period for temporary possession

- Network Rail anticipates needing the land until 2032 at the earliest, pending confirmation.
- The Plevins Logistics Hub will be a key strategic compound providing administration and construction support across the whole W2B Project works for the full duration of the project. This compound will be the primary compound for materials storage and office hub, offering site welfare and parking for staff to then be shuttled to other compound locations and is integral to the delivery of the Scheme.

14.5.78.3 Inclusion of land in project order

- There is a requirement for the provision of a site compound close to the Scheme works. Following a review of sites in proximity to the Scheme the site has been identified as a suitable site, although alternatives have been considered and discounted, it remains the preferred choice to deliver the Scheme. Factors considered in compound site selection included:

- Size

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- Existing land use
- Access to the local transport network
- Environmental considerations
- Cost of mobilisation/reconfiguration
- Community impact/assessment

14.5.78.4 Impact on land sale and value concerns

- Discussions have been held with the landowners regarding the potential acquisition of the site. The Landowners see the site as having development potential and are concerned that use of the site will impact their development aspirations hence discussions have not proceeded.

14.5.78.5 Mitigation efforts

- Project team to provide further details.
- Network Rail will ensure all reasonable endeavours are made to mitigate the scheme's impact, and any party suffering a loss as a result will be entitled to full compensation.

14.5.78.6 Lack of engagement

- While Network Rail has engaged with the landowner regarding land use, it has not been able to finalise the necessary rights by agreement before submission.
- Now that Network Rail is clear on the rights required, it is committed to acquiring them by agreement and limiting compulsory purchase powers where possible.
- Between April 2025 and January 2026, several meetings and telephone calls were held to discuss the Order, its process, and the rationale for its inclusion. Key topics included the use of land, access arrangements for environmental surveys, and compensation discussions from the objector's perspective. Details on planning and options with housebuilders were also addressed in these conversations, which occurred in various formats, including two in-person meetings and multiple phone calls on specific dates throughout the period. Specifically;
- Bruton Knowles (or BK) have met with Plevinco's Agents in person on 2 occasions with a significant telephone communication traffic over a period from April 2025 to January 2026.

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- In addition, discussions had previously been had with Mr Plevin in 2024 to arrange initial access for the project team to undertake a visual inspection.
- During the latter communications further arrangements for access have been agreed to facilitate environmental, ecological and constructability assessments to be undertaken by the project

In addition, updates on the Order process, potential timings relating to programme have been provided as well as discussions being initially undertaken on Compensation issues. Plevinco's Agents have also details around their current position on potential development Option arrangement with a regional developer. In addition, updates on the Order process, potential timings relating to programme have been provided as well as discussions being initially undertaken on Compensation issues. Plevinco's Agents have also provided details around their current position on potential development Option arrangement with a regional developer.

The Railway Inn (Unique Pub Properties Limited)- OBJ 77

14.5.79 The Railway Inn (Unique Pub Properties Limited) has objected by letter dated 15th December 2025. The Railway Inn does not hold a legal interest over any land contained within the Order, and Network Rail is not seeking any possession or rights over The Railway Inn's land and/or property

14.5.80 It is Network Rail's view that it is therefore not a statutory objector. This objection has been numbered 77 by the Transport Infrastructure Planning Unit (TIPU).

14.5.81 Objections raised

14.5.81.2 Acquisition by agreement

- Unique Pub Properties Limited raised concerns regarding the lack of effort by Network Rail to secure the land and rights before seeking Compulsory Purchase Powers.

14.5.81.3 Closure of Shaw Hall Bank Road

- Unique Pub Properties Limited expressed concerns about the closure of Shaw Hall Bank Road, including the timing of the closure and the impact on business.

14.5.81.4 Signage concerns

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- Concerns have been raised over the location and text of signage indicating that the business remains open and how to access the property, which have yet to be confirmed between Unique Pub Properties Limited and Network Rail.

14.5.81.5 Compensation practices

- Regarding compensation, Unique Pub Properties Limited understands that it is not mandatory for an acquiring authority to agree to an affected party's reasonable fees before statutory liability. However, they believe this would be best practice, aligning with the Ministry for Housing, Communities, and Local Government (MHCLG)'s Guidance on the Compulsory Purchase Process.'

14.5.82 Network Rail response

14.5.82.2 The objection has been considered, and Network Rail's response is detailed below.

14.5.82.3 Acquisition by agreement

- Network Rail is not seeking any possession or rights over any property belonging to Unique Pub Properties Limited, and consequently, there is no basis for pursuing a voluntary agreement.

14.5.82.4 Compensation practices

- Network Rail acknowledges its obligation regarding professional fees and recognises that it should incur reasonable costs where statutory liability arises or where it is deemed reasonable for parties to obtain professional advice.
- As noted above, Network Rail is not seeking any possession or rights over any property belonging to your client, and consequently, there is no basis for pursuing a voluntary agreement or payment of fees.

John Billington & Diane Mellor – OBJ 171

14.5.83 An objection has been lodged by John Billington and Diane Mellor dated 18th December. John Billington and Diane Mellor have a legal interest in land affected by the project and is therefore seen as a statutory objector.

14.5.84 **Summary of affected plots:** 9-027 9-028, 9-029,9-030,9-031,10-001, 10-002A, 10-003, 10-004, 10-005, 10-006, 10-007 , 10-008, 10-009, 10-010, 10-011, Access

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works 10-012, 10-013, 10-014B 10-015,10-016, 10-017, 10-018, 10-019, 10-020,
10-021, 10-022,10-023, 10-026,

14.5.85 Summary of land powers required and works proposed:

- 9-027 - Permanent - Acquisition of new rights and imposition of restrictive covenants only. Temporary possession - Working site and access for construction, Provision of maintenance access for the authorised works
Work no.5 – Bridge works (MVL3/19 Replacement handrails/Spandrel strengthening/Ballast retention) Pedestrian Access works
- 9-028, Temporary possession – Working site and access for construction,
Work no.5 – Bridge works (MVL3/19 Replacement handrails/Spandrel strengthening/Ballast retention) Pedestrian Access works
- 9-029, Temporary possession – Working site and access for construction,
Work no.5 – Bridge works (MVL3/19 Replacement handrails/Spandrel strengthening/Ballast retention) Pedestrian Access works
- 9-030, Temporary possession – Working site and access for construction,
Railway fencing works
- 9-031, Temporary possession - Working site and access for construction,
Railway fencing works
- 10-001, Temporary possession – Working site and access for construction;
Permanent - Acquisition of new rights and imposition of restrictive covenants only, Work no.5 – Bridge works (MVL3/19 Replacement handrails/Spandrel strengthening/Ballast retention) (PD); Pedestrian Access works Provision of maintenance access for the authorised works
- 10-002A, Temporary possession – Working site and access for construction, Work no.5
- 10-003, Temporary possession – Working site and access for construction,
Work no.5 – Bridge works (MVL3/19 Replacement handrails/Spandrel strengthening/Ballast retention) ; Pedestrian Access works
- 10-004, Temporary possession – working site and access for construction,
Railway fencing works
- 10-005, Temporary possession – working site and access for construction,
Railway fencing works
- 10-006, Temporary possession – working site and access for construction,
Railway fencing works

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- 10-007 , Temporary possession – Working site and access for construction; Permanent - Acquisition of new rights and imposition of restrictive covenants only, Work no.5 – Bridge works (MVL3/19 Replacement handrails/Spandrel strengthening/Ballast retention) (PD); Pedestrian Access works; Construction and maintenance of vehicular passing bay, to be exercised in common with all rights, trusts and incidents to which the land was previously subject
- 10-008, Temporary possession – Working site and access for construction, Work no.5 – Bridge works (MVL3/19 Replacement handrails/Spandrel strengthening/Ballast retention)
- 10-009, Temporary possession – Working site and access for construction, Work no.5 – Bridge works (MVL3/19 Replacement handrails/Spandrel strengthening/Ballast retention Pedestrian Access works
- 10-010, Temporary possession – Working site and access for construction, Work no.5 – Bridge works (MVL3/19 Replacement handrails/Spandrel strengthening/Ballast retention) ; Pedestrian Access works
- 10-011, Permanent - Acquisition of new rights and imposition of restrictive covenants only Temporary possession – Working site and access for, Provision of maintenance access for the authorised works Work no.5 – Bridge works (MVL3/19 Replacement handrails/Spandrel strengthening/Ballast retention) ; Pedestrian Access works
- 10-012, Permanent acquisition, Footbridge alteration works Provision of railway maintenance parking area and access
- 10-013, Permanent - Acquisition of new rights and imposition of restrictive covenants only Temporary possession – Working site and access for construction, Provision of maintenance access for the authorised works Bridge alteration works
- 10-014B - Temporary possession – Working site and access for construction, Bridge alteration works
- 10-015, Temporary possession – working site and access for construction Permanent - Acquisition of new rights and imposition of restrictive covenants only, Bridge alteration works Provision of maintenance access for the authorised works
- 10-016, Temporary possession – Working site and access for construction, Work no.5 – Bridge works (MVL3/19 Replacement handrails/Spandrel strengthening/Ballast retention) ; Pedestrian Access works

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- 10-017, Temporary possession – Working site and access for construction, Work no.5 (DP) – Bridge works (MVL3/19 Replacement handrails/Spandrel strengthening/Ballast retention) ; Pedestrian Access works
- 10-018, Temporary possession – Working site and access for construction, Work no.5 – Bridge works (MVL3/19 Replacement handrails/Spandrel strengthening/Ballast retention) ; Pedestrian Access works
- 10-019, Temporary possession – working site and access for construction, Railway fencing works
- 10-020, Temporary possession – working site and access for construction, Bridge alteration works and railway fencing works
- 10-021, Temporary possession – working site and access for construction, Bridge alteration works and railway fencing works
- 10-022, Temporary possession – Working site and access for construction, Work no.5 – Bridge works (MVL3/19 Replacement handrails/Spandrel strengthening/Ballast retention) ; Pedestrian Access works
- 10-023, Working site and access for construction, Work No.5
- 10-026, Unrestricted Powers to acquire land, Work no.5 – Bridge works (MVL3/19 Replacement handrails/Spandrel strengthening/Ballast retention)

14.5.86 Objections Raised

14.5.86.2 Land ownership and legal rights

- Mr Billington and Ms Mellor object based on the inclusion of Richard and Jane O'Connell in NR08 – the Book of Reference (BoR) in connection with 9 Midge Hill and associated rights.

14.5.86.3 Construction traffic on Midge Hill

- Mr Billington and Miss Mellor object to Midge Hill and adjacent bridlepath adjacent to Midge Hill Farm being used for construction vehicles due to topography and reconstruction costs. Also objects to reconstruction of the route because of disturbance, environmental concerns and visual impact

14.5.86.4 Design for the reconstruction of Wright's Mill overbridge

- Mr Billington and Miss Mellor object to the design for the reconstruction on the basis that it does not adequately reflect the character of the bridge or arched structure

14.5.87 Network Rail response

14.5.87.2 The objection has been considered, and Network Rail's response is detailed below.

14.5.87.3 Land ownership and legal rights

- At the time the BoR was prepared, due a registration gap at HM Land Registry the records identified the previous owners (Richard and Jane O'Connell) as proprietors of 9 Midge Hill, with the benefits of the associated rights referred to in the objection.
- Network Rail now understands the property is owned by, and registered at HM Land Registry to, John Lees Billington and Diane Elizabeth Mellor, including the relevant adjoining interests and rights. The BoR will be updated to reflect the change of ownership.

14.5.87.4 Construction traffic on Midge Hill

- The main access route to this area is via Heron Lane and therefore access along Midge Hill is unlikely to be used given the topography. In the event ad hoc access is required, this will either be on foot or with a small van / pickup vehicle only. This route will not be used by any large construction vehicles and access along here will only be sought as a last resort to avoid disruption to local residents.

14.5.87.5 Design for the reconstruction of Wright's Mill overbridge

- Heritage significance is fully assessed in the Heritage Statement [NR21].
- Alternative deck forms, including arched options, were considered but discounted due to geometric and constructability constraints, crane limitations, the need for a standardised and cost-efficient design approach across multiple bridge reconstructions, and the need to maximise opportunities for stone cladding to blend with the retained abutments and integrate the structure with the surrounding landscape.
- A flat-span design was identified as the optimum solution, balancing constructability, minimisation of disruption, impact on the heritage asset and cost efficiency.
- Reconstruction results in a high degree of harm, reduced as far as possible through a heritage-led design approach, use of natural-stone cladding and reclamation of historic masonry for reuse across the Scheme.

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- The harm to the listed bridge is considered to be outweighed by the substantial public benefits of the Scheme in accordance with the NPPF.

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15.5.155 Table 14-3 below sets out the matters raised by non-statutory consultees who have made objections, and Network Rail's position relating to these objections.

Table 14-3 Objections from non-statutory consultees

Objection number	Order element	Theme of objection	Network Rail's position
OBJ 01	Noise & Vibration Loss of parking	Objects to the noise and disruption to family life	<p>The effects from Noise and Vibration will be minimised using “Best Practicable Means”. Controls to minimise noise and vibration effects are secured through compliance with the Code of Construction Practice (CoCP) Part A (NR17) section 8, and then under planning condition 6(c)(v) Noise and Vibration Management Plan (NR11), that will be submitted to and approved by the relevant local planning authorities before construction works commence</p> <p>The Noise and Vibration Management Plan includes a requirement to communicate clearly with residents about construction works in the area. Please refer to NR14 Environmental Report), Volume 1: Main report: section 9 Noise and Vibration. In addition, NR17 CoCP identifies how the contractor will protect the wider environment during construction works. Please refer to Section 11.9 Noise and Vibration of the Statement of Case for more details on this.</p>

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Objection number	Order element	Theme of objection	Network Rail's position
			<p>Network Rail submitted an Environmental Impact Assessment (EIA) screening request to the Transport Infrastructure Planning Unit (TIPU) stating the Order Scheme did not require a formal EIA to be conducted. TIPU agreed with this position and as a result, a formal EIA has not been produced. However, as outlined above, the Order includes the submission of NR14 Environmental Report, that appraises the environmental effects and identifies mitigation that is required (see section 11.3.1 of the Statement of Case). This includes minimising all forms of nuisance as may be generated by working in the proximity of residents living in an area.</p>
<p>OBJ 33</p> <p>OBJ 69</p> <p>OBJ 261</p>	Moorgate Halt	Impacts of the scheme on the heritage conservation at Moorgate Halt level crossing	<p>Network Rail acknowledges that Footpath No. 244 which crosses Moorgate Halt level crossing is of local historic interest as a historic routeway via Dark Lane. It should be noted that whilst the route is recognised as a non-designated heritage asset, this does not afford it any statutory protection.</p> <p>Network Rail acknowledges that closure of the level crossing will result in harm to the historic route due to its diversion, however this harm has been minimised where possible. We can confirm that the proposals are to close the footpath at the level crossing itself from both directions, limiting the extent of closure as far as possible. The footpath up to the railway boundary would remain accessible, maintaining sightlines along</p>

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Objection number	Order element	Theme of objection	Network Rail's position
			<p>the footpath across the railway corridor, and enabling continued understanding of the historic origin and character in this area.</p> <p>Closure of the level crossing would affect a limited part of the overall route, the remainder of which would remain extant, accessible and legible. Whilst it is acknowledged that diversion of the footpath would adversely impact its heritage significance to a limited extent, this would be outweighed by the public benefits resulting from the Order Scheme, including material improvements to safety for non-motorised users and increased capacity and improvement in journey times and performance reliability of railway services. In addition, Network Rail can commit to providing public interpretation on both sides of the closed crossing by installing interpretation boards describing the historic interest of the route and to tie into local heritage routes.</p> <p>After considering feedback from Oldham Council regarding the extent of the permanent stopping up of Footpath 209, we can confirm that Network Rail would be willing to amend Sheet 15 of the Deposited Plans and Sections, Traffic Regulation Plans and Open Space Plan so as to limit the extent of footpath 209 SADD to be extinguished to the part which crosses the railway only so that the remainder of Dark Lane can be retained as a public footpath.</p>
OBJ 02 OBJ 03 OBJ 04	Moorgate Halt Level Crossing	<ul style="list-style-type: none"> Object to the permanent closure of Footpath No. 209 and the upgrade of Footpath No. 244 	<p>Permanent closure of Footpath No. 209 and the upgrade of Footpath No. 244</p> <p>By permanently closing Moorgate Halt level crossing, Network Rail addresses the many safety risks related to the level crossing, as well as ensuring that the full upgrade on the Transpennine Route can be</p>

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Objection number	Order element	Theme of objection	Network Rail's position
OBJ 05		<ul style="list-style-type: none"> Request that a footbridge is constructed over Moorgate Halt level crossing 	delivered and the full benefits of the wider TRU programme can be achieved.
OBJ 07			
OBJ 08			
OBJ 09			
OBJ 10			It is proposed as part of the Order to enhance Footpath No. 244 to bring it up to the standard of a safe and pleasant scenic route. The footpath between MVL3/29 and the first step will be upgraded and the uneven surface will be removed. The existing steps will be replaced with concrete steps with compliant risers and steel handrails. The fallen trees will be removed and subsurface drainage will be installed. The existing gradient of the footpath will be maintained and intermediate steps will be installed periodically down the footpath to manage level changes.
OBJ 11			
OBJ 14			
OBJ 15			
OBJ 16			
OBJ 17			
OBJ 18			
OBJ 19			
OBJ 20			
OBJ 21			
OBJ 22			Footbridge
OBJ 23			
OBJ 24			The site at Moorgate Halt where a footbridge is proposed by objectors is a challenging location for the design and installation of a footbridge. In light of these factors, a bespoke footbridge solution was developed by Network Rail. However, due to the site constraints and rising design, procurement and construction costs have made this option unfeasible and the upgrade of Footpath No. 244 a more desirable option.
OBJ 25			
OBJ 26			
OBJ 28			
OBJ 31			
OBJ 32			
OBJ 33			
OBJ 36			
OBJ 37			Please refer to section 8 of the Statement of Case for more details on Moorgate Halt Level Crossing.
OBJ 38			
OBJ 40			

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OBJ 47			
OBJ 48			
OBJ 51			
OBJ 53			
OBJ 55			
OBJ 56			
OBJ 59			
OBJ 62			
OBJ 63			
OBJ 64			
OBJ 73			
OBJ 74			
OBJ 109			
OBJ 118			
OBJ 126			
OBJ 147			
OBJ 148			
OBJ 161			
OBJ 167			
OBJ 181			
OBJ 186			
OBJ 192			
OBJ 193			
OBJ 198			
OBJ 204			
OBJ 212			
OBJ 219			

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Objection number	Order element	Theme of objection	Network Rail's position
OBJ 223			
OBJ 224			
OBJ 235			
OBJ 251			
OBJ 260			
OBJ 60			
OBJ 61			
OBJ 69			
OBJ 93			
OBJ 134			
OBJ 159			
OBJ 160			
OBJ 215			
OBJ 259			
OBJ 29			
OBJ 30			
OBJ 41			
OBJ 46			
OBJ 52			
OBJ 42			
OBJ 45			
OBJ 158			
OBJ 208			
OBJ 188			
OBJ 58			
OBJ 91			
OBJ 70			

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OBJ 173			
OBJ 183			
OBJ 253			
OBJ 206			
OBJ 247			
OBJ 168			
OBJ 162			
OBJ 170			
OBJ 112			
OBJ 121			
OBJ 122			
OBJ 149			
OBJ 163			
OBJ 54			
OBJ 209			
OBJ 06			
OBJ 137			
OBJ 140			
OBJ 177			
OBJ 190			
OBJ 236			
OBJ 65			
OBJ 133			
OBJ 139			
OBJ 239			
OBJ 43			
OBJ 44			

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Objection number	Order element	Theme of objection	Network Rail's position
OBJ 83 OBJ 238 OBJ 154 OBJ 130 OBJ 87 OBJ 165 OBJ 205 OBJ 117 OBJ 221			
OBJ 12 OBJ 27 OBJ 36 OBJ 57 OBJ 66 OBJ 75 OBJ 111 OBJ 145 OBJ 166	Relocated Mossley Station	<ul style="list-style-type: none"> • Location of the relocated Mossley Station • Impact on highways during construction period • Impact on parking on the public highway • Visual impacts from bedroom window • Noise & light pollution from the relocated station • Impacts from the proposed puffin crossing • Impacts from proposed speed bumps 	<p>Location of relocated station</p> <p>Network Rail has carried out a comprehensive optioneering process for Mossley Station in conjunction with the optioneering process for Mossley Cottages, which has resulted in minimal works to Mossley Cottages whilst being able to electrify the railway line, whilst preserving the safety of the occupiers of Mossley Cottages. The TRU project required for including electrification, increased platform lengths and step free access cannot be provided at the existing Mossley Station due to significant space constraints imposed by the existing Stamford Road bridge.</p> <p>As part of the design development for the relocated station, Network Rail has engaged with the local authority and has taken into consideration the feedback from the Council, which has in some cases</p>

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Objection number	Order element	Theme of objection	Network Rail's position
OBJ 172 OBJ 180 OBJ 182 OBJ 213 OBJ 217 OBJ 237		<ul style="list-style-type: none"> • Aesthetics of relocated station not in keeping with the surrounding area • Noise and vibration from construction works and impacts on properties • Devaluation of properties & no offer of compulsory purchase • Use of existing Mossley Station building • Loitering and anti-social behaviour • Provision for charging electric vehicles on Manchester Road • Mossley heritage 	<p>influenced the design. For further information, please refer to NR07 Consultation Report. The relocated Mossley Station has been designed in accordance with Network Rail's Access for All policy, ensuring step-free access to the new station and between station platforms. The relocated station will provide a single span footbridge with lift shafts to connect the two platforms with step-free access, 150-metre-long platforms with secondary escape route, and a new station building. Additionally, there will be a new access from Manchester Road, with new car parking areas, a new bus stop on Manchester Road and a new pedestrian access route from the existing Mossley Station car park. The works at the relocated Mossley Station will enhance the accessibility of the station by a range of modes of transport and enable includes access to the railway, whilst preserving road safety and minimising impacts upon the residential amenity.</p> <p>Impact on highways during the construction period</p> <p>Before works begin, Network Rail will submit a Construction Traffic Management Plan (CTMP) to the local authority as is required under the scope of planning condition 7(b)(iii) as proposed to be attached to the document NR11, Request for Deemed Planning Permission and Statement of Proposed Conditions (NR11 Request for Deemed Planning Permission). Planning condition 7 would then require the CTMP (which includes this information) to be approved by the Council. The CTMP will include details of Network Rail's traffic management</p>

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Objection number	Order element	Theme of objection	Network Rail's position
			<p>proposals, appropriate signage, road closures and diversionary requirements which must be agreed with the local authority.</p> <p>Network Rail is committed to engaging with the local community during the construction works. A Code of Construction Practice Part B (CoCP) (as part of the Planning Conditions which are submitted to and approved by the local authority) will include an External Communications Programme (condition 6(c)(i)) and this will set out how Network Rail will communicate with the local community during the construction period. The CoCP will also include mitigation measures to reduce construction impacts on the local community. For further information, please refer to NR14 Environmental Report, Volume 1.</p> <p>Impact on parking on the public highway</p> <p>As part of the works to improve access to and from the relocated Mossley Station, a puffin crossing will be provided on Manchester Road. The puffin crossing is required to provide a safe crossing point in this location for pedestrians to access the relocated station. As a result of the puffin crossing being installed, there will be a loss of some parking on the public highway. In light of this and through discussions with the Council, the Council is proposing to consult on the introduction of a residential parking zone on Manchester Road between Mill Lane and Queen Street. The Council will consult with the relevant local residents and businesses in due course.</p>

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Objection number	Order element	Theme of objection	Network Rail's position
			<p>Visual impacts from residents on Manchester Road</p> <p>Network Rail has minimised the indicative requirement to remove vegetation, although vegetation will need to be removed to allow Mossley Station to be relocated at the proposed location. In addition, the area of temporary use to facilitate construction of the station will require vegetation removal. NR14 Environmental Report, Volume 2 Figures (file 2 of 3) at figure 7.3.8, includes the recommended restoration of the area including native mixed scrub, open grassland and individual trees. As far as practicable the station area will be hard landscaped. This complete detail will be submitted to and approved by the local authority in compliance with condition 5 Landscaping and Ecology.</p> <p>Noise impacts</p> <p>In considering potential noise at night from station-related infrastructure, the station will be designed in compliance with BS 4142: Methods for rating and assessing industrial and commercial sound (BS4142). Mitigation will be included by detailed design as may be required further to the BS4142 assessment. In addition, the public address system will be designed to modern standards, in consideration of the proximity of residential property will be directional and may include other mitigation dependent on the detailed design assessment.</p>

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			<p>The views of the relocated station from houses on Manchester Road are discussed in the NR14 Environmental Report, Volume 3 Appendices: Appendix 7A. This is covered on Page 133 of Appendix 7A with the views from Manchester Road denoted by viewpoint VP26 as can be seen in NR14 Environmental Report, Volume 2 Figures: Figure 7.4.3 Landscape and Visual Viewpoint Locations. In addition, proposed planning condition 5 Landscaping & Ecology at 5(d) requires “hard landscaping” to be considered as part of submitting Landscape and Ecological Management Plans (LEMPS) for the Council. This will consider amongst other items station appearance and lighting of the station with the proximity of residents in Manchester Road in consideration.</p> <p>The detailed design of the station will assess operational noise. Refer to the Environmental Report (NR14) in Section 9 Noise and Vibration, particularly section 9.3.12 where the commitment is made to design the station in accordance with BS4142. This would include an assessment of relevant plant and the public announcement system with mitigation introduced accordingly in compliance with BS4142.</p> <p>Noise & light pollution from the relocated station</p>

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Objection number	Order element	Theme of objection	Network Rail's position
			<p>The relocated station will be designed to avoid the glare of light. This will be in compliance with Network Rail's Contract Requirements Environment, please see NR14 Environmental Report Volume 3 Appendices: Appendix 1A Network Rail's Environmental and Social Minimum Requirements for Projects: Section 6.7 Dust, Odour and Lighting.</p> <p>In considering potential noise at night from station-related infrastructure, the station will be designed in compliance with BS 4142. Mitigation will be included by detailed design as may be required further to the BS4142 assessment. In addition, the public address system will be designed to modern standards, in consideration of the proximity of residential property will be directional and may include other mitigation dependent on the detailed design assessment.</p> <p>De-vegetation</p> <p>Specified de-vegetation in this area is to support construction of the permanent station footprint and the associated working area on the western side of the line. De-vegetation areas are indicative at this time, considering the estimated size of the overall working area required to construct the new station and all associated works. The required de-vegetation is shown in the NR14 Environmental Report Volume 2 Figures: Figure 8.1.8 Tree protection Plan). Refer also to NR11 Request for Deemed Planning Permission, planning condition 5 Landscaping & Ecology, that requires Network Rail to submit a LEMP</p>

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			<p>that will address eventual vegetation loss. The LEMP must be approved by the planning authority.</p> <p>Whilst de-vegetation will be avoided where possible or practicable to do so, it is a necessity to build the station. In addition to developing and implementing the LEMP that must be approved by the planning authority, to address the eventual known loss of vegetation, including mature trees, Network Rail is committed to achieving a Biodiversity Net Gain (BNG) of 10%. That is replacing the “value” of the vegetation and habitats lost and adding 10% value to the replacement. This commitment is secured by proposed planning condition 9 Biodiversity Net Gain, so the detail of this commitment must be approved by the planning authority.</p> <p>Impacts from the proposed puffin crossing</p> <p>The puffin crossing will have sensors to detect if there are pedestrians waiting to cross the road. This allows the puffin crossing to cancel the crossing demand, as it will not be needed if the pedestrians are no longer there. Network Rail is and will continue to engage with Greater Manchester's Urban Traffic Control team in relation to the design of the puffin crossing and will minimise impacts on the local residents as reasonably practicable as possible.</p>

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Objection number	Order element	Theme of objection	Network Rail's position
			<p>Impacts from speed bumps</p> <p>There are no proposals to introduce speed bumps along Manchester Road. As a result of engagement with Tameside Council as highway authority, the introduction of a 20mph speed restriction will be introduced between on Manchester Road, Waggon Road and Mill Lane.</p> <p>Aesthetics of relocated station not in keeping with the surrounding area</p> <p>External materials will be incorporated within each of the proposed structures at the relocated station which reflect the predominant building materials in the surrounding area (local stone or alternative materials such as reconstituted with a similar appearance), as discussed with Tameside Council during design development. The form of the station building will also be consistent with nearby dwelling houses, featuring a dual pitched roof and being relatively modest in scale. Planning Condition 8, Materials, as set out in NR11 Request for Deemed Planning Permission, provides that the Design and Access Statement require the approval by Tameside Council of samples and material specification of the relocated station works prior to their installation. For further information regarding the appearance and layout of the relocated station, please refer to NR16 Design and Access Statement.</p>

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Objection number	Order element	Theme of objection	Network Rail's position
			<p>Noise and vibration from construction works and impacts on properties</p> <p>The baseline surveys for construction and operational noise have been carried out at three locations near the relocated Mossley Station in order for Network Rail to measure, assess and understand the current noise climate, particularly in consideration of the highway and the current rail usage. The survey results will be used to assess the construction and operational noise impacts when the construction programme and design details of the relocated Mossley Station are further developed. Best Practicable Means will be implemented during the construction works to minimise the potential noise and vibration impact. Additional noise/vibration mitigation measures will be applied if practicable to do so.</p> <p>The CoCP Part B to be submitted to and approved by the Council will include a Noise and Vibration Management Plan (NVMP) (Condition 6(c)(v), which will be required through the implementation of planning conditions as included in NR11 Request for Deemed Planning Permission. The NVMP will include mitigation measures for reducing impacts from noise and vibration during construction. For further information relating to noise and vibration, please refer to NR14 Environmental Report.</p>

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Objection number	Order element	Theme of objection	Network Rail's position
			<p>Devaluation of properties & no offer of compulsory purchase</p> <p>Network Rail will not be seeking to compulsorily purchase any properties as a result of the construction activities. We do not anticipate that properties will decrease in value as a result of the Order Scheme. It is usual for properties close to transport infrastructure projects to increase in value as they benefit from the ability to easily use the infrastructure and services. We would therefore expect that this would be the case for properties in close proximity to the relocated Mossley Station, where new infrastructure and faster rail travel routes to the commuting hubs of Manchester and Leeds are likely to be reflected in property values when the Order Scheme is completed.</p> <p>Future use of the existing Mossley Station building</p> <p>The current position on the existing Mossley Station building is that the station facility operator has advised that they intend to retain the station building within their station lease demise/property portfolio. The future building use is to be considered and informed through rail industry and local authority engagement to explore the opportunities in relation to how new opportunities can be introduced to the building adding value to the historical mill town of Mossley.</p> <p>Loitering and anti-social behaviour at the new entrance</p>

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Objection number	Order element	Theme of objection	Network Rail's position
			<p>In terms of the new entrance, the design has been developed to balance station access and safety needs whilst minimising local impacts. Concerns from residents regarding anti-social behaviour have been given to British Transport Police who Network Rail has and will continue to engage with as the design develops.</p> <p>Provision for charging electric vehicles on Manchester Road</p> <p>Any provision for charging electric vehicles on the public highway should be referred to Tameside Council as highway authority.</p> <p>Impacts on Mossley heritage</p> <p>The concerns raised regarding the historic railway retaining walls in Mossley, including their contribution to the town's character are acknowledged. The significance of these structures and their role in the historic development of the Huddersfield and Manchester Railway have been considered as part of the heritage assessment undertaken for the Order Scheme. It is not proposed that the wall is replaced with a wire fence. The retained wall will continue to form the boundary along Manchester Road, except at the location of the new opening. Where additional boundary treatments are required elsewhere within the station works, these will be designed to be appropriate to their context and in compliance with Network Rail safety standards.</p>

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Objection number	Order element	Theme of objection	Network Rail's position
			<p>The location of the pedestrian crossing and bus stop between the two proposed access points onto Manchester Road will enable safe access to and from the station, whilst preserving the majority of the stone wall which abuts Manchester Road as far as possible in order to retain screening between the station and the residential properties opposite. A 100-metre section of the wall will be removed in order to make provision for the following:</p> <ul style="list-style-type: none"> • A new road junction • An accessible bus stop alongside the drop off and pick up bay with sufficient distance between them to avoid road safety incidents • A puffin crossing
OBJ 12 OBJ 43 OBJ 44 OBJ 65 OBJ 66 OBJ 87 OBJ 89	Consultation and engagement	<ul style="list-style-type: none"> • Inadequate consultation & engagement 	<p>Network Rail carried out a series of consultation and focused engagement events, as well as an information event with residents before the Order application was submitted to the Secretary of State for Transport. All feedback from the consultation events was considered, and where feasible, the feedback influenced the design. For further information, please refer to NR07 Consultation Report which summarises the consultation process undertaken by Network Rail during the scheme development in preparation for the submission of the Order application. Also, refer to section 13: Consultation and Engagement of this Statement of Case for more details.</p>

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Objection number	Order element	Theme of objection	Network Rail's position
OBJ 117 OBJ 127 OBJ 133 OBJ 139 OBJ 142 OBJ 145 OBJ 150 OBJ 205 OBJ 206 OBJ 225 OBJ 234 OBJ 238 OBJ 242			
OBJ 43 OBJ 44 OBJ 70	Greenfield Station & surrounding area	<ul style="list-style-type: none"> Impacts on highways and emergency services Lack of disabled spaces at Greenfield Station 	<p>Impact on highways and details of diversions</p> <p>Network Rail construction access routes for the works in the vicinity of Greenfield Station, together with mitigations relevant to those works as outlined in NR14 Environmental Report, Chapter 10 will be included in the Construction Traffic Management Plan (CTMP) which will be</p>

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Objection number	Order element	Theme of objection	Network Rail's position
OBJ 77		<ul style="list-style-type: none"> Impacts on the local community and businesses and night-time working 	submitted to and approved by Oldham Council under planning condition 7, which is included in NR11 Request for Deemed Planning Permission. The CTMP will address the requirements for traffic management measures such as traffic route signage and details on temporary diversions of both highways and public rights of way required as part of the Order Scheme, including co-ordination of temporary road closures during demolition and reconstruction of bridges and for delivery of overlarge abnormal loads (if required). Network Rail has and will continue to engage with both the emergency services, Oldham Council and Transport for Greater Manchester so as to inform the preparation of the CTMP.
OBJ 83			
OBJ 87			
OBJ 100			
OBJ 122			
OBJ 124			
OBJ 127			
OBJ 133			
OBJ 137			
OBJ 139			
OBJ 140			
OBJ 141			
OBJ 142			
OBJ 146			
OBJ 150			
OBJ 152			
			<p>Impacts on the local community and businesses & night-time working</p> <p>Network Rail is committed to engaging with the local community and businesses during the construction works. A Code of Construction Practice (CoCP), as part of the Planning Conditions which are submitted to and approved by Oldham Council, will include an External Communications programme (Condition 6(c)(i)) and this will set out how Network Rail will communicate with the local community during the construction period. The CoCP will also include mitigation measures to reduce construction impacts on the local community. Some night-time work will take place when the railway will be closed making it a safe environment for the work force. For further information relating to night-time working, please refer to NR14 Environmental Report.</p>

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Objection number	Order element	Theme of objection	Network Rail's position
OBJ 164			<p>Lack of disabled spaces at Greenfield Station</p> <p>The Order Scheme does not include proposals for further disabled spaces at Greenfield Station but the existing provision is retained.</p>
OBJ 168			
OBJ 170			
OBJ 173			
OBJ 177			
OBJ 178			
OBJ 183			
OBJ 203			
OBJ 205			
OBJ 206			
OBJ 225			
OBJ 234			
OBJ 242			
OBJ 244			
OBJ 247			
OBJ 253			

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Objection number	Order element	Theme of objection	Network Rail's position
OBJ 43 OBJ 44 OBJ 87 OBJ 144 OBJ 146 OBJ 205 OBJ 233	Future stopping service	<ul style="list-style-type: none"> Two per hour, at least 	<p>The current local service pattern of two trains per hour during peak travel times will be maintained and the Order Scheme, together with the wider Scheme works, will provide the system capability to operate up to two 'local services' an hour throughout the day on the route, subject to future operating timetables.</p> <p>Following completion of the TRU programme of works the local stations of Mossley and Greenfield, Marsden and Slaithwaite will provide new modern passenger facilities, step-free access, longer and wider platforms, improved drop-off arrangements and the availability of additional blue badge and non-blue badge parking. The local stations currently do not have step free access capability.</p>
OBJ 01 OBJ 144 OBJ 146 OBJ 178 OBJ 213	Prior notification of works	<ul style="list-style-type: none"> Engagement with the local community is required during construction 	<p>Network Rail is committed to engaging with the local community and businesses during the construction works. A Code of Construction Practice Part B, as part of the Planning Conditions which are submitted to and approved by the local authority, will include an External Communications programme (Condition 6(c)(i)) and this will set out how Network Rail will communicate with the local community during the construction period. For further information relating to night-time working, please refer to NR14 Environmental Report and the Code of Construction Practice Part A (NR17).</p>

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Objection number	Order element	Theme of objection	Network Rail's position
OBJ 191 OBJ 233 OBJ 254	Friezland Church Hall car park	<ul style="list-style-type: none"> Network Rail's temporary use of the car park 	During the reconstruction of the Grade II Listed Royal George Underbridge (MVL3/25) at Oaklands Road, the existing parking area for the Friezland Church Hall will be required for a temporary site compound. Network Rail has and will continue to engage with the owners of the car park and will explore alternative parking arrangements/facilities for the users of the car park and the church hall.
OBJ 01 OBJ 95 OBJ 100 OBJ 151 OBJ 155 OBJ 121 OBJ 128 OBJ 149 OBJ 163 OBJ 220 OBJ 233 OBJ 236	Highways	<ul style="list-style-type: none"> Impacts of construction activity on the local highway, including compounds on the local community Impacts on emergency services 	<p>Network Rail construction access routes for the works, together with mitigations relevant to those works as outlined in NR14 Environmental Report, Chapter 10 will be included in the Construction Traffic Management Plan (CTMP) which will be submitted to and approved by the relevant local authority under planning condition 7, which is included in NR11 Request for Deemed Planning Permission.</p> <p>The CTMP will address the requirements for traffic management measures such as traffic route signage and details on temporary diversions of both highways and public rights of way required as part of the Order Scheme, including co-ordination of temporary road closures during demolition and reconstruction of bridges and for delivery of overlarge abnormal loads (if required). Network Rail has and will continue to engage with both the emergency services, the relevant local authority and Transport for Greater Manchester so as to inform the preparation of the CTMP.</p> <p>Environmental impacts from the construction works are managed in accordance with NR17 Code of Construction Part A, which describes general environmental management principles to reduce the impacts from construction noise and other nuisance such as mud and dust. In</p>

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Objection number	Order element	Theme of objection	Network Rail's position
			<p>addition to the requirements detailed in NR17, Network Rail is required to submit various environmental management plans to the planning authority for approval by condition as Part B to the Code of Construction Practice.</p> <p>The proposed planning conditions can be reviewed in submission document NR11, Request for Deemed Planning Permission and Statement of Proposed Conditions (Deemed Planning Permission). Network Rail refers directly to proposed planning condition 6 Code of Construction Practice and the requirement to submit to the planning authority for their approval, amongst other documents, 6(c)(iv) Nuisance Management Plan that will address general nuisance including dust management, and 6(c)(v) Noise and Vibration Management Plan that will detail "Best Practicable Means" to reduce the effects of noise and vibration during construction.</p>
OBJ 97 OBJ 213	Old Brow Court	<ul style="list-style-type: none"> Potential impacts on Old Brow Court 	<p>As part of the Order Scheme, Network Rail will be reconstructing the retaining wall at the bottom of the slope next to the railway opposite Old Brow Court. This work is necessary to allow for the realignment of the railway tracks, enabling faster train speeds and improved reliability on the route.</p> <p>Construction activity</p> <p>The majority of construction activity will be undertaken from the trackside in order to minimise disruption to residents of Old Brow Court as far as reasonably practicable. However, there will be occasions when access to the railway from Old Brow Court will be required and this will involve the workforce using ropes to access the bottom of the embankment for de-</p>

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Objection number	Order element	Theme of objection	Network Rail's position
			<p>vegetation works. A temporary staircase will be installed from Old Brow Court to the railway for the workforce to access the railway during the day. All deliveries of materials will be brought in by rail, therefore reducing the impact on Old Brow Court.</p> <p>Traffic and access</p> <p>In order to facilitate the work to the retaining wall, a temporary traffic regulation order has been included in the draft Order for Old Brow Court. Network Rail will engage with the residents of Old Brow Court and Accent Housing Limited to give advance notice of when access is required through Old Brow Court. Localise arrangements will be made between Network Rail and the residents so that all deliveries and emergency services will be able to access the properties at all times. Pedestrian access to the properties on Old Brow Court will be available at all times.</p> <p><u>Noise</u></p> <p>Network Rail is required to determine whether the alteration to the railway in this location requires a noise insulation assessment in accordance with the Noise Insulation Regulations 1996, that may or may not then result in eligibility of improved noise insulation in residential properties adjacent. If the assessment were to be required, it would be completed in advance of the completion of the works to bring benefit in advance of the use of the new line.</p>

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Objection number	Order element	Theme of objection	Network Rail's position
OBJ 213	Overbridge	<ul style="list-style-type: none"> Wrights Overbridge MVL3/20 	<p>Reconstruction of Wrights Overbridge</p> <p>Detailed optioneering was undertaken for this structure by a combined team of engineers and heritage specialists, carried out in consultation with Historic England and the local planning authorities. The assessment considered a full range of engineering, operational and heritage factors, and its outcomes are fully documented in the NR21 Heritage Statement. Measures to mitigate the impact of reconstruction on the heritage significance of the bridge have been developed as an integral part of the design. Historic England, Tameside Council and Oldham Council have been engaged throughout the assessment process, and each has accepted that reconstruction of the overbridge is necessary to deliver the Order Scheme's strategic objectives.</p> <p>The importance of the Public Right of Way crossing the bridge is also recognised. Appropriate provisions will be secured through the CTMP to ensure that the PROW is managed in a safe and accessible manner during construction and reinstated in accordance with relevant standards thereafter. Refer to Section 7.2.25 of the Statement of Case.</p>
233	Heritage	<ul style="list-style-type: none"> Wright's Overbridge (MVL3/23) 	<p>Comprehensive optioneering has been undertaken in respect of Wright's Overbridge (MVL3/23), in accordance with the Scheme's engineering, operational, and environmental requirements. This process has concluded that removal of the structure is necessary to enable delivery of the Scheme.</p> <p>As part of the assessment, track-lowering options was examined however, was found to be unviable. In order to achieve the required clearance to allow installation of overhead line equipment, a major</p>

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			<p>engineering operation would be required due to the length and depth of lowering required, making this economically and operationally unviable. This would significantly increase the cost of construction and extend the duration of the line closure, resulting in levels of disruption to railway users that are considered unacceptable.</p> <p>Reconstruction of the bridge was also examined as part of the optioneering process. However, this option was found to be unviable due to the constrained nature of construction access at the bridge location, the consequent impacts on railway operations and on nearby residents, and the disproportionate cost of reconstruction when set against the limited functional use of the current bridge.</p> <p>The removal of the bridge will result in the loss of a heritage asset which is recognised to be regrettable; however, the nature and extent of the harm have been robustly assessed. When weighed against the substantial public benefits of the Scheme, the level of harm arising from removal of the structure is considered to be clearly outweighed in the overall planning balance, in accordance with the requirements of the National Planning Policy Framework.</p>
OBJ 129 OBJ 233 OBJ 245	Events	<ul style="list-style-type: none"> Community events in the Saddleworth area 	<p>We are aware of the significant and high-attendance events that take place annually in the Saddleworth area and we will work with the Council and organisers of the events through our continued engagement when developing the construction programme to make sure that these events are not impacted by the construction works. Also, Network Rail's Engineering Access team and the relevant train operating companies will engage with the Council whilst developing an access plan for the</p>

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Objection number	Order element	Theme of objection	Network Rail's position
			<p>railway to avoid or appropriately mitigate impacts on the Saddleworth Events Calendar.</p> <p>Network Rail is committed to engaging with the local community during the construction works. A Code of Construction Practice (CoCP) (as part of the Planning Conditions which are submitted to and approved by the relevant local authority) will include an External Communications programme (Condition 6(c)(i)) and this will set out how Network Rail will communicate with the local community during the construction period.</p>
OBJ 233	New Station	<ul style="list-style-type: none"> New Station at Diggle 	<p>The current TRU proposals between Stalybridge and Diggle (Saddleworth) are focused on upgrading the existing railway infrastructure and existing stations in the corridor. This includes relocating Mossley Station and upgrading Greenfield Station, along with bridge, tunnel and highway works and installing overhead line equipment to support electrification. There is no current or planned proposal within TRU to deliver a new station at Diggle. New stations are typically progressed through a separate development process—requiring a dedicated business case (including demand, operational impacts such as additional stops, affordability and whole-life costs), an identified funding route, and formal public consultation.</p>
OBJ 200 OBJ 209	Ward Lane bridge	<ul style="list-style-type: none"> Provide vehicular access to nearby houses via a temporary level crossing Management of traffic and pedestrians in the locality 	<p>Vehicular access</p> <p>The existing Ward Lane Overbridge (“the overbridge”) MVL3/36 will be reconstructed as it does not have sufficient headroom to accommodate the installation of overhead line equipment and is in poor condition. During the reconstruction, a temporary utilities bridge is required which</p>

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			<p>will be placed adjacent to the bridge alongside an associated site compound.</p> <p>Ward Lane will be temporarily stopped up between points P1 and P2 as shown on NR09 Deposited Plans and Sections, traffic Regulation Plans and Open Space Plans, sheet 18. To facilitate the construction of the overbridge, there will be temporary parking restrictions on Ward Lane for a period of time. The proposed diversionary routes will be via Station Road bridge MVL3/39 for vehicles and via Ward Lane Footbridge MVL3/35 for pedestrians. Access both on foot and by vehicles will be maintained at all times to residents.</p> <p>Details of temporary diversions will be required to be included in the Construction Traffic Management Plan (CTMP) which will be submitted to and approved by the Council under planning condition 7. For further information, please refer to NR11 Request for Deemed Planning Permission.</p> <p>Management of traffic</p> <p>Details of the temporary diversion along Ward Lane will be included in the CTMP as is required under the scope of planning condition 7(b)(iii) as proposed to be attached to the NR11 Request for Deemed Planning Permission. Planning condition 7 would then require the CTMP (which includes this information) to be approved by the local authority. The CTMP will also need to include details of Network Rail's construction access routes including the construction access routes to be used for the works to the overbridge.</p>

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OBJ 91	Footbridge	<ul style="list-style-type: none"> Relocate the existing Greenfield Station pedestrian bridge and install over Moorgate Halt level crossing 	A footbridge suitable for Moorgate Halt level crossing would need to be a fully bespoke design to accommodate all of the constraints present at the specific location i.e.. topography, special constraints to track and boundary walls etc, interfaces with other elements such as a raised platform, provision for the necessary headroom overhead line equipment, electrical protection for users and privacy for adjacent landowner. As such, the existing structure at Greenfield is entirely incompatible with the specific requirements needed at Moorgate Halt level crossing.
OBJ 36 OBJ 144 OBJ 146 OBJ 164 OBJ 203 OBJ 205	Compound	<ul style="list-style-type: none"> Object to the land being temporarily used for a temporary compound at the rear of Royal George Mill, Friezland Reinstatement of land and removal of vegetation 	<p>Use of compound – Armit Road</p> <p>Land has been identified for a temporary compound on Armit Road to support the demolition of Wrights Overbridge MVL3/23. The compound will be used primarily for the welfare of the workforce who will be walking to and from the Wrights Overbridge MVL3/23. There will also be a small area for parking. We anticipate that small vans will use Armit Road in order to drop off the workforce at the compound, however there will be minimal construction traffic using Armit Road as the majority of the works relating to the demolition of the structure will be done from the railway, using road rail vehicles.</p> <p>Reinstatement of land and removal of vegetation</p> <p>The Order gives a firm commitment that any trees or vegetation to be affected will be recorded before work starts, and that there will be a public confirmation and record of their replacement for the public to view. Please refer to NR14 Environmental Report, Volume 3 Appendices: Appendix 8A Arboricultural Technical Appendix for the full</p>

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			<p>detail of the tree assessment across the scheme. The baseline tree assemblage with high-level indicative removal is shown in the NR14 Environmental Report Volume 2 Figures (folder 1 of 3) figures 8.1.1 to 8.1.20.</p> <p>In advance of any construction works Network Rail must comply with NR11 Deemed Planning Permission, condition 4(a)(i) that requires an Arboricultural method statement detailing the vegetation and trees that are to be retained and protected in addition to identifying what will need to be removed. This information will be submitted to and approved by the local authority and will be publicly available to view.</p> <p>Planning condition 5 Landscaping and Ecology requires Network Rail to draft Landscape and Ecological Management Plans (LEMPs) as outlined across the Order scheme and shown indicatively in the NR14 Environmental Report, Volume 2 Figures (Volume 2 of 3), Figures 7.3.1 to 7.3.20. The LEMPs will be submitted to and approved by the local authority and will be available for the public to view. Any other areas of vegetation removal will be replaced like for like as will be required.</p>
OBJ 101	Bats	<ul style="list-style-type: none"> Concerns regarding impacts on bats 	<p>Network Rail is undertaking appropriate environmental assessments to understand the potential impact of the Order Scheme. For bats in particular, these surveys help us to understand whether bats are present and if any roosts exist in the areas of Order Scheme. This informs whether the works require a licence, can proceed under a precautionary method of working, or have no effects requiring mitigation. In the case of Uppermill viaduct, bat presence was identified, but no roosts were found in the specific areas of work. Therefore, these works are expected to be</p>

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			<p>covered under precautionary working methods. It is important to note that presence alone does not automatically trigger the need for a licence as it is the level of assessed disturbance that determines this requirement.</p> <p>A meeting has been held on site with the objector to discuss these matters and further information provided in writing addressing concerns relating to the protection of bats in the Uppermill area.</p>
OBJ 130	Temporary road	<ul style="list-style-type: none"> Harrop Court Road and Boat Lane 	<p>During the period of the proposed works to reconstruct Station Road Overbridge (MVL3/39) (Work No.10 in the Order) there will be a requirement to temporarily stop up vehicular access along parts of Harrop Court Road at its junction with Station Road.</p> <p>Accordingly, to ensure a continued means of vehicular access to and from the residential properties and businesses located on Harrop Court Road during this period, the Order has made provision for a temporary road between Harrop Court Road and Boat Lane. This temporary road will provide an alternative temporary means of vehicular access to and from Harrop Court Road along the temporary road to Boat Lane.</p> <p>At present we anticipate that this temporary vehicular access to and from Harrop Court Road along the temporary road to Boat Lane will be required to be operated for approximately 9 months.</p> <p>The temporary road will be used for the purpose of accessing the residential properties and business located on Harrop Court Road, as well as alternative means of access for emergency services.</p>

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			<p>The temporary road will not be used as a main construction access route for the works to the Station Road Overbridge. Before any works begin for the provision of the temporary road, an inspection will be carried out by Network Rail along both Boat Lane and Harrop Court Road to identify if any localised repairs are required. If required any such localised repairs (along with any necessary drainage interventions) will be carried out by Network Rail before the construction of the temporary road commences.</p> <p>Details of the temporary diversion along Harrop Court Road, the temporary road and Boat Lane will be included in the Construction Traffic Management Plan ("CTMP") as is required under the scope of planning condition 7(b)(iii) as proposed to be attached to the NR11 Request for Deemed Planning Permission</p> <p>Planning condition 7 would then require the CTMP (which includes this information) to be approved by the Council. The CTMP to be approved by the Council will also need to include details of Network Rail's construction access routes including the construction access routes to be used for the Station Road Overbridge (MVL3/39) reconstruction works.</p>
OBJ 27 OBJ 36 OBJ 49 OBJ 50 OBJ 57 OBJ 67	Mill Lane, Archer Steet and Brookfields	<ul style="list-style-type: none"> Object to the use of Mill Lane, Archer Street and Brookfields 	<p>Mill Lane, Archer Street and Brookfields</p> <p>The Primary Temporary Construction compound proposed to be used for the works to construct the relocated Mossley Station is to be located on Manchester Road (A635) on land that is located between the existing railway and Manchester Road. Therefore, the majority of construction vehicles associated with the construction of the relocated station will be</p>

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OBJ 68 OBJ 71 OBJ 72 OBJ 75 OBJ 78 OBJ 79 OBJ 80 OBJ 81 OBJ 82 OBJ 84 OBJ 85 OBJ 86 OBJ 88 OBJ 89 OBJ 90 OBJ 92 OBJ 94 OBJ 96 OBJ 98 OBJ 99 OBJ 102 OBJ 104 OBJ 105 OBJ 106 OBJ 107 OBJ 108			<p>travelling to and from the Primary Temporary Construction Compound, with those construction vehicles accessing the Primary Temporary Construction Compound to and from Manchester Road (A635). It is our intention that the construction access route to be prescribed for the construction vehicles travelling to and from the Primary Temporary Construction Compound would not include the use of Mill Lane.</p> <p>Brookfields will be used as secondary temporary construction area. To operate this area, we will require a secondary road access along Mill Lane and then onto Archer Street and Spring Street. It is our intention that any such use of Mill Lane by construction vehicles would be managed so as to avoid using Mill Lane during drop off and pick up times at the School. To facilitate any required construction vehicle access to the Secondary Temporary Construction Area via Archer Street and Spring Street, we have also included within the Order (NR02), see Part 1 of Schedule 15) the ability to introduce Temporary Traffic Regulation Orders (TTROs) on Mill Lane, Archer Street and Spring Street. The purposes of these TTROs would be to enable the introduction of temporary restrictions to manage activities such as parking, waiting and loading on these roads for a temporary period so, for example, to ensure sufficient passing provision for construction and other traffic using these roads. We will also be undertaking works at Mill Lane Underbridge and to safely construct these works we will need to temporarily close sections of Mill Lane below and either side of the underbridge. However, it is our intention that these works (and the related temporary road closures) will be programmed so that they are undertaken at weekends or weeknights so as to limit disruption to access to the School via Mill Lane. In order to manage construction</p>

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OBJ 110			<p>traffic, we will, as detailed in section 10.5.1 of the Environmental Report, Volume 1 Main Report (NR14), be preparing a Construction Traffic Management & Travel Plan ("CTMP"). This CTMP will need to be submitted to and approved by Tameside Council in accordance with planning condition 7 which we have proposed is attached to our Request for Deemed Planning Permission (NR7) for the works to be authorised by the Order. Once the CTMP is approved by Tameside Council, planning condition 7 requires us to the carry out the construction of our works in accordance with the terms of the approved CTMP.</p> <p>The CTMP is a crucial part in managing the effects of construction traffic on the local highway network. In particular the CTMP will be used to identify and detail specific mitigations and controls which we will employ.</p> <p>Network Rail is committed to engaging with the local community during the construction works. If the Order is made by the Secretary of State, and before construction begins, a Code of Construction Practice (CoCP) will be required to be prepared for approval by Tameside Council in accordance with planning condition 6 which we have proposed is attached to our Request for Deemed Planning Permission (NR7) for the works to be authorised by the Order. The CoCP will include (as required by planning condition 6(c)(i)) an External Communications Programme which will set out how Network Rail will communicate with the local community during the construction period. As part of this programme Network Rail is committed to providing the School and the</p>
OBJ 111			
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OBJ 182			
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OBJ 197			
OBJ 199			

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Objection number	Order element	Theme of objection	Network Rail's position
OBJ 201			local area, prior communication as regards any works taking place on Mill Lane.
OBJ 202			
OBJ 207			
OBJ 210			The Order (NR02) provides Network Rail with the statutory powers to remove vegetation from land required for construction purposes with the Request for Deemed Planning Permission (NR11) providing deemed planning permission for such works as authorised by the Order. The area called Brookfields is within the area covered by the deemed planning permission boundary and so therefore enables the removal of vegetation whether under a Tree Preservation Order or otherwise. However, it should be noted that Network Rail is subject to the following obligations for the compounds to be created within the Brookfields area by virtue of the planning conditions proposed to be attached to the Request for Deemed Planning Permission.
OBJ 213			(NR11). Condition 4(a)(i) Pre-commencement, requires NR to submit details to the relevant local authority for approval that show trees and vegetation that are to be retained and protected in addition to the vegetation that requires removal to facilitate the use of compounds such as that proposed at Brookfields. As identified in the Code of Construction practice (CoCP) Part A (NR17), section 4.4.2, this protection must be in compliance with BS5837. This commitment is re-stated in the Environment Report, Volume 1 Main Report, section 8.3.7, and hence any submission to the local authority under condition 4(a)(i) Pre-commencement, must include the measures to protect retained trees in accordance with BS5837.
OBJ 216			
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OBJ 252			
OBJ 258			The Order Scheme has been the subject of an ecological impact assessment. NR14 Environmental Report in Volume 1 Main Report,

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			<p>summarise in section 6 the ecological impact assessment with the full assessment located in Volume 3 Appendices: Appendix 6A Ecology and 6C Bat survey methodology. It should be noted that badger surveys have been conducted across the scheme but due to the sensitivity of this information, are not publicly reported but it can be stated that no evidence of badgers setts was identified in the Brookfields area.</p> <p>Network Rail can confirm that the Brookfields area was the subject of a phase 1 habitat survey on 15/05/2024 and 04/10/2024, the information is included in NR14 Environmental Report in Volume 3 Appendices: Appendix 6A Ecology. The surveys were conducted in compliance with the standard guidance provided in the UK Habitat Classification version 2.0. The survey was extended to record the presence of protected, protected priority and any invasive non-native plant species (INNPS).</p> <p>The surveys also assessed the habitat suitability for wildlife such as roosting bats (following 'Bat Surveys for Professional Ecologists: Good Practice Guidelines'), nesting birds and Badger setts. No features suitable for roosting bats were found and no evidence of badger presence (following the methodology detailed in 'Surveying for Badgers: Good Practise Guidelines'). The site is suitable for nesting birds and as a foraging or commuting habitat for wildlife such as those mentioned within the objection (deer, badgers and bats), however any impacts to these caused by the works will be covered by a Precautionary Method of Works (PMW) during construction. This will include a consideration of noise, vibration and lighting as can be reviewed in the NR14 Environmental Report Volume 1 Main Report, section 6.3.1. There is no requirement for a European Protected Species Licence in connection to</p>

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			the works at Brookfields. The area will require a precautionary ecology survey in advance of the works to check conditions have not changed.

Representations

15.5.156 Table 14-4 Key themes from representations

15.5.157 below identifies the key themes of the representations which have been made to the Order. It also summarises the steps which are being taken by Network Rail in response to the representations.

Table 14-4 Key themes from representations

Representation Number	Order element	Theme of objection	Network Rail's position
REP 01	Coal mining features	Risks posed by coal mining features and risks posed to surface stability and public safety are not specifically addressed in the draft planning conditions proposed and requests that a relevant planning condition to address land instability is included, unless Network Rail is satisfied this can be included in the CoCP.	<p>Network Rail can confirm the presence of the coal mining legacy in the area of the Order Scheme and there is the potential for the Order Scheme to interact with shallow coal mine workings or coal seams.</p> <p>Hazards relating to coal mining may include ground instability or mine gas migration.</p> <p>Details of where work packages of the Order Scheme and surrounding areas are present in Coal Mining Development High-Risk Areas, (which is defined by the Mining Remediation</p>

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			<p>Authority) are presented in NR14 Environmental Report, Volume 3, Technical Appendix 11A.</p> <p>A coal mining risk assessment will be undertaken to inform the detailed design of those areas of the Order Scheme that are located in a Coal Mining Development High Risk Area in order to identify the remedial measures required. This is standard practice in former coal mining areas.</p> <p>If piled foundations are required and contamination is identified, a piling risk assessment will be conducted during the detailed design stage and documented as part of the CoCP Part B Pollution Prevention and Incident Control Plan.</p>
<p>REP 02</p> <p>REP 03</p> <p>REP 04</p> <p>REP 10</p>	<ul style="list-style-type: none"> Moorgate Halt level crossing 	<ul style="list-style-type: none"> Object to the permanent closure of Footpath No. 209 and the upgrade of Footpath No. 244 Request that a footbridge is constructed over Moorgate Halt level crossing 	<p>Permanent closure of Footpath No. 209 and the upgrade of Footpath No.244</p> <p>By permanently closing Moorgate Halt level crossing, Network Rail addresses the many safety risks related to the level crossing, as well as ensuring that the full upgrade on the Transpennine Route can be delivered and the</p>

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Representation Number	Order element	Theme of objection	Network Rail's position
			<p>full benefits of the wider TRU programme can be achieved.</p> <p>It is proposed as part of the Order to enhance Footpath No. 244 to bring it up to the standard of a safe and pleasant scenic route. The footpath between MVL3/29 Wickens Underbridge and the first step will be upgraded and the uneven surface will be removed. The existing steps will be replaced with concrete steps with compliant risers and steel handrails. The fallen trees will be removed and subsurface drainage will be installed. The existing gradient of the footpath will be maintained and intermediate steps will be installed periodically down the footpath to manage level changes.</p> <p>Footbridge</p> <p>The site at Moorgate Halt where a footbridge is proposed by objectors is a challenging location for the design and installation of a footbridge. In light of these factors, a bespoke footbridge solution was developed by Network Rail.</p>

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			<p>However, due to the site constraints and rising design, procurement and construction costs have made this option unfeasible and the upgrade of Footpath No. 244 a more desirable option.</p> <p>See Section 8 of the Statement of Case for more details on Moorgate Halt Level Crossing.</p>
REP 02	<ul style="list-style-type: none"> Sam Road Compound 	<ul style="list-style-type: none"> Objects to Sam Road car park as it will have a detrimental effect on businesses 	<p>Sam Road compound</p> <p>The existing parking area at Sam Road will be used as a temporary compound to provide an access to the railway line, and the expansion of an existing site compound area on the opposite side of the railway from the parking area. We anticipate that the public will find alternative parking e.g. on the public highway, however we will engage with the Council to explore alternative areas for the public to park. See section 7.2.2.14 of this Statement of Case for further details on this Compound.</p>
REP 02	<ul style="list-style-type: none"> Oldham Road 	<ul style="list-style-type: none"> Objects to the closure of Oldham Road 	Oldham Road

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Representation Number	Order element	Theme of objection	Network Rail's position
REP 03 REP 04 REP 06 REP 10		<ul style="list-style-type: none"> Lacking information regarding the closure of Oldham Road Bridge 	<p>Network Rail construction access routes for the works in the vicinity of Greenfield Station, together with mitigations relevant to those works (which are outlined in NR14 Environmental Report, Chapter 10) will be included in the CTMP which will be submitted to and approved by Tameside Council under planning condition 7, which is included in the NR11 Request for Deemed Planning Permission and Statement of Proposed Conditions ("NR11 Request for Deemed Planning Permission").</p> <p>The CTMP will address the requirements for traffic management measures such as traffic route signage and details on temporary diversions of both highways and public rights of way required as part of the Order Scheme, including co-ordination of temporary road closures during demolition and reconstruction of bridges and for delivery of overlarge abnormal loads (if required).</p> <p>Network Rail has and will continue to engage with both the emergency services, Tameside Council and Transport for Greater Manchester so as to inform the preparation of the CTMP.</p>

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			See paragraph 11.10.3 of the Statement of Case for further information regarding the CTMP.
REP 03 REP 04 REP 06 REP 10	<ul style="list-style-type: none"> • Future stopping service 	<ul style="list-style-type: none"> • Two per hour, at least 	<p>The current local service pattern of two trains per hour during peak travel times will be maintained and the Order, together with the wider Scheme works will provide the system capability to operate up to two 'local services' an hour throughout the day on the route, subject to future operating timetables.</p> <p>Following completion of the TRU programme of works the local stations of Mossley and Greenfield, Marsden and Slaithwaite will provide new modern passenger facilities, step-free access, longer and wider platforms, improved drop-off arrangements and the availability of additional blue badge and non-blue badge parking. The local stations currently do not have step free access capability.</p>

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Representation Number	Order element	Theme of objection	Network Rail's position
REP 03 REP 04 REP 06 REP 10	<ul style="list-style-type: none"> Construction compounds 	<ul style="list-style-type: none"> Requests firm commitment that de-vegetation will be recorded before works start and the information is made available to the public 	<p>Reinstatement of land and removal of vegetation</p> <p>Please refer to NR14 Environmental Report, Volume 3 Appendices: Appendix 8A Arboricultural Technical Appendix for the full detail of the tree assessment across the scheme.</p> <p>The baseline tree assemblage with high-level indicative removal is shown in the NR14 Environmental Report Volume 2 Figures (folder 1 of 3) figures 8.1.1 to 8.1.20. In advance of any construction works Network Rail must comply with planning condition 4(a)(i) in the NR11 Request for Deemed Planning Permission, which requires an Arboricultural Method Statement detailing the vegetation and trees that are to be retained and protected in addition to identifying what will need to be removed. The information will be submitted to and approved by the local authority and will be publicly available to view.</p> <p>Proposed Planning condition 5, Landscaping and Ecology, requires Network Rail to draft Landscape and Ecological Management Plans (LEMPs) as outlined across the Order scheme</p>

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			<p>and shown indicatively in the NR14 Environmental Report, Volume 2 Figures (Volume 2 of 3), Figures 7.3.1 to 7.3.20.</p> <p>The LEMPs will be submitted to and approved by the local authority and will be available for the public to view. Any other areas of vegetation removal will be replaced like for like as will be required.</p>
<p>REP 03</p> <p>REP 04</p> <p>REP 06</p> <p>REP 10</p>	<ul style="list-style-type: none"> • Armit Road Compound 	<ul style="list-style-type: none"> • The site is in Green Belt and a Site of Biological Importance (SBI) so extra care should be taken during the works. 	<p>Armit Road Compound</p> <p>Land has been identified for a temporary compound on Armit Road to support the demolition of Wrights Overbridge MVL3/23. The compound will be used primarily for the welfare of the workforce who will be walking to and from the Wrights Overbridge MVL3/23. There will also be a small area for parking.</p> <p>We anticipate that small vans will use Armit Road in order to drop off the workforce at the compound, however there will be minimal construction traffic using Armit Road as the majority of the works relating to the demolition of the structure will be done from the railway, using</p>

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			<p>road rail vehicles. No direct impacts on the SBI are anticipated as the proposed works will be carried out within the existing railway boundary at this location. Potential indirect impacts are not expected to be significant with the implementation of standard environmental control measures.</p> <p>Reference should be made to NR14 Environmental Report, Volume 2 Figures (Volume 2 of 3), specifically Figure 7.3.11 that shows the Outline Landscape and Ecological Mitigation and Restoration Proposal for the area of the Armit Road Compound and the proximity of the Armit Road Lodge SBI (shown on Figure 6.2.1 (volume 1 of 3) Non-statutory designated site plans. The use by the project of areas of the scheme with an SBI non-statutory designation was commented on by the Greater Manchester Ecological Unit (GMEU) – please refer to NR14 Environmental Report, Volume 3 Appendices, Appendix 6A Ecology, section 3.1.2. GMEU has requested at minimum like for like replacement should an area of an SBI be unavoidably</p>

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			<p>affected by the scheme with a preference for enhancement where feasible.</p> <p>Figure 7.3.11 shows a recommendation for planting of native species deciduous woodland and proposed open grassland, the detail to be included in a LEMP to be submitted to and approved by the relevant local authority. The site-specific LEMP at Armit Road compound will consider the presence of the SBI. In terms of protection of the SBI, condition 4(a)(i) must detail how non devegetated areas must be protected in accordance with BS5837. It should also be noted that the principal protection during the works comes from the implementation of a Pollution Prevention and Incident Control Plan (PPICP), condition 6(c)(ii) that must be submitted to and approved by the relevant local authority.</p> <p>Network Rail is committed to engaging with the local community during the construction works. A Code of Construction Practice Part B (CoCP) (as part of the Planning Conditions which are</p>

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			submitted to and approved by the local authority) will include an External Communications Programme and this will set out how Network Rail will communicate with the local community during the construction period. The CoCP will also include mitigation measures to reduce construction impacts on the local community. All enquiries will be directed to the Network Rail 24/7 National Helpline. Further detail on the Construction environmental management Mitigation measures is set out in 11.4 of this Statement of Case.
REP 03 REP 04 REP 06 REP 10	<ul style="list-style-type: none"> Friezland Church Hall car park 	<ul style="list-style-type: none"> Requests a displacement car park be provided for the public 	<p>Friezland Church Hall car park</p> <p>During the reconstruction of the Grade II Listed Royal George Underbridge (MVL3/25) at Oaklands Road, the existing parking area for the Friezland Church Hall will be required for a temporary site compound. Network Rail has and will continue to engage with the owners of the car park and will explore alternative parking arrangements/facilities for the users of the car park and the church hall.</p>

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REP 04	Temporary road	<ul style="list-style-type: none"> Harrop Court Road and Boat Lane 	<p>During the period of the proposed works to reconstruct Station Road Overbridge (MVL3/39) (Work No.10 in the Order) there will be a requirement to temporarily stop up vehicular access along parts of Harrop Court Road at its junction with Station Road.</p> <p>Accordingly, to ensure a continued means of vehicular access to and from the residential properties and businesses located on Harrop Court Road during this period, the Order has made provision for a temporary road between Harrop Court Road and Boat Lane. This temporary road will provide an alternative temporary means of vehicular access to and from Harrop Court Road along the temporary road to Boat Lane.</p> <p>At present we anticipate that this temporary vehicular access to and from Harrop Court Road along the temporary road to Boat Lane will be required to be operated for approximately 9 months.</p>

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			<p>The temporary road will be used for the purpose of accessing the residential properties and business located on Harrop Court Road, as well as alternative means of access for emergency services.</p> <p>The temporary road will not be used as a main construction access route for the works to the Station Road Overbridge. Before any works begin for the provision of the temporary road, an inspection will be carried out by Network Rail along both Boat Lane and Harrop Court Road to identify if any localised repairs are required. If required any such localised repairs (along with any necessary drainage interventions) will be carried out by Network Rail before the construction of the temporary road commences.</p> <p>Details of the temporary diversion along Harrop Court Road, the temporary road and Boat Lane will be included in the Construction Traffic Management Plan ("CTMP") as is required under the scope of planning condition 7(b)(iii) as proposed to be attached to the NR11 Request for Deemed Planning Permission. Planning condition 7 would then require the CTMP (which includes this information) to be approved by the</p>

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			Council. The CTMP to be approved by the Council will also need to include details of Network Rail's construction access routes including the construction access routes to be used for the Station Road Overbridge (MVL3/39) reconstruction works.
REP 04	Compound	<ul style="list-style-type: none"> • Saddleworth Rugby Club to be used as a compound only whilst Greenfield Station is out of use 	The car park of Saddleworth Rangers Rugby Club has been identified as a temporary car parking area for the works to the Oldham Road Overbridge (MVL3/28) and the works at Greenfield Station. Network Rail will work with Oldham Council and the train operating company to explore the possibility of replacement parking for commuters.
REP 03 REP 04	De-vegetation	<ul style="list-style-type: none"> • De-vegetation off Oldham Road and Oaklands Road compound 	<p>At minimum, any vegetation in areas used for compounds and other temporarily used areas within the Order Scheme will either be replaced like for like, or if required for landscape mitigation will be restored in accordance with indicative plans included in the Order in the Environmental report (NR14) Volume 2 Figures 7.3.1 to 7.3.20.</p> <p>Network Rail is required by condition to submit Landscape and Ecological Management Plans (LEMPs) (proposed planning condition 5) to the</p>

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			<p>council for approval that will be based on figures 7.3.1 to 7.3.20 but may differ depending on detailed design and changing de-vegetation requirements and whether less or additional vegetation removal is required.</p> <p>While mature trees may need to be removed, the project has gone through workshops to reduce the amount of de-vegetation required. The LEMP in part addresses this loss. In addition, condition 9 Biodiversity Net Gain (BNG) requires that Network Rail count up the "value of the habitat" removed for the Order Scheme, replace that value and add 10% to it, hence a gain overall (see sections 12.3.4-12.3.5 of the Statement of Case). It is accepted that it takes time for trees to grow to maturity but it should be noted that BNG management and maintenance plans typically have to run for 30 years for woodland.</p>
REP 04	Bats	<ul style="list-style-type: none"> Concerns regarding impacts on bats 	<p>Network Rail is undertaking appropriate environmental assessments to understand the potential impact of the Order Scheme. For bats in particular, these surveys help Network Rail to understand whether bats are present and if any roosts exist in the areas of scheme. This informs</p>

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			whether the works require a licence, can proceed under a precautionary method of working, or have no effects requiring mitigation. In the case of Uppermill viaduct, bat presence was identified, but no roosts were found in the specific areas of work. Therefore, these works are expected to be covered under precautionary working methods. It is important to note that presence alone does not automatically trigger the need for a licence as it is the level of assessed disturbance that determines this requirement. Refer to section 6.7.26 of this statement of case for details on biodiversity enhancement measures.
REP 05	Stockport Road level crossing	Safety concerns regarding the interaction between walkers and livestock and clarity of land agreements of acquisition	Network Rail will work closely with Tameside Council (and the effected landowner) to develop and implement mitigation measures such as fencing or barriers, signage, surfacing and drainage so that the safety concerns are addressed. Article 19(8) makes provision to enable Network Rail to erect barriers/fencing and signs within the Order limits in providing the replacement section of PROW subject to the agreement of the Council as highway authority.

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			<p>We will also engage with the Council on our design development of the specifications for any surface drainage works that may be required for the operation of the replacement section of PROW.</p> <p>Network Rail will continue to engage with Tameside Council regarding land negotiations.</p>
REP 05	Order Powers	<p>Objects to the inclusion of deemed consent provision under Article 19(4) which impose an onerous 28-day timescale for consent. Support of the use of Article 19(8) but would like commitments from Network Rail to secure safety measures.</p>	<p>It is Network Rail's position that this is not an unreasonable timeframe for the Council to confirm that the works to provide the replacement section of PROW (being a replacement PROW route which at that stage would have been approved by the Order) have been completed to its reasonable satisfaction and can be open for use. Moreover, this timeframe for providing such confirmation has precedent and was accepted as reasonable for the purposes of the Network Rail (East West Rail) (Bicester to Bedford Improvements) Order 2020 ("the 2020 Order"). Accordingly, Network Rail do not accept that a different approach should be adopted for the purposes of this Order. We would also note that Article 19(6) requires Network Rail when making a request for</p>

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			this confirmation to notify the Council of the timeframe for making a decision.
REP 05	Traffic Regulation Orders (TROs)	The TROs must be time-sensitive, allowing flexibility during evenings and weeks, and alternative safe pedestrian crossing points must be provided at all times. Requests that exemptions for construction vehicles – especially Heavy Goods Vehicles - be limited to off-peak periods to minimise disruption, particularly for those living off Mill Lane, Archer Street and Brookfields.	<p>In order to manage construction traffic we will, as detailed in section 10.5.1 of the Environmental Report, Volume 1 Main Report (NR14), be preparing a Construction Traffic Management & Travel Plan ("CTMP"). This CTMP will need to be submitted to and approved by the Council in accordance with planning condition 7 which we have proposed is attached to our Request for Deemed Planning Permission (NR7) for the works to be authorised by the Order. Once the CTMP is approved by the Council, planning condition 7 requires us to the carry out the construction of our works in accordance with the terms of the approved CTMP.</p> <p>The CTMP is a crucial part in managing the effects of construction traffic on the local highway network. In particular the CTMP will be used to identify and detail specific mitigations and controls which we will employ.</p>

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REP05	Temporary stopping up of streets	Lack of prior consultation and clarity on duration and mitigation for residents and businesses	<p>In terms of the management of the temporary stopping up of streets, the CTMP is proposed to include details of temporary road closures and diversions which would, for example, include identifying the extent and duration of required temporary closures and the phasing of temporary traffic management with the other required temporary traffic management requirements.</p> <p>We note your comments regarding the deemed consent provision provided by Article 14(7) should Network Rail seek your consent under Article 14(5)(b) to temporarily stop up streets that are not specified in Schedule 6 of the Order. This deemed consent provision is now a well-established and accepted approach which has been deemed reasonable for the purposes of numerous TWA Orders including TWA Orders that have authorised other sections of the TRU project. Accordingly Network Rail do not accept that a different approach should be adopted for the purposes of this Order.</p> <p>As regards our consultation on these proposals, Network Rail can confirm that pre submission of</p>

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			the Order application, it has presented to the Council its approach to TTROs in the Order, as well as a review on the drawings available at that time, and as a result of this meeting in June 2025, engagement has continued on the matter of TTROs.
REP 09	<p>Contaminated Land and Controlled Waters</p> <p>Flood Risk and the Water Environment</p> <p>Water abstraction</p> <p>Biodiversity</p>	<ul style="list-style-type: none"> • Requirement of protective provisions • Environmental protection to be secured through Schedule 17 • Require notification of any abstraction greater than 20 m3/day and measures to prevent ecological harm <p>Pollution prevention and ecological protection measures should be secured through the Code of Construction Practice.</p>	<p>Protective Provisions</p> <p>Protective provisions relate to controls in place in considering legislation that has been disapplied. This does not apply to the potential of dealing with land with contamination. The Environmental Report (ER) (Volume 1 Main report Chapter 11 and Volume 3 Appendix 11A) deals with this item, some summary information included to assist below in considering Environment Agency comments on the subject. Having concluded work on this subject in the ER, reference should then be made to the recommended mitigation in ER Volume 1 main text, section 11-3.</p> <p>Land contamination</p> <p>To support the TWAO application, a Geoenvironmental Chapter and technical</p>

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			<p>appendix were provided within the NR14 Environmental Report which considered the risks from contamination to the design, construction and operation of the works, including from historical landfills and previous industrial land use.</p> <p>Controlled waters</p> <p>Network Rail considers there to be sufficient assessment at this stage to support the Order application and appropriate mitigation measures are included in the Environment Report to prevent the creation of pollutant pathways and impact to human health/controlled waters.</p> <p>Flood risk and the water environment</p> <p>Environmental protection in general is secured through deemed planning, proposed planning conditions as discussed with and approved by the relevant local authorities, contained in the Order at NR11 Request for Deemed Planning Permission.</p>

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			<p>Protection of the natural environment generally secured via proposed planning condition 6, Code of Construction Practice, particularly 6(c)(ii) Pollution Prevention and Incident Control Plan (PPICP), that must be submitted to and approved by the relevant local authority in advance of any construction works. Other controls relevant to the Environment Agency are included as protective provisions in schedule 17 (part 3) in connection to works in proximity to designated “main river”, in this case the River Tame.</p> <p>Water abstraction</p> <p>It is proposed that Network Rail will notify the Environment Agency should any water abstraction be required and this would include a consideration of any environmental effects including ecology.</p> <p>Biodiversity</p>

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			<p>The delivery of 10% net gain is secured via deemed planning as stated in NR11 Request for Deemed Planning Permission at proposed planning condition 9 Biodiversity Net Gain, that requires the detail of the BNG to be submitted to and approved by the relevant local authority.</p>
REP 11	Mill Lane	<ul style="list-style-type: none"> Concerns in relation to the construction activity will have on the community/school 	<p>The Primary Temporary Construction compound proposed to be used for the works to construct the relocated Mossley Station is to be located on Manchester Road (A635) on land that is located between the existing railway and Manchester Road. Therefore, the majority of construction vehicles associated with the construction of the relocated station will be travelling to and from the Primary Temporary Construction Compound, with those construction vehicles accessing the Primary Temporary Construction Compound to and from Manchester Road (A635). It is our intention that the construction access route to be prescribed for the construction vehicles travelling to and from the Primary Temporary Construction Compound would not include the use of Mill Lane.</p>

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			<p>Brookfields will be used as secondary temporary construction area. To operate this area, we will require a secondary road access along Mill Lane and then onto Archer Street and Spring Street. It is our intention that any such use of Mill Lane by construction vehicles would be managed so as to avoid using Mill Lane during drop off and pick up times at the School. To facilitate any required construction vehicle access to the Secondary Temporary Construction Area via Archer Street and Spring Street, we have also included within the Order (NR02), see Part 1 of Schedule 15) the ability to introduce Temporary Traffic Regulation Orders (TTROs) on Mill Lane, Archer Street and Spring Street. The purposes of these TTROs would be to enable the introduction of temporary restrictions to manage activities such as parking, waiting and loading on these roads for a temporary period so, for example, to ensure sufficient passing provision for construction and other traffic using these roads. We will also be undertaking works at Mill Lane Underbridge and to safely construct these works we will need to temporarily close sections of Mill Lane below and either side of the underbridge. However, it is our intention that these works (and the related temporary road closures) will be programmed so</p>

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			<p>that they are undertaken at weekends or weeknights so as to limit disruption to access to the School via Mill Lane. In order to manage construction traffic, we will, as detailed in section 10.5.1 of the Environmental Report, Volume 1 Main Report (NR14), be preparing a Construction Traffic Management & Travel Plan ("CTMP"). This CTMP will need to be submitted to and approved by Tameside Council in accordance with planning condition 7 which we have proposed is attached to our Request for Deemed Planning Permission (NR7) for the works to be authorised by the Order. Once the CTMP is approved by Tameside Council, planning condition 7 requires us to the carry out the construction of our works in accordance with the terms of the approved CTMP.</p> <p>The CTMP is a crucial part in managing the effects of construction traffic on the local highway network. In particular the CTMP will be used to identify and detail specific mitigations and controls which we will employ.</p> <p>Network Rail is committed to engaging with the local community during the construction works. If the Order is made by the Secretary of</p>

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			State, and before construction begins, a Code of Construction Practice (CoCP) will be required to be prepared for approval by Tameside Council in accordance with planning condition 6 which we have proposed is attached to our Request for Deemed Planning Permission (NR7) for the works to be authorised by the Order.. The CoCP will include (as required by planning condition 6) an External Communications Programme which will set out how Network Rail will communicate with the local community during the construction period. As part of this programme Network Rail is committed to providing the School, and the local area, prior communication as regards any works taking place on Mill Lane.
REP 12	Communication	<ul style="list-style-type: none"> • Requests to be kept informed during the construction works 	Network Rail is committed to engaging with the local community during the construction works. A Code of Construction Practice Part B (CoCP) (as part of the Planning Conditions which are submitted to and approved by the local authority) will include an External Communications Programme and this will set out how Network Rail will communicate with the local community during the construction period. The CoCP will also include mitigation measures to reduce construction impacts on the local community.

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			For further information, please refer to NR14 Environmental Report, Volume 1.
REP 13	Compensation	<ul style="list-style-type: none"> Queried whether compensation is payable. 	Network Rail will follow the statutory compensation code in assessing any claim for compensation where mitigation does not remove the impact on directly affected businesses
REP 04	Greenfield Station	<ul style="list-style-type: none"> Loss of accessible parking Pedestrian crossing 	<p>The Order Scheme does not include proposals for further disabled spaces at Greenfield Station but the existing provision of spaces is retained.</p> <p>Network Rail has and will continue to engage with the highway authority regarding highway design, including the proposed pedestrian crossing.</p>

14.6 Statements of Support

14.6.1 Network Rail has received 27 letters of support. The key themes that are set out in the letters of support are as follows:

- The scheme will improve reliability and deliver more frequent, dependable passenger services.
- The scheme represents a long-awaited transformational investment in a strategically vital North-of-England rail corridor.
- The scheme will provide modern infrastructure that boosts reliability, supports future freight growth and strengthens regional economic competitiveness.
- The scheme tackles freight capacity constraints between Stalybridge and Diggle, building on progress already made by TRU and Network Rail.
- The scheme commits to full electrification, higher speeds, modern signalling and increased line speeds to support growth in existing and emerging markets.
- The scheme introduces interventions such as improved junction layouts to remove bottlenecks and enable more efficient travelling.
- The scheme enhances rail freight capacity, reducing HGV traffic, easing pressure on roads like the M62, improving supply-chain resilience and supporting carbon-reduction goals.
- The scheme upgrades Mossley and Greenfield stations and delivers faster, more reliable services with major accessibility benefits.
- The scheme relocates Mossley Station to a new, fully accessible facility with modern amenities, improving the experience for passengers with mobility needs.

15. NOTICE AS REGARDS CORE DOCUMENTS

- 15.1.1 The list of documents appended to this Statement is a list of those documents which Network Rail currently intends to refer to or put in evidence at the Inquiry. Copies of those documents can be viewed and downloaded from Network Rail's website [Stalybridge to Diggle \(Saddleworth\) scheme - Network Rail](#)
- 15.1.2 Copies of the Statement of Case, or other documents which may be served on or by Network Rail in accordance with Rule 7 of the TWA Inquiries Rules, may be inspected free of charge and, where practicable and subject to payment of a reasonable charge be obtained from Penny Carter, Network Rail Infrastructure Limited, Ground Floor, Square One, 4 Travis Street, Manchester M1 2NY.

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Appendices

Appendix 1 - Core Documents List

Reference	Description of Document	Date
Transport and Works Order and Related Application Documents		
NR01	Application	November 2025
NR02	Draft Order	November 2025
NR03	Explanatory Memorandum	November 2025
NR04	Statement of Aims	November 2025
NR05	Funding Statement	November 2025
NR06	Estimate of Costs	November 2025
NR07	Consultation Report	November 2025
NR08	Book of Reference	November 2025
NR09	Deposited Plans and Sections, Traffic Regulation Plans and Open Space Plans	November 2025
NR10	List of Consents, Permissions or Licences	November 2025
NR11	Request for Deemed Planning Permission and Conditions	November 2025
NR12	Planning Direction Drawings	November 2025
NR13	Screening Decision	November 2025
NR14	Environmental Report Volumes 1 - 4	November 2025
NR15	Planning Statement	November 2025
NR16	Design & Access Statement	November 2025
NR17	Code of Construction Practice Part A	November 2025
NR18	Listed Building Consent Application – Heyrod Hall Overbridge (MVL3/7)	November 2025
NR19	Listed Building Consent Application – Springbank Lane Footbridge (MVL3/8)	November 2025
NR20	Listed Building Consent Application – Roughtown Road Overbridge (MVL3/17)	November 2025
NR21	Listed Building Consent Application – Wright’s Mill Overbridge (MVL3/20)	November 2025
NR23	Listed Building Consent Application – Royal George Underbridge (MVL3/25)	November 2025
NR24	Listed Building Consent Application – Shaw Hall Bank Road Footway (MVL3/26)	November 2025
NR25	Listed Building Consent Application – Oldham Road Overbridge (MVL 3/28)	November 2025
NR26	Listed Building Consent Application – Wickens Underbridge (MVL 3/29)	November 2025
NR27	Listed Building Consent Application – Uppermill Viaduct (MVL 3/31)	November 2025
NR28	Notice of Intention to issue Certificates under S19 of the 1981 Acquisition of Land Act*	November 2025
NR29	Application for Open Space Certificates under S19 of the 1981 Acquisition of Land Act*	November 2025
NR30	Statement of Case by Network Rail Infrastructure Limited *	November 2025
National Planning and Transport Policy Documents		
NR31	National Infrastructure Delivery Plan 2016–2021	March 2016
NR32	Rail Network Enhancement Pipeline – Department for Transport (2019)	October 2019
NR33	Integrated Rail Plan for the North and Midlands – 2021	November 2021
NR34	Williams-Shapps Plan for Rail – HM Government (2021)	May 2021
NR35	National Networks National Policy Statement (2024)	March 2024

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NR36	Northern Growth Strategy: Case for change	January 2026
NR37	Northern Growth Strategy: Press Release	January 2026
NR38	National Planning Policy Framework	December 2024
NR39	National Planning Policy Framework: proposed reforms and other changes to the planning system	January 2026

Regional and Local Planning and Transport Policy Documents

NR40	Strategic Transport Plan, Transport for the North 2024	2024
NR41	Greater Manchester Transport Strategy 2040	2021
NR42	Greater Manchester Five Year Transport Delivery Plan	January 2021
NR43	Draft Greater Manchester Transport Strategy 2050	December 2025
NR44	Draft Greater Manchester Transport Strategy 2050 and Delivery Plan (2027-2037)	December 2025
NR45	Places for Everyone Joint Development Plan	March 2024
NR46	Tameside Metropolitan Borough Unitary Development Plan	November 2004
NR47	Tameside Metropolitan Borough Employment Land Supplementary Planning Document	January 2009
NR48	Tameside Metropolitan Borough Trees and Landscaping on Development Sites Supplementary Planning Document	March 2007
NR49	Oldham Metropolitan Borough Joint Core Strategy	Nov 2011
NR50	Oldham Metropolitan Borough Unitary Development Plan – Saved Policies	May 2009

Legislation, Circulars and British Standards

NR51	Compulsory Purchase Act 1965	Aug 1965
NR52	Control of Pollution Act 1974	July 1974
NR53	The Noise Insulation Regulations 1975 (as amended 1988)	Oct 1975
NR54	Ancient Monuments and Archaeological Areas Act 1979 (as amended)	April 1979
NR55	Highways Act 1980	Nov 1980
NR56	Acquisition of Land Act 1981	Oct 1981
NR57	Compulsory Purchase (Vesting Declarations) Act 1981	Oct 1981
NR58	Town and Country Planning Act 1990 (Section 90 (2A))	May 1990
NR59	Town and Country Planning (Environmental Impact Assessment) Regulations 2017	May 2017
NR60	Environmental Protection Act 1990 (Part III)	Nov 1990
NR61	Planning (Listed buildings and Conservation Areas) Regulations 1990	Jul 1990
NR62	Transport and Works Act 1992	Mar 1992
NR63	Protection of Badgers Act 1992 (Section 10)	Jul 1992
NR64	Transport and Works Applications (Listed Buildings, Conservation Areas and Ancient Monuments Procedure) Regulations 1992	Dec 1992
NR65	Railways Act 1993	Nov 1993
NR66	The Noise Insulation (Railways and Other Guided Transport Systems) Regulations 1996 (as amended)	Feb 1996
NR67	Transport and Works (Inquiries Procedure) Rules 2004	Jul 2004
NR68	Railways Act 2005	Apr 2005
NR69	Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006	Jun 2006

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NR70	Transport and Works (Model Clauses for Railways and Tramways) Order 2006	Jul 2006
NR71	Conservation of Habitats and Species Regulations 2017 (Regulation 55)	Oct 2017
NR72	British Standard 5228 Part 1 and Part 2	Feb 2019
NR73	BS6472-1:2008 Guide to evaluation of human exposure to vibration in buildings. Vibration sources other than blasting	Jun 2008
NR74	BS4142:2014 Methods for rating and assessing industrial and commercial sound	Jun 2019
NR75	Guidance on Compulsory Purchase Process and The Crichel Down Rules – Ministry for Housing, Communities and Local Government	Jan 2025
NR76	Equality Act 2010	April 2010
Other documents		
NR77	Enhancing Level Crossing Safety 2019-2029. A long-term strategy targeting improved safety on Great Britain's railway	2019
NR78	Principles for managing level crossing safety	July 2021
NR79	Strategy for regulation of health and safety risks – 4: level crossings	Feb 2020
NR80	TransPennine Route Statement of History and Significance: West of Leeds V3.2*	March 2024
NR81	Active Mode Appraisal Toolkit User Guide	May 2022
NR82	Inclusive Mobility: A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure	Dec 2021
NR83	Manual for Streets	2007
NR84	Network Rail standard NR/GN/CIV/200/08 Lighting Design in Stations	Sept 2024
NR85	NR/L3/XNG/308 'Risk assessing level crossings'	Sept 2020
NR86	Highway Statement – Closure of Level Crossing off Moorgate Street/Dark Lane, Uppermill, Oldham*	June 2025
NR87	A670 Oldham Road – Road Safety Audit*	Feb 2026
NR88	Closure of Level Crossing – GG104 Safety Risk Assessment*	Sept 2025
NR89	Spaces and Places for Everyone – Network Rail Inclusive Design Strategy 2015-2019	2015
NR90	Oldham Council EIA Screening Response	Aug 2025
NR91	Tameside Council EIA Screening Response	Nov 2025
NR92	Town and Country Planning (General Permitted Development) (England) Order 2015	March 2015
NR93	The UK Climate Change Act	Nov 2008
NR94	Transpennine Route Upgrade Programme Business Case – Update 2*	May 2023

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Appendix 2 - Schedule of Land and Rights

			Acquisition			Purpose				
Plot Nos	Current Land Use	Freehold Owners	Permanent Acquisition	Permanent Rights	Temporary possession/use	Maintenance Access	Placing permanent infrastructure	Construction Activities & Mitigation Works	Explanation (permanent)	Explanation (temporary)
1-001	23.73 Square metres Private shop and house (12 Waterloo Road, SK15)	Tameside Metropolitan Borough Council Tameside Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Access for construction
1-002	833.72 Square metre Private Car park to the rear of 16 Waterloo Road, SK15 2AU	Tameside Metropolitan Borough Council			Yes			Yes		Access for construction
1-003A	13.25 Square metres Woodland to the south-east of Stamford Street (A6018), Stalybridge	Tameside Metropolitan Borough Council Network Rail Infrastructure Limited			Yes			Yes		Access for construction
1-003B	3.71 Square metres Woodland to the south-east of Stamford Street (A6018), Stalybridge	Unknown Network Rail Infrastructure Limited			Yes			Yes		Access for construction
1-003C	5.03 Square metres Woodland to the south-east of Stamford Street (A6018), Stalybridge	Unknown			Yes			Yes		Access for construction
1-004	15.23 Square metres Woodland to the south-east of Stamford Street (A6018), Stalybridge	Tameside Metropolitan Borough Council	Yes				Yes		Utility diversions	
1-005	0.14 Square metres Private car sales building and carpark to the rear of 16 Waterloo Road, Stalybridge, SK15 2AU	Tameside Metropolitan Borough Council	Yes				Yes		Utility diversions	Working site and access for construction
1-006	405.47 Square metres Private car sales building and car park to the rear of 16 Waterloo Road, Stalybridge, SK15 2AU	Tameside Metropolitan Borough Council Network Rail Infrastructure Limited			Yes			Yes		
1-007	19.23 Square metres Woodland to the south-east of Stamford Street (A6018), Stalybridge	Tameside Metropolitan Borough Council Network Rail Infrastructure Limited			Yes			Yes		Working site and access for construction
1-008	4.99 Square metres Woodland to the south-east of the Stamford Street (A6018), Stalybridge	Unknown	Yes				Yes		Utility diversions	
1-009	2.42 Square metres Woodland to the south-east of the Stamford Street (A6018), Stalybridge	Unknown	Yes				Yes		Utility diversions	
1-010	202.50 Square metres Private car sales building and carpark to the rear of 16 Waterloo Road, Stalybridge, SK15 2AU	Tameside Metropolitan Borough Council Network Rail Infrastructure Limited	Yes				Yes		Utility diversions	
1-011	58.50 Square metres Private Car park and shrubs to the rear of 16 Waterloo Road, Stalybridge, SK15 2AU	Tameside Metropolitan Borough Council Network Rail Infrastructure Limited			Yes			Yes		Working site and access for construction
1-012	905.8 Square metres Private car park and woodland to the rear of 16 Waterloo Road, SK15 2AU	Tameside Metropolitan Borough Council			Yes			Yes		Working site and access for construction
1-013	1.64 Square metres Private car park to the rear of 16 Waterloo Road, Stalybridge, SK15 2AU	Tameside Metropolitan Borough Council Tameside Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Working site and access for construction
1-014	4.90 Square metres Private car park to the rear of 16 Waterloo Road, Stalybridge, SK15 2AU	Tameside Metropolitan Borough Council Tameside Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Working site and access for construction
1-015	43.35 Square metres Woodland to the south-east of Stamford Street (A6018), Stalybridge	Tameside Metropolitan Borough Council Network Rail Infrastructure Limited	Yes				Yes		Utility diversions	
1-016	177.63 Square metres Woodland to the south-east of Stamford Street (A6018), Stalybridge	Unknown Network Rail Infrastructure Limited	Yes				Yes		Utility diversions	
1-017	230.13 Square metres Woodland to the south-east of Stamford Street (A6018), Stalybridge	Tameside Metropolitan Borough Council	Yes				Yes		Utility diversions	
1-018	44.89 Square metres Grassland north-east of Stamford Street (A6018), Stalybridge	Unknown	Yes							
1-019	74.37 Square metres Public highway and footway at Stamford Street (A6018), Stalybridge	Unknown Tameside Metropolitan Borough Council (in respect of adopted highway)	Yes							
1-020	77.38 Square metres Public highway and footway at Stamford Street (A6018), Stalybridge	Unknown Tameside Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Working site and access for construction
1-021	197.07 Square metres Public highway and footway at Stamford Street (A6018), Stalybridge	Unknown Tameside Metropolitan Borough Council (in respect of adopted highway)	Yes				Yes		Utility diversions	
1-022	108.65 Square metres Public highway and footway at Stamford Street (A6018), Stalybridge	Unknown Tameside Metropolitan Borough Council (in respect of adopted highway)	Yes				Yes		Utility diversions	
1-023	88.58 Square metres Public highway and footway at Stamford Street (A6018), Stalybridge	Unknown Tameside Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Working site and access for construction
1-024	71.05 Square metres Public Road and footway at Stamford Street (A6018), Stalybridge	Unknown Tameside Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Working site and access for construction
1-025	0.84 Square metres Woodland to the south-east of Stamford Street (A6018), Stalybridge	Tameside Metropolitan Borough Council Network Rail Infrastructure Limited	Yes				Yes		Utility diversions	
1-026	43.57 Square metres Grassland and shrubs north-east Stamford Street (A6018), Stalybridge	Unknown	Yes				Yes		Utility diversions	
1-027	3.55 Square metres Grassland and shrubs north-east of Stamford Street (A6018), Stalybridge	Unknown			Yes			Yes		Working site and access for construction
1-028	8.56 Square metres Grassland and shrubs north-east of Stamford Street (A6018), Stalybridge	Tameside Metropolitan Borough Council Unknown (in respect of mines and minerals)			Yes			Yes		Working site and access for construction
1-029	18.75 Square metres Grassland and footway north of Stamford Street (A6018), Stalybridge	Tameside Metropolitan Borough Council Tameside Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Working site and access for construction and temporary ground stabilisation works
1-030	203.87 Square metres Public Road and footway Stamford Street (A6018), Stalybridge	Unknown Tameside Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Temporary ground stabilisation works
1-031	127.56 Square metres Public Road and footway Stamford Street (A6018), Stalybridge	Unknown Network Rail Infrastructure Limited Tameside Metropolitan Borough Council (in respect of adopted highway)	Yes							
1-032	216.24 Square metres Public Road and footway Stamford Street (A6018), Stalybridge	Unknown Tameside Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Temporary ground stabilisation works
1-033	261.89 Square metres Public Road and footway Stamford Street (A6018), Stalybridge	Unknown Tameside Metropolitan Borough Council (in respect of adopted highway)	Yes							
1-034	40.65 Square metres Grassland and footway north of Stamford Street (A6018), Stalybridge	Tameside Metropolitan Borough Council Network Rail Infrastructure Limited Tameside Metropolitan Borough Council (in respect of adopted highway)	Yes							
1-035	6.88 Square metres Footway south of Stamford Street (A6018), Stalybridge	Mark Hutchcroft: Bridget Hutchcroft: Unknown (in respect of mines and minerals) Tameside Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Temporary ground stabilisation works
1-036	29.66 Square metres Footway south of Stamford Street (A6018), Stalybridge	Mark Hutchcroft: Bridget Hutchcroft: Tameside Metropolitan Borough Council (in respect of adopted highway)	Yes							
1-037	4.91 Square metres Footway and Public Road Stamford Street (A6018), Stalybridge	Unknown Tameside Metropolitan Borough Council (in respect of adopted highway)	Yes							
1-038	535.98 Square metres Public Road, footway and shrub Stamford Street (A6018), Stalybridge	Unknown Tameside Metropolitan Borough Council (in respect of adopted highway)	Yes							
1-039	617.68 Square metres Public Road, footway, grassland and shrub Stamford Street (A6018), Stalybridge	Tameside Metropolitan Borough Council Tameside Metropolitan Borough Council (in respect of adopted highway)	Yes							
1-040	428.24 Square metres Public Road, footway, grassland and trees Stamford Street (A6018), Stalybridge	Tameside Metropolitan Borough Council Tameside Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Temporary ground stabilisation works
1-041	154.50 Square metres Footway, grassland and trees north of Stamford Street (A6018), Stalybridge	Tameside Metropolitan Borough Council			Yes			Yes		Temporary ground stabilisation works
1-042	250.71 Square metres Footway, grassland and trees north of Stamford Street (A6018), Stalybridge	Tameside Metropolitan Borough Council Network Rail Infrastructure Limited	Yes							
1-043	321.20 Square metres Grassland north of Stamford Street (A6018), Stalybridge	Tameside Metropolitan Borough Council			Yes			Yes		Working site and access for construction and temporary ground stabilisation works
1-044	93.23 Square metres Grassland north of Stamford Street (A6018), Stalybridge	Tameside Metropolitan Borough Council	Yes				Yes		Utility diversions	
1-045	178.2 Square metres Grassland north of Stamford Street (A6018), Stalybridge	Tameside Metropolitan Borough Council			Yes			Yes		Working site and access for construction
1-046	518.97 Square metres Grassland and shrubs north of Stamford Street (A6018), Stalybridge	Tameside Metropolitan Borough Council	Yes				Yes		Utility diversions	
1-047	377.97 Square metres Grassland and shrubs north of Stamford Street (A6018), Stalybridge	Tameside Metropolitan Borough Council	Yes				Yes		Utility diversions	
1-048	78.99 Square metres Grassland and shrubs north of Stamford Street (A6018), Stalybridge	Tameside Metropolitan Borough Council Network Rail Infrastructure Limited			Yes			Yes		Working site and access for construction
1-049	10.31 Square metres Grassland and shrubs north of Stamford Street (A6018), Stalybridge	Tameside Metropolitan Borough Council			Yes			Yes		Working site and access for construction and temporary ground stabilisation works
1-050	0.46 Square metres Grassland and shrubs north of Stamford Street (A6018), Stalybridge	Tameside Metropolitan Borough Council	Yes				Yes		Utility diversions	
1-051	99.05 Square metres Grass land, footway and trees south of Wakefield Road, Stalybridge	Tameside Metropolitan Borough Council Tameside Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Working site and access for construction and temporary ground stabilisation works
1-052	1.43 Square metres Public Road at Wakefield Road, Stalybridge (A635), SK15 1AJ	Tameside Metropolitan Borough Council Tameside Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Working site and access for construction
1-053	5.91 Square metres Public Road at Wakefield Road (A635), Stalybridge, SK15 1AJ	Unknown Tameside Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Working site and access for construction and temporary ground stabilisation works
1-054	88.62 Square metres Public Road and footway at Wakefield Road (A635), Stalybridge, SK15 1AJ	Unknown Tameside Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Working site and access for construction
1-055	285.77 Square metres Part of Public Road, pavement and stone wall at Wakefield Road (A635), Stalybridge, SK15 1AJ	Unknown Tameside Metropolitan Borough Council (in respect of adopted highway)	Yes							
1-056	425.93 Square metres House, private rear garden, grass verge, brick wall, vegetation, and trees (17 Wakefield Road (A635), Stalybridge, SK15 1AJ	Regenda Limited Unknown (in respect of mines and minerals)	Yes							
1-057	6.9 Square metres Hardstanding, pavement at land on the north side of Wakefield Road (A635), Stalybridge, SK15 1AJ	Regenda Limited Tameside Metropolitan Borough Council (in respect of adopted highway)	Yes							

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Plot Nos	Current Land Use	Freehold Owners	Acquisition			Purpose			Explanation (permanent)	Explanation (temporary)
			Permanent Acquisition	Permanent Rights	Temporary possession/use	Maintenance Access	Placing permanent Infrastructure	Construction Activities & Mitigation Works		
1-058	2.18 Square metres Grass verge, brick wall, vegetation, and trees (17 Wakefield Rd (A635), Stalybridge, SK15 1AN)	Regenda Limited Tameside Metropolitan Borough Council (in respect of adopted highway)	Yes							
1-059	23.55 Square metres House (17 Wakefield Rd A635, Stalybridge SK15 1AN), private rear garden, shed, grass verge, private car park, fenceline, and vegetation on the north side of Wakefield Road (A635), Stalybridge, SK15 1AJ	Regenda Limited	Yes							
1-060	46.63 Square metres Private car park, grass verge, brick wall, vegetation, trees, fence to the east of (17 Wakefield Road (A635), Stalybridge, SK15 1AJ	Regenda Limited	Yes							
1-061	15.49 Square metres Private car park, vegetation, trees, fence to the east of (17 Wakefield Road (A635), Stalybridge, SK15 1AJ	Unknown	Yes							
1-062	31.63 Square metres Shrubland, trees and fence to the south of (1 Church St, Stalybridge, SK15 1BE)	Ahmed Said Shiwan Unknown (in respect of mines and minerals)	Yes							
1-063	106.2 Square metres Commercial building, private garden, fence to the west of (31 Wakefield Road (A635), Stalybridge, SK15 1AJ	Leo Taverns Limited Duha Properties Limited	Yes							
1-064	56.42 Square metres Commercial building, private garden, fence and access stairs to the west of (31 Wakefield Road (A635), Stalybridge, SK15 1AJ	Unknown	Yes							
1-065	112.58 Square metres Commercial building (31 Wakefield Road, Stalybridge A635, Stalybridge, SK15 1AJ), fence and access stairs to the west of (31 Wakefield Road (A635), Stalybridge, SK15 1AJ	Ahmed Said Shiwan	Yes							
1-066	117.57 Square metres Public Road, pavement at (Wakefield Road (A635), Stalybridge, SK15 1AJ)	Unknown Tameside Metropolitan Borough Council (in respect of adopted highway)	Yes				Yes		Utility diversions	
1-067	206.83 Square metres Public Road, pavement at (Wakefield Rd (A635), Stalybridge, SK15 1AN)	Unknown Tameside Metropolitan Borough Council (in respect of adopted highway)	Yes				Yes		Utility diversions	
1-068	147.96 Square metres Bus stop, telephone box, grass land, footway and trees on the south side of Wakefield Road (A635), Stalybridge	Tameside Metropolitan Borough Council Tameside Metropolitan Borough Council (in respect of adopted highway)	Yes				Yes		Utility diversions	
1-069	74.54 Square metres Grass land, footway and trees on the south side of Wakefield Road (A635), Stalybridge, SK15 1AJ	Tameside Metropolitan Borough Council Network Rail Infrastructure Limited	Yes				Yes		Utility diversions	
1-070	98.97 Square metres Bus stop, telephone box, pavement and layby on the south side of Wakefield Road (A635), Stalybridge, SK15 1AJ	Tameside Metropolitan Borough Council Network Rail Infrastructure Limited Tameside Metropolitan Borough Council (in respect of adopted highway)	Yes				Yes		Utility diversions	
1-071	36.15 Square metres Pavement and street furniture on the south side of Wakefield Road (A635), Stalybridge, SK15 1AJ	Tameside Metropolitan Borough Council Tameside Metropolitan Borough Council (in respect of adopted highway)	Yes				Yes		Utility diversions	
1-072	96.3 Square metres Grass land and Footway on the south side of Wakefield Road (A635), Stalybridge, SK15 1AJ	Tameside Metropolitan Borough Council			Yes			Yes		Working site and access for construction
1-073	73.76 Square metres Pavement, bollards, at land on the south side of Wakefield Road (A635), Stalybridge, SK15 1AJ	Tameside Metropolitan Borough Council Tameside Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Working site and access for construction
1-074	51.34 Square metres Grass land, and footway to the east of Stamford St (A6018)	Tameside Metropolitan Borough Council	Yes							
1-075	2.4 Square metres Pavement, bollards, at land on the south side of Wakefield Road (A635), Stalybridge, SK15 1AJ	Tameside Metropolitan Borough Council Tameside Metropolitan Borough Council (in respect of adopted highway)	Yes							
1-076	21.19 Square metres Part of Public Road at George Street, Stalybridge	Tameside Metropolitan Borough Council Tameside Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Working site and access for construction
1-077	2.38 Square metres Part of Public Road at George Street, Stalybridge	Unknown Tameside Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Working site and access for construction
1-078	27.90 Square metres Part of Public Road at George Street, Stalybridge	Unknown Tameside Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Working site and access for construction
1-079	11.44 Square metres Part of Public Road at George Street, Stalybridge	Travellers Terraces Ltd Tameside Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Working site and access for construction
1-080	23.5 Square metres Pavement, bollards and part of Public Road at George Street, Stalybridge	Travellers Terraces Ltd Tameside Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Working site and access for construction
1-081	46.27 Square metres Pavement, bollards and street furniture to the east of George Street, Stalybridge	Travellers Terraces Ltd Tameside Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Temporary ground stabilisation works
1-082	18.19 Square metres Pavement, stone wall, gate and part of Public Road at George Street, Stalybridge	Unknown Tameside Metropolitan Borough Council (in respect of adopted highway)	Yes							
1-083	66.43 Square metres Pavement and part of Public Road at George Street, Stalybridge	Travellers Terraces Ltd Tameside Metropolitan Borough Council (in respect of adopted highway)	Yes							
1-084	115.88 Square metres Commercial building (26 Wakefield Road (A635), Stalybridge, SK15 1AJ), private garden, trees and shed	Travellers Terraces Ltd	Yes							
1-085	133.34 Square metres Commercial building (26 Wakefield Road (A635), Stalybridge, SK15 1AJ), private garden and trees	Travellers Terraces Ltd			Yes			Yes		Temporary ground stabilisation works
1-086	45.61 Square metres Pavement and part of Public Road at George Street, Stalybridge	Travellers Terraces Ltd Tameside Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Working site and access for construction and temporary ground stabilisation works
1-087	33.91 Square metres Grass land, pavement and part of Public Road at George Street, Stalybridge	Tameside Metropolitan Borough Council Tameside Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Working site and access for construction and temporary ground stabilisation works
1-088	60.41 Square metres Layby, pavement and street furniture on the south side of Wakefield Road (A635), Stalybridge	Unknown Network Rail Infrastructure Limited Tameside Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Working site and access for construction
1-089	248.23 Square metres Bollards, Public Road, pavement at (Wakefield Road (A635), Stalybridge, SK15 1AJ)	Unknown Network Rail Infrastructure Limited Tameside Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Working site and access for construction
1-090	159.29 Square metres Public Road, pavement and steps at Wakefield Road (A635), Stalybridge, SK15 1AJ	Unknown Tameside Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Working site and access for construction and temporary ground stabilisation works
1-091	144.3 Square metres Public Road and road junction at Church Street, Stalybridge, SK15 1AJ	Unknown Tameside Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Working site and access for construction
1-092	149 Square metres Shrubland, trees and fence to the south of (1 Church St, Stalybridge, SK15 1BE)	Tameside Metropolitan Borough Council Unknown (in respect of mines and minerals)	Yes							
1-093	36.82 Square metres Pavement, bollards and layby on the south side of Wakefield Road (A635), Stalybridge, SK15 1AJ and part of Public Road at George Street, Stalybridge	Unknown Network Rail Infrastructure Limited Tameside Metropolitan Borough Council (in respect of adopted highway)	Yes				Yes		Utility diversions	
1-094	3.33 Square metres Part of Public Road at George Street, Stalybridge	Unknown Tameside Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Working site and access for construction and temporary ground stabilisation works
1-095	3.71 Square metres Part of Public Road at George Street, Stalybridge	Unknown Tameside Metropolitan Borough Council (in respect of adopted highway)	Yes				Yes		Utility diversions	
1-096	268.65 Square metres Public Road and pavement at Church Street, Stalybridge, SK15 1AJ	Unknown Tameside Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Working site and access for construction
1-097	1.1 Square metres Public Road and pavement at Church Street, Stalybridge, SK15 1AJ	Unknown Tameside Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Working site and access for construction
1-098	59.07 Square metres Private shop and house (33, 35, 37 Wakefield Road, Stalybridge, SK15 1AJ)	Jitendra Chhabildas Solanki Vasanti Solanki Unknown (in respect of mines and minerals)	Yes							
1-099	16.73 Square metres Private shop and house (33, 35, 37 Wakefield Road, Stalybridge, SK15 1AJ)	Jitendra Chhabildas Solanki Vasanti Solanki			Yes			Yes		Temporary ground stabilisation works
1-100	0.25 Square metres Private shop and house (33, 35, 37 Wakefield Road, Stalybridge, SK15 1AJ)	Jitendra Chhabildas Solanki Vasanti Solanki	Yes							
1-101	31.26 Square metres Private shop and house (33, 35, 37 Wakefield Road, Stalybridge, SK15 1AJ)	Jitendra Chhabildas Solanki Vasanti Solanki	Yes							
1-102	0.60 Square metres Private shop and house (33, 35, 37 Wakefield Road, Stalybridge, SK15 1AJ)	Jitendra Chhabildas Solanki Vasanti Solanki			Yes			Yes		Temporary ground stabilisation works
1-103	2.97 Square metres Private shops and houses (33, 35, 37 Wakefield Road, Stalybridge, SK15 1AJ)	Tameside Metropolitan Borough Council			Yes			Yes		Temporary ground stabilisation works
1-104	53.69 Square metres Private shop and house (33, 35, 37 Wakefield Road, Stalybridge, SK15 1AJ)	Tameside Metropolitan Borough Council	Yes							
1-105	7.31 Square metres House (35 Wakefield Road, Stalybridge, SK15 1AJ)	Jitendra Chhabildas Solanki Vasanti Solanki	Yes							

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			Acquisition			Purpose				
			Permanent Acquisition	Permanent Rights	Temporary possession/use	Maintenance Access	Placing permanent Infrastructure	Construction Activities & Mitigation Works		
Plot Nos	Current Land Use	Freehold Owners							Explanation (permanent)	Explanation (temporary)
1-170	0.61 Square metres Brick garage, public footway at Montague Way, Stalybridge, SK15 1AL	Tameside Metropolitan Borough Council Tameside Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Temporary ground stabilisation works
1-171	0.11 Square metres Brick garage, public footway at Montague Way, Stalybridge, SK15 1AL	Tameside Metropolitan Borough Council Tameside Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Temporary ground stabilisation works
1-172	0.37 Square metres Brick garage, public footway at Montague Way, Stalybridge, SK15 1AL	Tameside Metropolitan Borough Council Tameside Metropolitan Borough Council (in respect of adopted highway)	Yes							
1-173	16 Square metres Car park, brick garage, public footway at Montague Way, Stalybridge, SK15 1AL	Tameside Metropolitan Borough Council Tameside Metropolitan Borough Council (in respect of adopted highway)	Yes							
1-174	4.38 Square metres Brick garage, public footway at Montague Way, Stalybridge, SK15 1AL	Tameside Metropolitan Borough Council	Yes							
1-175	16.87 Square metres Brick garage and car park at Montague Way, Stalybridge, SK15 1AL	Tameside Metropolitan Borough Council			Yes			Yes		Temporary ground stabilisation works
1-176	21.28 Square metres Brick garage and car park at Montague Way, Stalybridge, SK15 1AL	Tameside Metropolitan Borough Council			Yes			Yes		Temporary ground stabilisation works
1-177	21.23 Square metres Brick garage and car park at Montague Way, Stalybridge, SK15 1AL	Tameside Metropolitan Borough Council			Yes			Yes		Temporary ground stabilisation works
1-178	20.91 Square metres Brick garage and car park at Montague Way, Stalybridge, SK15 1AL	Tameside Metropolitan Borough Council			Yes			Yes		Temporary ground stabilisation works
1-179	27 Square metres Brick garage and car park at Montague Way, Stalybridge, SK15 1AL	Tameside Metropolitan Borough Council			Yes			Yes		Temporary ground stabilisation works
1-180	232.52 Square metres Footway, trees, Public Road Wakefield Road (A635), Stalybridge and junction of Public Road Blandford Street	Unknown Tameside Metropolitan Borough Council (in respect of adopted highway)	Yes							
1-181	40.37 Square metres Public green space, footway and brick wall north of Wakefield Road (A635), Stalybridge	Tameside Metropolitan Borough Council	Yes							
1-182	44.63 Square metres Car park and footway at Montague Way, Stalybridge, SK15 1AL	Tameside Metropolitan Borough Council Network Rail Infrastructure Limited	Yes							
1-183	31.84 Square metres Private garden, hedgerow, and vegetation (49 Wakefield Rd A635, Stalybridge, SK15 1AJ)	Tameside Metropolitan Borough Council Network Rail Infrastructure Limited	Yes							
1-184	20.4 Square metres Private garden, hedgerow, and vegetation (51 Wakefield Rd A635, Stalybridge, SK15 1AJ)	Tameside Metropolitan Borough Council Network Rail Infrastructure Limited	Yes							
1-185	0.28 Square metres Paved footway, part of Public Road (Montague Way, Stalybridge) at The Church Street Estate, Stalybridge	Tameside Metropolitan Borough Council Tameside Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Temporary ground stabilisation works
1-186	7.42 Square metres Private garden, hedgerow, and vegetation (53 Wakefield Rd, Stalybridge, SK15 1AJ)	Tameside Metropolitan Borough Council Network Rail Infrastructure Limited	Yes							
1-187	22.43 Square metres Private driveway of (17 Montague Way, Stalybridge, SK15 1AL), pavement and stone wall	Tameside Metropolitan Borough Council			Yes			Yes		Temporary ground stabilisation works
1-188	0.09 Square metres Footway to the rear of (55 Wakefield Rd, Stalybridge, SK15 1AJ)	Tameside Metropolitan Borough Council Network Rail Infrastructure Limited	Yes							
1-189	153.81 Square metres Private driveway, garage and rear garden of (17 Montague Way, Stalybridge, SK15 1AL)	Tameside Metropolitan Borough Council	Yes							
1-190	64.63 Square metres Residential property, private garden, fence, and vegetation (49 Wakefield Rd, Stalybridge, SK15 1AJ)	Tameside Metropolitan Borough Council			Yes			Yes		Temporary ground stabilisation works
1-191	66.93 Square metres Residential property, private garden, fence, and vegetation (51 Wakefield Rd, Stalybridge, SK15 1AJ)	Tameside Metropolitan Borough Council			Yes			Yes		Temporary ground stabilisation works
1-192	64.17 Square metres Residential property, private garden, fence, shed and vegetation (53 Wakefield Rd, Stalybridge, SK15 1AJ)	Tameside Metropolitan Borough Council			Yes			Yes		Temporary ground stabilisation works
1-193	58.93 Square metres Residential property, private garden, fence, shed and vegetation (55 Wakefield Rd, Stalybridge, SK15 1AJ)	Tameside Metropolitan Borough Council			Yes			Yes		Temporary ground stabilisation works
1-194	46.03 Square metres Private garden, hedgerow, and vegetation (57 Wakefield Rd, Stalybridge, SK15 1AJ)	Tameside Metropolitan Borough Council			Yes			Yes		Temporary ground stabilisation works
1-195	42.24 Square metres Residential property, private garden, brick steps, brick wall and vegetation (49 Wakefield Rd, Stalybridge, SK15 1AJ)	Tameside Metropolitan Borough Council	Yes							
1-196	54.16 Square metres Residential property, private garden, hedge and vegetation (51 Wakefield Rd, Stalybridge, SK15 1AJ)	Tameside Metropolitan Borough Council	Yes							
1-197	62.56 Square metres Residential property, private garden, hedge and vegetation (53 Wakefield Rd, Stalybridge, SK15 1AJ)	Tameside Metropolitan Borough Council	Yes							
1-198	70.98 Square metres Residential property, private garden, brick wall and vegetation (55 Wakefield Rd, Stalybridge, SK15 1AJ)	Tameside Metropolitan Borough Council	Yes							
1-199	34.55 Square metres Alleyway and pavement to the west of 57 Wakefield Road, Stalybridge, SK15 1AJ	Tameside Metropolitan Borough Council Tameside Metropolitan Borough Council (in respect of adopted highway)	Yes							
1-200A	90.64 Square metres Residential property, private garden, brick wall and vegetation (57 Wakefield Rd, Stalybridge, SK15 1AJ)	Tameside Metropolitan Borough Council	Yes							
1-200B	1.3 Square metres Pavement south of 57 Wakefield Road, Stalybridge, SK15 1AJ	Tameside Metropolitan Borough Council Unknown (in respect of mines and minerals) Tameside Metropolitan Borough Council (in respect of adopted highway)	Yes							
1-201	82.57 Square metres Part of house and private garden (59 Wakefield Road, Stalybridge, SK15 1AJ)	Tameside Metropolitan Borough Council	Yes							
1-202	112.30 Square metres Part of house and private garden (61 Wakefield Road, Stalybridge, SK15 1AJ)	Tameside Metropolitan Borough Council	Yes							
1-203	131.48 Square metres Part of house and private garden (63 Wakefield Road, Stalybridge, SK15 1AJ)	Tameside Metropolitan Borough Council	Yes							
1-204	72.28 Square metres Alleyway with scrubs and brick walls bordering 63 Wakefield Road, Stalybridge, SK15 1AJ	Tameside Metropolitan Borough Council Tameside Metropolitan Borough Council (in respect of adopted highway)	Yes							
1-205	23.78 Square metres Part of house and private garden (59 Wakefield Road, Stalybridge, SK15 1AJ)	Tameside Metropolitan Borough Council	Yes							
1-206	34.07 Square metres Part of private garden (59 Wakefield Road, Stalybridge, SK15 1AJ)	Tameside Metropolitan Borough Council			Yes			Yes		Temporary ground stabilisation works
1-207	21.99 Square metres Part of private garden (61 Wakefield Road, Stalybridge, SK15 1AJ)	Tameside Metropolitan Borough Council			Yes			Yes		Temporary ground stabilisation works
1-208	10.62 Square metres Part of private garden (63 Wakefield Road, Stalybridge, SK15 1AJ)	Tameside Metropolitan Borough Council			Yes			Yes		Temporary ground stabilisation works
1-209	82.32 Square metres Alleyway and pavement to the back of 57-63 Wakefield Road, Stalybridge, SK15 1AJ	Tameside Metropolitan Borough Council Tameside Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Temporary ground stabilisation works
1-210	595.29 Square metres Grassland with shrubs and trees north of Wakefield Road (A635), Stalybridge	Unknown Network Rail Infrastructure Limited			Yes			Yes		Working site and access for construction and temporary ground stabilisation works
1-211	2151.82 Square metres Grassland with bricked tower, shrubs and trees north of Wakefield Road (A635), Stalybridge	Unknown Network Rail Infrastructure Limited			Yes			Yes		Working site and access for construction and temporary ground stabilisation works
1-212	1399.58 Square metres Houses, grassland and private gardens (58-66, 70, 72 Cambridge Street, Stalybridge, SK15 1AU)	Jigsaw Homes Tameside Unknown (in respect of mines and minerals)	Yes							
1-213	120.6 Square metres House and private garden (68 Cambridge Street, Stalybridge, SK15 1AU)	Stephen James Chadwick Adele Chadwick	Yes							
1-214	148.95 Square metres House and private garden (74 Cambridge Street, Stalybridge, SK15 1AU)	Heather Elaine Naden National Coal Board (in respect of mines and minerals)	Yes							
1-215	126.38 Square metres House and private garden (76 Cambridge Street, Stalybridge, SK15 1AU)	Colin Finan Unknown (in respect of mines and minerals)	Yes							
1-216A	39.18 Square metres Footway to the front of 66-78 Cambridge Street, Stalybridge, SK15 1AU	Unknown Tameside Metropolitan Borough Council (in respect of adopted highway)	Yes							
1-216B	290.86 Square metres Private parking, Public Road and grassland to the front of 66-78 Cambridge Street, Stalybridge, SK15 1AU	Unknown Tameside Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Working site and access for construction
1-217	56.45 Square metres House and private garden (76 Cambridge Street, Stalybridge, SK15 1AU)	Colin Finan			Yes			Yes		Temporary ground stabilisation works
1-218	6.85 Square metres Public Road to the front of 66-78 Cambridge, Stalybridge, Street SK15 1AU	Unknown Tameside Metropolitan Borough Council (in respect of adopted highway)	Yes							
1-219A	6.87 Square metres Footway to the front of 66-78 Cambridge Street, Stalybridge, SK15 1AU	Jigsaw Homes Tameside			Yes			Yes		Working site and access for construction

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			Acquisition			Purpose				
Plot Nos	Current Land Use	Freehold Owners	Permanent Acquisition	Permanent Rights	Temporary possession/use	Maintenance Access	Placing permanent Infrastructure	Construction Activities & Mitigation Works	Explanation (permanent)	Explanation (temporary)
1-170	0.61 Square metres Brick garage, public footway at Montague Way, Stalybridge, SK15 1AL	Tameside Metropolitan Borough Council Tameside Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Temporary ground stabilisation works
1-171	0.11 Square metres Brick garage, public footway at Montague Way, Stalybridge, SK15 1AL	Tameside Metropolitan Borough Council Tameside Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Temporary ground stabilisation works
1-172	0.37 Square metres Brick garage, public footway at Montague Way, Stalybridge, SK15 1AL	Tameside Metropolitan Borough Council Tameside Metropolitan Borough Council (in respect of adopted highway)	Yes							
1-173	16 Square metres Car park, brick garage, public footway at Montague Way, Stalybridge, SK15 1AL	Tameside Metropolitan Borough Council Tameside Metropolitan Borough Council (in respect of adopted highway)	Yes							
1-174	4.38 Square metres Brick garage, public footway at Montague Way, Stalybridge, SK15 1AL	Tameside Metropolitan Borough Council	Yes							
1-175	16.87 Square metres Brick garage and car park at Montague Way, Stalybridge, SK15 1AL	Tameside Metropolitan Borough Council			Yes			Yes		Temporary ground stabilisation works
1-176	21.28 Square metres Brick garage and car park at Montague Way, Stalybridge, SK15 1AL	Tameside Metropolitan Borough Council			Yes			Yes		Temporary ground stabilisation works
1-177	21.23 Square metres Brick garage and car park at Montague Way, Stalybridge, SK15 1AL	Tameside Metropolitan Borough Council			Yes			Yes		Temporary ground stabilisation works
1-178	20.91 Square metres Brick garage and car park at Montague Way, Stalybridge, SK15 1AL	Tameside Metropolitan Borough Council			Yes			Yes		Temporary ground stabilisation works
1-179	27 Square metres Brick garage and car park at Montague Way, Stalybridge, SK15 1AL	Tameside Metropolitan Borough Council			Yes			Yes		Temporary ground stabilisation works
1-180	232.52 Square metres Footway, trees, Public Road Wakefield Road (A635), Stalybridge and junction of Public Road Blandford Street	Unknown Tameside Metropolitan Borough Council (in respect of adopted highway)	Yes							
1-181	40.37 Square metres Public green space, footway and brick wall north of Wakefield Road (A635), Stalybridge	Tameside Metropolitan Borough Council	Yes							
1-182	44.63 Square metres Car park and footway at Montague Way, Stalybridge, SK15 1AL	Tameside Metropolitan Borough Council Network Rail Infrastructure Limited	Yes							
1-183	31.84 Square metres Private garden, hedgerow, and vegetation (49 Wakefield Rd A635, Stalybridge, SK15 1AJ)	Tameside Metropolitan Borough Council Network Rail Infrastructure Limited	Yes							
1-184	20.4 Square metres Private garden, hedgerow, and vegetation (51 Wakefield Rd A635, Stalybridge, SK15 1AJ)	Tameside Metropolitan Borough Council Network Rail Infrastructure Limited	Yes							
1-185	0.28 Square metres Paved footway, part of Public Road (Montague Way, Stalybridge) at The Church Street Estate, Stalybridge	Tameside Metropolitan Borough Council Tameside Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Temporary ground stabilisation works
1-186	7.42 Square metres Private garden, hedgerow, and vegetation (53 Wakefield Rd, Stalybridge, SK15 1AJ)	Tameside Metropolitan Borough Council Network Rail Infrastructure Limited	Yes							
1-187	22.43 Square metres Private driveway of (17 Montague Way, Stalybridge, SK15 1AL), pavement and stone wall	Tameside Metropolitan Borough Council			Yes			Yes		Temporary ground stabilisation works
1-188	0.09 Square metres Footway to the rear of (55 Wakefield Rd, Stalybridge, SK15 1AJ)	Tameside Metropolitan Borough Council Network Rail Infrastructure Limited	Yes							
1-189	153.81 Square metres Private driveway, garage and rear garden of (17 Montague Way, Stalybridge, SK15 1AL)	Tameside Metropolitan Borough Council	Yes							
1-190	64.63 Square metres Residential property, private garden, fence, and vegetation (49 Wakefield Rd, Stalybridge, SK15 1AJ)	Tameside Metropolitan Borough Council			Yes			Yes		Temporary ground stabilisation works
1-191	66.93 Square metres Residential property, private garden, fence, and vegetation (51 Wakefield Rd, Stalybridge, SK15 1AJ)	Tameside Metropolitan Borough Council			Yes			Yes		Temporary ground stabilisation works
1-192	64.17 Square metres Residential property, private garden, fence, shed and vegetation (53 Wakefield Rd, Stalybridge, SK15 1AJ)	Tameside Metropolitan Borough Council			Yes			Yes		Temporary ground stabilisation works
1-193	58.93 Square metres Residential property, private garden, fence, shed and vegetation (55 Wakefield Rd, Stalybridge, SK15 1AJ)	Tameside Metropolitan Borough Council			Yes			Yes		Temporary ground stabilisation works
1-194	46.03 Square metres Private garden, hedgerow, and vegetation (57 Wakefield Rd, Stalybridge, SK15 1AJ)	Tameside Metropolitan Borough Council			Yes			Yes		Temporary ground stabilisation works
1-195	42.24 Square metres Residential property, private garden, brick steps, brick wall and vegetation (49 Wakefield Rd, Stalybridge, SK15 1AJ)	Tameside Metropolitan Borough Council	Yes							
1-196	54.16 Square metres Residential property, private garden, hedge and vegetation (51 Wakefield Rd, Stalybridge, SK15 1AJ)	Tameside Metropolitan Borough Council	Yes							
1-197	62.56 Square metres Residential property, private garden, hedge and vegetation (53 Wakefield Rd, Stalybridge, SK15 1AJ)	Tameside Metropolitan Borough Council	Yes							
1-198	70.98 Square metres Residential property, private garden, brick wall and vegetation (55 Wakefield Rd, Stalybridge, SK15 1AJ)	Tameside Metropolitan Borough Council	Yes							
1-199	34.55 Square metres Alleyway and pavement to the west of 57 Wakefield Road, Stalybridge, SK15 1AJ	Tameside Metropolitan Borough Council Tameside Metropolitan Borough Council (in respect of adopted highway)	Yes							
1-200A	90.64 Square metres Residential property, private garden, brick wall and vegetation (57 Wakefield Rd, Stalybridge, SK15 1AJ)	Tameside Metropolitan Borough Council	Yes							
1-200B	1.3 Square metres Pavement south of 57 Wakefield Road, Stalybridge, SK15 1AJ	Tameside Metropolitan Borough Council Unknown (in respect of mines and minerals) Tameside Metropolitan Borough Council (in respect of adopted highway)	Yes							
1-201	82.57 Square metres Part of house and private garden (59 Wakefield Road, Stalybridge, SK15 1AJ)	Tameside Metropolitan Borough Council	Yes							
1-202	112.30 Square metres Part of house and private garden (61 Wakefield Road, Stalybridge, SK15 1AJ)	Tameside Metropolitan Borough Council	Yes							
1-203	131.48 Square metres Part of house and private garden (63 Wakefield Road, Stalybridge, SK15 1AJ)	Tameside Metropolitan Borough Council	Yes							
1-204	72.28 Square metres Alleyway with scrubs and brick walls bordering 63 Wakefield Road, Stalybridge, SK15 1AJ	Tameside Metropolitan Borough Council Tameside Metropolitan Borough Council (in respect of adopted highway)	Yes							
1-205	23.78 Square metres Part of house and private garden (59 Wakefield Road, Stalybridge, SK15 1AJ)	Tameside Metropolitan Borough Council	Yes							
1-206	34.07 Square metres Part of private garden (59 Wakefield Road, Stalybridge, SK15 1AJ)	Tameside Metropolitan Borough Council			Yes			Yes		Temporary ground stabilisation works
1-207	21.99 Square metres Part of private garden (61 Wakefield Road, Stalybridge, SK15 1AJ)	Tameside Metropolitan Borough Council			Yes			Yes		Temporary ground stabilisation works
1-208	10.62 Square metres Part of private garden (63 Wakefield Road, Stalybridge, SK15 1AJ)	Tameside Metropolitan Borough Council			Yes			Yes		Temporary ground stabilisation works
1-209	82.32 Square metres Alleyway and pavement to the back of 57-63 Wakefield Road, Stalybridge, SK15 1AJ	Tameside Metropolitan Borough Council Tameside Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Temporary ground stabilisation works
1-210	595.29 Square metres Grassland with shrubs and trees north of Wakefield Road (A635), Stalybridge	Unknown Network Rail Infrastructure Limited			Yes			Yes		Working site and access for construction and temporary ground stabilisation works
1-211	2151.82 Square metres Grassland with bricked tower, shrubs and trees north of Wakefield Road (A635), Stalybridge	Unknown Network Rail Infrastructure Limited			Yes			Yes		Working site and access for construction and temporary ground stabilisation works
1-212	1399.58 Square metres Houses, grassland and private gardens (58-66, 70, 72 Cambridge Street, Stalybridge, SK15 1AU)	Jigsaw Homes Tameside Unknown (in respect of mines and minerals)	Yes							
1-213	120.6 Square metres House and private garden (68 Cambridge Street, Stalybridge, SK15 1AU)	Stephen James Chadwick Adele Chadwick	Yes							
1-214	148.95 Square metres House and private garden (74 Cambridge Street, Stalybridge, SK15 1AU)	Heather Elaine Naden National Coal Board (in respect of mines and minerals)	Yes							
1-215	126.38 Square metres House and private garden (76 Cambridge Street, Stalybridge, SK15 1AU)	Colin Finan Unknown (in respect of mines and minerals)	Yes							
1-216A	39.18 Square metres Footway to the front of 66-78 Cambridge Street, Stalybridge, SK15 1AU	Unknown Tameside Metropolitan Borough Council (in respect of adopted highway)	Yes							
1-216B	290.86 Square metres Private parking, Public Road and grassland to the front of 66-78 Cambridge Street, Stalybridge, SK15 1AU	Unknown Tameside Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Working site and access for construction
1-217	56.45 Square metres House and private garden (76 Cambridge Street, Stalybridge, SK15 1AU)	Colin Finan			Yes			Yes		Temporary ground stabilisation works
1-218	6.85 Square metres Public Road to the front of 66-78 Cambridge, Stalybridge, Street SK15 1AU	Unknown Tameside Metropolitan Borough Council (in respect of adopted highway)	Yes							
1-219A	6.87 Square metres Footway to the front of 66-78 Cambridge Street, Stalybridge, SK15 1AU	Jigsaw Homes Tameside			Yes			Yes		Working site and access for construction

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Plot Nos	Current Land Use	Freehold Owners	Acquisition			Purpose			Explanation (permanent)	Explanation (temporary)
			Permanent Acquisition	Permanent Rights	Temporary possession/use	Maintenance Access	Placing permanent infrastructure	Construction Activities & Mitigation Works		
1-219B	1500.32 Square metres Part of Cambridge Street flats 76-98, woodlands grasslands and private buildings SK15 1AU	Jigsaw Homes Tameside	Yes							
1-220A	211.61 Square metres Part of Cambridge Street flats 76-98, woodlands grasslands and private buildings SK15 1AU	Jigsaw Homes Tameside			Yes			Yes		Working site and access for construction and temporary ground stabilisation works
1-220B	765.42 Square metres Grassland and woodlands east of Cambridge Street, Stalybridge, SK15 1AU	Jigsaw Homes Tameside			Yes			Yes		Temporary ground stabilisation works
1-221A	117.94 Square metres Grassland and woodlands east of Cambridge Street, Stalybridge, SK15 1AU	Jigsaw Homes Tameside Network Rail Infrastructure Limited			Yes			Yes		Working site and access for construction
1-221B	644.43 Square metres Grassland, woodlands and part of private building grounds east of Cambridge Street, Stalybridge, SK15 1AU	Jigsaw Homes Tameside Network Rail Infrastructure Limited	Yes							
1-222	69.50 Square metres Rear garden (19 Hydes Terrace, Stalybridge, SK15 1AE)	Unknown			Yes			Yes		Temporary ground stabilisation works
1-223	1.49 Square metres Rear garden (19 Hydes Terrace, Stalybridge, SK15 1AE)	Joanne Louise Womack Unknown (in respect of mines and minerals)			Yes			Yes		Temporary ground stabilisation works
1-224	96.63 Square metres Unknown private building at the end of Hydes Terrace, Stalybridge, SK15 1AE	Stuart William Antony Davies Unknown (in respect of mines and minerals)	Yes							
1-225	49.74 Square metres House and rear garden (15 Hydes Terrace, Stalybridge, SK15 1AE)	Joanne Louise Womack	Yes							
1-226	354.23 Square metre House and rear garden (17 Hydes Terrace, Stalybridge, SK15 1AE), front gardens (19, 17, 15 Hydes Terrace, Stalybridge, SK15 1AE) and rear gardens (1-15 Hydes Terrace, Stalybridge, SK15 1AE)	Unknown	Yes							
1-227	51.99 Square metres House and rear garden (15 Hydes Terrace, Stalybridge, SK15 1AE)	Peter Graham Whitehead Andrea Powell (Whitehead) Unknown (in respect of mines and minerals)	Yes							
1-228	56.75 Square metres House and rear garden (13 Hydes Terrace, Stalybridge, SK15 1AE)	Simon Christopher Denby Unknown (in respect of mines and minerals)	Yes							
1-229	51.34 Square metres House and front garden (11 Hydes Terrace, Stalybridge, SK15 1AE)	Julie Ann Gorton Unknown (in respect of mines and minerals)	Yes							
1-230	50.9 Square metres House and rear garden (9 Hydes Terrace, Stalybridge, SK15 1AE)	Dorothy Cooper (Storer) Unknown (in respect of mines and minerals)	Yes							
1-231	53.5 Square metres House and rear garden (7 Hydes Terrace, Stalybridge, SK15 1AE)	Ky Properties Ltd Unknown (in respect of mines and minerals)	Yes							
1-232	51.25 Square metres House and rear garden (5 Hydes Terrace, Stalybridge, SK15 1AE)	Sean Colgan Mia Tallulah Alice Huggett Unknown (in respect of mines and minerals)	Yes							
1-233	54.39 Square metres House and rear garden (3 Hydes Terrace, Stalybridge, SK15 1AE)	Robert Victor Stokes Leanne Darraugh	Yes							
1-234	51.77 Square metres House and rear garden (1 Hydes Terrace, Stalybridge, SK15 1AE)	Hayley Louise Lonsdale Michael Travis	Yes							
1-235	750.98 Square metres Woodland and shrubland to the northwest of Wakefield Road (A635), Stalybridge	Jigsaw Homes Tameside	Yes							
1-236	689.77 Square metres Woodland and shrubland to the northwest of Wakefield Road (A635), Stalybridge	Jigsaw Homes Tameside			Yes			Yes		Temporary ground stabilisation works
1-237	194.72 Square metres Woodland and shrubland to the northwest of Wakefield Road (A635), Stalybridge	Unknown Jigsaw Homes (as reputed owner)	Yes							
1-238	123.62 Square metres Woodland and shrubland to the northwest of Wakefield Road (A635), Stalybridge	Unknown Jigsaw Homes (as reputed owner)			Yes			Yes		Temporary ground stabilisation works
1-239	494.79 Square metres Woodland, shrubland, metal fencing and private access road to the northwest of Wakefield Road (A635), Stalybridge	Unknown Network Rail Infrastructure Limited	Yes							
1-240	140.27 Square metres Woodland and shrubland to the northwest of Wakefield Road (A635), Stalybridge	Unknown			Yes			Yes		Temporary ground stabilisation works
1-241	340.58 Square metres Woodland and private garages to the northwest of Wakefield Road (A635), Stalybridge	Unknown	Yes							
1-242	186.64 Square metres Woodland, private road and walls to the northwest of Wakefield Road (A635), Stalybridge	Landcare (Manchester) Ltd	Yes							
1-243	132.4 Square metres Woodland, private road and walls to the northwest of Wakefield Road (A635), Stalybridge	Landcare (Manchester) Ltd			Yes			Yes		Temporary ground stabilisation works
1-244	156.72 Square metres Woodland, private road and walls to the northwest of Wakefield Road (A635), Stalybridge	Landcare (Manchester) Ltd			Yes			Yes		Temporary ground stabilisation works
1-245	269.75 Square metres Woodland, private road and walls to the northwest of Wakefield Road (A635), Stalybridge	Landcare (Manchester) Ltd	Yes							
1-246	50.95 Square metres Hardstanding, private road and walls to the northwest of Wakefield Road (A635), Stalybridge	Unknown			Yes			Yes		Temporary ground stabilisation works
1-247	22.76 Square metres House, private garden and walls (Glentmount, Wakefield Road, Stalybridge, SK15 1AD)	Bridget Hutchcroft Kevin John Hutchcroft Unknown (in respect of mines and minerals)	Yes							
1-248	67.74 Square metres Hardstanding, vegetation and private road to the northwest of Wakefield Road, Stalybridge	Unknown Anne Hallworth (as reputed owner) Bridget Hutchcroft (as reputed owner)	Yes							
1-249	80.2 Square metres House and private garden (Glent Mount, Wakefield Road, Stalybridge, SK15 1AD)	Joan Margaret Mee	Yes							
1-250	111.15 Square metres House and private garden (Glent Mount, Wakefield Road, Stalybridge, SK15 1AD)	Bridget Hutchcroft Kevin John Hutchcroft			Yes			Yes		Temporary ground stabilisation works
1-251	125.24 Square metres House and private garden (Glent Mount, Wakefield Road, Stalybridge, SK15 1AD)	Bridget Hutchcroft Kevin John Hutchcroft Network Rail Infrastructure Limited Unknown (in respect of mines and minerals)	Yes							
1-252A	290.96 Square metres House and private garden (Glent Barn, Wakefield Road, Stalybridge, SK15 1AD)	Richard Gary Shepley			Yes			Yes		Temporary ground stabilisation works
1-252B	25.88 Square metres House and private gardens (Glent House, Wakefield Road, Stalybridge, SK15 1AD)	The Executor for Adrian Fielding			Yes			Yes		Temporary ground stabilisation works
1-253	237.91 Square metres House and private garden (Glent Barn, Wakefield Road, Stalybridge, SK15 1AD)	Richard Gary Shepley Unknown (in respect of mines and minerals)	Yes							
1-254	454.55 Square metres House and private gardens (Glent House, Wakefield Road, Stalybridge, SK15 1AD)	The Executor for Adrian Fielding Unknown (in respect of mines and minerals)	Yes							
1-255	20.37 Square metres Private road and vegetation to the north west of Wakefield Road, Stalybridge (A635)	Unknown	Yes							
1-256	15.39 Square metres Private road and vegetation to the north west of Wakefield Road, Stalybridge (A635)	Landcare (Manchester) Ltd Network Rail Infrastructure Limited			Yes			Yes		Temporary ground stabilisation works
1-257	10.39 Square metres Private road and vegetation to the north west of Wakefield Road, Stalybridge (A635)	Landcare (Manchester) Ltd Network Rail Infrastructure Limited			Yes			Yes		Temporary ground stabilisation works
1-258	19.81 Square metres Private road and vegetation to the north west of Wakefield Road, Stalybridge (A635)	Unknown			Yes			Yes		Temporary ground stabilisation works
1-259	10.12 Square metres Private garden (Glent Barn, Wakefield Road, Stalybridge, SK15 1AD)	Richard Gary Shepley Network Rail Infrastructure Limited			Yes			Yes		Temporary ground stabilisation works
1-260	513.51 Square metres Public Road, footway, wall and woodland at Wakefield Road, Stalybridge (A635), Stalybridge	Unknown Tameside Metropolitan Borough Council (in respect of adopted highway)	Yes							
1-261	49.09 Square metres Private rear garden and hedgerow (Glent Mount, Wakefield Road, Stalybridge, SK15 1AD)	Bridget Hutchcroft Kevin John Hutchcroft	Yes							
1-262	120.86 Square metres Private garden, trees and wall (Glent Mount, Wakefield Road, Stalybridge, SK15 1AD)	Bridget Hutchcroft Kevin John Hutchcroft			Yes			Yes		Temporary ground stabilisation works
1-263	264.73 Square metres Private garden, trees and wall (Glent Mount, Wakefield Road, Stalybridge, SK15 1AD)	Unknown Network Rail Infrastructure Limited	Yes							

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			Acquisition			Purpose				
			Permanent Acquisition	Permanent Rights	Temporary possession/use	Maintenance Access	Placing permanent infrastructure	Construction Activities & Mitigation Works		
Plot Nos	Current Land Use	Freehold Owners							Explanation (permanent)	Explanation (temporary)
1-264	121.3 Square metres Private house and garden (Glent Villa, Wakefield Road, Stalybridge, SK15 1AD)	Joan Margaret Mee			Yes			Yes		Temporary ground stabilisation works
1-265	192.86 Square metres Garden and woodland to the north of Glent Villa, Wakefield Road, Stalybridge, SK15 1AD	Joan Margaret Mee	Yes							
1-266	35.78 Square metres Garden and woodland to the north of Glent Villa, Wakefield Road, Stalybridge, SK15 1AD	Joan Margaret Mee			Yes			Yes		Temporary ground stabilisation works
1-267	9.09 Square metres Woodland to the northwest of Wakefield Road, Stalybridge (A635)	Keith Andrew Brown Lesley Jayne Lock Network Rail Infrastructure Limited			Yes			Yes		Temporary ground stabilisation works
1-268	261.32 Square metres Woodland to the northwest of Wakefield Road, Stalybridge (A635)	Keith Andrew Brown Lesley Jayne Lock			Yes			Yes		Temporary ground stabilisation works
1-269	70.67 Square metres Private garden and hedgerow (Glent Villa Wakefield Road, Stalybridge, SK15 1AD)	Joan Margaret Mee			Yes			Yes		Temporary ground stabilisation works
1-270	101.04 Square metres Public Footway and Wall at Wakefield Road, Stalybridge (A635), Stalybridge	Unknown	Yes							
1-271	9.42 Square metres Private rear garden and hedgerow (Glent Mount, Wakefield Road, Stalybridge, SK15 1AD)	Bridget Hutchcroft Kevin John Hutchcroft Network Rail Infrastructure Limited			Yes			Yes		Temporary ground stabilisation works
1-272	31.82 Square metres Private rear garden and hedgerow (Glent Villa Wakefield Road, Stalybridge, SK15 1AD)	Joan Margaret Mee Network Rail Infrastructure Limited			Yes			Yes		Temporary ground stabilisation works
1-273	6.23 Square metres Hedgerow and private garden on the west of Wakefield Road, Stalybridge (A635), Stalybridge	Unknown			Yes			Yes		Temporary ground stabilisation works
1-274	2387.7 Square metres Woodland and shrubland located to the east of Wakefield Road, Stalybridge (A635)	John Hargreaves (Collyhurst & Stalybridge) Limited Unknown (in respect of mines and minerals)	Yes							
1-275	327.83 Square metres Public Road, footway and wall at Wakefield Road, Stalybridge (A635), Stalybridge	Unknown Tameside Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Temporary ground stabilisation works
1-276	894.42 Square metres Woodland and grassland on the west of Wakefield Road, Stalybridge (A635), Stalybridge	Keith Andrew Brown Lesley Jayne Lock	Yes							
1-277	96.42 Square metres Woodland and grassland on the west of Wakefield Road, Stalybridge (A635), Stalybridge	Unknown			Yes			Yes		Temporary ground stabilisation works
1-278	152.8 Square metres Woodland, hedgerow and verge to the west of Wakefield Road, Stalybridge (A635), Stalybridge	Unknown	Yes							
1-279	817.28 Square metres Public Road, footway, wall and woodland at Wakefield Road, Stalybridge (A635), Stalybridge	Unknown Tameside Metropolitan Borough Council (in respect of adopted highway)	Yes							
1-280	440.82 Square metres Public Road, footway, wall and woodland at Wakefield Road, Stalybridge (A635), Stalybridge	Unknown Tameside Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Temporary ground stabilisation works
1-281	365.69 Square metres Public Road, footway, wall and woodland at Wakefield Road, Stalybridge (A635), Stalybridge	Unknown Network Rail Infrastructure Limited Tameside Metropolitan Borough Council (in respect of adopted highway)	Yes							
1-282	350.51 Square metres Woodland, verge and wall to the east of Wakefield Road, Stalybridge (A635), Stalybridge	John Hargreaves (Collyhurst & Stalybridge) Limited			Yes			Yes		Temporary ground stabilisation works
1-283	994.23 Square metres Woodland and shrubland to the east of Wakefield Road, Stalybridge (A635), Stalybridge	Unknown Network Rail Infrastructure Limited	Yes							
1-284	30.53 Square metres Woodland and shrubland to the east of Wakefield Road, Stalybridge (A635), Stalybridge	John Hargreaves (Collyhurst & Stalybridge) Limited Network Rail Infrastructure Limited			Yes			Yes		Temporary ground stabilisation works
1-285A	39.51 Square metres Public footway, wall and woodland at Wakefield Road, Stalybridge (A635), Stalybridge	Unknown			Yes			Yes		Temporary ground stabilisation works
1-285B	6.68 Square metres Public footway, wall and woodland at Wakefield Road, Stalybridge (A635), Stalybridge	Unknown Network Rail Infrastructure Limited			Yes			Yes		Temporary ground stabilisation works
2-001	0.02 Square metres Part of rear garden, trees and vegetation (100 Wakefield Road, SK15 3DB)	Tameside Metropolitan Borough Council Network Rail Infrastructure Limited	Yes							
2-002	28.95 Square metres Part of house and front garden (96 Wakefield Road, SK15 3DB)	Alexander David Eade Sophie Jane Eade Unknown (in respect of mines and minerals)			Yes			Yes		Temporary ground stabilisation works
2-003	33.87 Square metres Part of house and front porch (96 Wakefield Road, SK15 3DB)	Alexander David Eade Sophie Jane Eade	Yes							
2-004	98.86 Square metres House, garage and rear garden (100 Wakefield Road, SK15 3DB)	Alexander David Eade Sophie Jane Eade	Yes							
2-005	1.05 Square metres Gated front drive to the east of Wakefield Road, Stalybridge	Danuta Barbara Mundy William Mundy Tameside Metropolitan Borough Council (in respect of adopted highway)	Yes							
2-006	104.01 Square metres Gated front drive and part of house (102 Wakefield Road, SK15 3DB)	Danuta Barbara Mundy William Mundy	Yes							
2-007	74.40 Square metres Part of house and rear garden (102 Wakefield Road, SK15 3DB)	Danuta Barbara Mundy William Mundy	Yes							
2-008	53.24 Square metres House and part of rear garden (104 Wakefield Road, SK15 3DB)	Matthew James Latham	Yes							
2-009	19.77 Square metres Rear garden (102 Wakefield Road, SK15 3DB)	Danuta Barbara Mundy William Mundy			Yes			Yes		Temporary ground stabilisation works
2-010	8.23 Square metres Rear garden (104 Wakefield Road, SK15 3DB)	Matthew James Latham			Yes			Yes		Temporary ground stabilisation works
2-011	61.64 Square metres House and rear garden (106 Wakefield Road, SK15 3DB)	Larry David Davis Lynn Patricia Davis	Yes							
2-012	62.76 Square metres House and rear garden (108 Wakefield Road, SK15 3DB)	Brian Eccles Unknown (in respect of mines and minerals)	Yes							
2-013	14.01 Square metres Rear garden (108 Wakefield Road, SK15 3DB)	Unknown	Yes							
2-014	6.35 Square metres Gated front drive (110 Wakefield Road, SK15 3DB)	Anthony Seaton Irene Wyatt Seaton Unknown (in respect of mines and minerals) Tameside Metropolitan Borough Council (in respect of adopted highway)	Yes							
2-015	323.40 Square metres House gated drive and rear garden (110 Wakefield Road, SK15 3DB)	Anthony Seaton Irene Wyatt Seaton	Yes							
2-016	465.71 Square metres Grassland and trees to the east of Wakefield Road, Stalybridge	P. Casey (Developments) Limited		Yes	Yes	Yes		Yes	Provision of maintenance access for the authorised works and for drainage works	Working site and access for construction
2-017	7.17 Square metres Grassland and tree to the east of Wakefield Road, Stalybridge	P. Casey (Developments) Limited Network Rail Infrastructure Limited		Yes	Yes	Yes		Yes	Provision of maintenance access for the authorised works and for drainage works	Working site and access for construction
2-018A	12,529.30 Square metres Grass verge, vegetation fence line and trees. To the east of Wakefield Road, Stalybridge	P. Casey (Developments) Limited			Yes			Yes		Working site and access for construction
2-018B	1,614.10 Square metres Grass verge, vegetation fence line and trees. To the south of Printworks Road, Stalybridge	P. Casey (Developments) Limited			Yes			Yes		Working site and access for construction
2-018C	2.27 Square metres Part of stone wall next to bridge (MVL3/5) at Souracre Farm, Wakefield Road, Stalybridge (SK15 3DA)	P. Casey (Developments) Limited	Yes				Yes		Railway electrification and ancillary railway works	
2-019	2,821.78 Square metres Public Road (A635 - Wakefield Road), public footpath.	Unknown Tameside Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Working site and access for construction and highway improvement works
2-020	7.15 Square metres Fenceline, grass verge, vegetation, trees and retaining wall. To the west of Wakefield Road, Stalybridge	Unknown			Yes			Yes		Working site and access for construction and highway improvement works
2-021	406.17 Square metres Fenceline, grass verge, vegetation, trees and retaining wall. To the west of Wakefield Road, Stalybridge	Keith Andrew Brown Lesley Jayne Lock			Yes			Yes		Working site and access for construction and highway improvement works
2-022	98.92 Square metres Grass verge and stone wall. To the southeast of the junction between Wakefield road and Printworks road, Stalybridge.	National Grid Electricity Transmission PLC			Yes			Yes		Working site and access for construction and highway improvement works
2-023	1,327.07 Square meters Public Road (Printworks Road), public footpath.	National Grid Electricity Transmission PLC Tameside Metropolitan Borough Council (in respect of adopted highway)		Yes	Yes	Yes		Yes	Provision of maintenance access for the authorised works	Working site and access for construction and highway improvement works
2-024	87.32 Square metres Public Road (Printworks road), grass verge, public footpath, At the junction between Printworks road and Wakefield Road, Stalybridge.	Tameside Metropolitan Borough Council Unknown (in respect of mines and minerals) Tameside Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Working site and access for construction and highway improvement works
2-025	127.82 Square metres Grass verge, stone wall To the east of Wakefield Road, Stalybridge	Tameside Metropolitan Borough Council			Yes			Yes		Working site and access for construction and highway improvement works

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Plot Nos	Current Land Use	Freehold Owners	Acquisition			Purpose			Explanation (permanent)	Explanation (temporary)
			Permanent Acquisition	Permanent Rights	Temporary possession/use	Maintenance Access	Placing permanent infrastructure	Construction Activities & Mitigation Works		
2-026	5,882.27 Square metres Grass verge, trees, buildings, stone wall To the east of Wakefield Road, Stalybridge	P. Casey (Developments) Limited			Yes			Yes		Working site and access for construction
2-027	322.59 Square metres Grass verge, stone wall, vegetation To the south of Printworks Road, Stalybridge	National Grid Electricity Transmission PLC			Yes			Yes		Working site and access for construction
2-028A	6.91 Square metres Grassland, shrubs, wire fence at Souracre Farm, Wakefield Road, Stalybridge (SK15 3DA)	P. Casey (Developments) Limited		Yes	Yes	Yes		Yes	Provision of maintenance access for the authorised works	Working site and access for construction and provision of permanent maintenance access
2-028B	144.89 Square metres Grass, gates, fence at Souracre Farm, Wakefield Road, Stalybridge (SK15 3DA)	P. Casey (Developments) Limited		Yes	Yes	Yes		Yes	Provision of maintenance access for the authorised works	Working site and access for construction and provision of permanent maintenance access
2-029	3.02 Square metres Private driveway To the north of Printworks Road, Stalybridge	National Grid Electricity Transmission PLC			Yes			Yes		Access for construction
2-030	687.84 Square metres Grassland and vegetation To the southeast of Wakefield Road, Stalybridge	Unknown			Yes			Yes		Working site and access for construction
2-031A	6.94 Square metres Part of road, pavement, stone wall at Land at Stalybridge sub-Station Printworks road Heyrod Stalybridge SK15 3BD	National Grid Electricity Transmission PLC			Yes			Yes		Working site and access for construction
2-031B	1.64 Square metres Part of road, pavement, stone wall under bridge (Printworks Road MVL3/5) at Land at Stalybridge sub-Station Printworks road Heyrod Stalybridge SK15 3BD	National Grid Electricity Transmission PLC Network Rail Infrastructure Limited	Yes				Yes		Provision of railway infrastructure and railway electrification works	
2-031C	1.66 Square metres Part of stone wall, part of fence, shrubs, drain at Land at Stalybridge sub-Station Printworks road Heyrod Stalybridge SK15 3BD	National Grid Electricity Transmission PLC	Yes				Yes		Provision of railway infrastructure and railway electrification works	
2-031D	1.04 Square metres Part of fence, shrubs at land and buildings lying to the south east of Wakefield Road, Stalybridge	Tapestart Limited	Yes				Yes		Provision of railway infrastructure and railway electrification works	
2-031E	58.92 Square metres Part of railway line, railway bridge (Printworks Road MVL3/5) at bridge on Printworks Road, Heyrod, Stalybridge, SK15 3DB	Unknown Network Rail Infrastructure Limited			Yes			Yes		Working site and access for construction
2-032A	2.73 Square metres Grass bank, shrubs at land north of Printworks Road, Heyrod, Stalybridge, SK15 3DB	Unknown	Yes				Yes		Provision of railway infrastructure and railway electrification works	
2-032B	5.58 Square metres Grass bank, shrubs at Land at Stalybridge sub-Station Printworks road Heyrod Stalybridge SK15 3BD	National Grid Electricity Transmission PLC	Yes				Yes		Provision of railway infrastructure and railway electrification works	
2-032C	13.06 Square metres Public Highway (Printworks Road) next to railway bridge (Printworks Road MVL3/5) at Land at Stalybridge sub-Station Printworks Road Heyrod Stalybridge SK15 3BD	National Grid Electricity Transmission PLC Tameside Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Working site and access for construction
2-033	259.39 Square metres Grass verge, woodland, railway maintenance access steps On the northwest of Printworks Road, Stalybridge	National Grid Electricity Transmission PLC		Yes		Yes			Provision of maintenance access for the authorised works	
2-034	325.61 Square meters Public Road (Printworks Road), public footpath On Printworks Road, Stalybridge	National Grid Electricity Transmission PLC Tameside Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Working site and access for construction
2-035A	0.35 Square metres Shrubs, stone wall at land east of railway bridge (Printworks Road MVL3/5) Printworks Road, Heyrod, Stalybridge	Unknown			Yes			Yes		Working site and access for construction
2-035B	52.92 Square metres Hardstanding, gate, fence, stone wall, shrubs at land south of Printworks roads, Heyrod, Stalybridge	Unknown		Yes	Yes	Yes		Yes	Provision of maintenance access for drainage works	Working site and access for construction
2-036A	12.42 Square metres Shrubs, grass, access and fence at Land and Buildings on the south east side of Printworks Road, Heyrod, Stalybridge	D Hughes Demolition & Excavation Limited Network Rail Infrastructure Limited Unknown (in respect of mines and minerals)		Yes	Yes	Yes		Yes	Provision of maintenance access for drainage works	Working site and access for construction
2-036B	0.05 Square metres Shrubs at Land and Buildings on the south east side of Printworks Road, Heyrod, Stalybridge	D Hughes Demolition & Excavation Limited		Yes	Yes	Yes		Yes	Provision of maintenance access for drainage works	Working site and access for construction
2-036C	15.81 Square metres Shrubs, grass, access and fence at Land and Buildings on the south east side of Printworks Road, Heyrod, Stalybridge	D Hughes Demolition & Excavation Limited		Yes	Yes	Yes		Yes	Provision of maintenance access for drainage works	Working site and access for construction
2-037	23.58 Square metres Vegetation and trees On south of Printworks Road, Stalybridge	Dale Martin Hughes		Yes	Yes	Yes		Yes	Provision of maintenance access for drainage works	Working site and access for construction
2-038	3.55 Square metres Vegetation and trees On south of Printworks Road, Stalybridge	D Hughes Demolition & Excavation Limited		Yes	Yes	Yes		Yes	Provision of maintenance access for drainage works	Working site and access for construction
2-039A	702.10 Square metres Vegetation, trees and industrial yard On the south of Printworks Road, Stalybridge	D Hughes Demolition & Excavation Limited			Yes			Yes		Working site and access for construction
2-039B	458.42 Square metres Private access track, vegetation and trees To the south of Printworks Road, Stalybridge	D Hughes Demolition & Excavation Limited		Yes	Yes	Yes		Yes	Provision of maintenance access for drainage works	Working site and access for construction
2-040	144.30 Square metres Private access track, vegetation and trees To the south of Printworks Road, Stalybridge	Dale Martin Hughes		Yes	Yes	Yes		Yes	Provision of maintenance access for drainage works	Working site and access for construction
2-041	23.78 Square metres Private access track, vegetation and trees To the south of Printworks Road, Stalybridge	Dale Martin Hughes		Yes	Yes	Yes		Yes	Provision of maintenance access for drainage works	Working site and access for construction
2-042A	20.00 Square metres Trees, vegetation, shrubs to the south of Printworks Road	Smurfit Westrock UK LTD		Yes	Yes	Yes		Yes	Provision of maintenance access for drainage works	Working site and access for construction
2-042B	4.20 Square metres Trees, vegetation, shrubs to the south of Printworks Road	Unknown D Hughes Demolition & Excavation Limited (as reputed owner)		Yes	Yes	Yes		Yes	Provision of maintenance access for drainage works	Working site and access for construction
2-043	60.36 Square metres Private footpath, vegetation and trees To the south of Printworks Road, Stalybridge	Smurfit Westrock UK LTD		Yes	Yes	Yes		Yes	Provision of maintenance access for drainage works	Working site and access for construction
2-044	590.52 Square metres Woodland at Land & Buildings lying to the North West of North End Road, Stalybridge	Smurfit Westrock UK LTD			Yes			Yes		Working site and access for construction
2-045	360.34 Square metres Private footpath, vegetation and trees To the east of Wakefield Road, Stalybridge	Unknown		Yes	Yes	Yes		Yes	Provision of maintenance access for drainage works	Working site and access for construction
2-046	288.14 Square metres Private footpath, vegetation and trees To the east of Wakefield Road, Stalybridge	Unknown			Yes			Yes		Working site and access for construction
2-047	139.69 Square metres Private access track, vegetation and trees To the east of Wakefield Road, Stalybridge	John Hargreaves (Collyhurst & Stalybridge) Limited			Yes			Yes		Working site and access for construction
2-048	2.70 Square metres Part of rear garden (104 Wakefield Road, SK15 3DB)	Larry David Davis Lynn Patricia Davis			Yes			Yes		Temporary ground stabilisation works
2-049	8.23 Square metres Woodland To the east of Wakefield Road, Stalybridge	John Hargreaves (Collyhurst & Stalybridge) Limited			Yes			Yes		Temporary ground stabilisation works
2-050A	57.24 Square metres Trees, vegetation and fence to the east of Wakefield Road, SK15 3DB	Danuta Barbara Mundy William Mundy Network Rail Infrastructure Limited			Yes			Yes		Temporary ground stabilisation works
2-050B	40.95 Square metres Trees and vegetation to the east of Wakefield Road, SK15 3DB	Unknown Network Rail Infrastructure Limited			Yes			Yes		Temporary ground stabilisation works
2-050C	70.10 Square metres Trees, railway bridge, embankment to the east of 104 Wakefield Road, SK15 3DB	Unknown Network Rail Infrastructure Limited			Yes			Yes		Temporary ground stabilisation works
2-051	712.83 Square metres Woodland To the east of Wakefield Road, Stalybridge	Danuta Barbara Mundy William Mundy			Yes			Yes		Temporary ground stabilisation works
2-052	41.29 Square metres Woodland To the east of Wakefield Road, Stalybridge	Unknown			Yes			Yes		Temporary ground stabilisation works
2-053	132.99 Square metres Woodland To the east of Wakefield Road, Stalybridge	Danuta Barbara Mundy William Mundy			Yes			Yes		Temporary ground stabilisation works
2-054	7.41 Square meters Part of rear garden (102 Wakefield Road, SK15 3DB)	Danuta Barbara Mundy William Mundy Network Rail Infrastructure Limited			Yes			Yes		Temporary ground stabilisation works
2-055	129.26 Square metres Part of rear garden (100 Wakefield Road, SK15 3DB)	Alexander David Eade Sophie Jane Eade			Yes			Yes		Temporary ground stabilisation works
2-056	8.35 Square metres Part of rear garden and woodland (100 Wakefield Road, SK15 3DB)	Alexander David Eade Sophie Jane Eade Network Rail Infrastructure Limited			Yes			Yes		Temporary ground stabilisation works
2-057	0.58 Square metres Part of rear garden and woodland (98 Wakefield Road, SK15 3DB)	Unknown			Yes			Yes		Temporary ground stabilisation works
2-058	5.01 Square metres Part of house, rear garden and woodland (98 Wakefield Road, SK15 3DB)	Derek Stephen Clarke Rhona Mary Clarke Network Rail Infrastructure Limited			Yes			Yes		Temporary ground stabilisation works
2-059	70.30 Square metres House (98 Wakefield Road, SK15 3DB), front porch	Derek Stephen Clarke Rhona Mary Clarke			Yes			Yes		Temporary ground stabilisation works
2-060	23.68 Square metres Front Porch (98 Wakefield Road SK15 3DB)	Danuta Barbara Mundy William Mundy			Yes			Yes		Temporary ground stabilisation works
2-061	1.24 Square metres Front Porch (98 Wakefield Road SK15 3DB)	Danuta Barbara Mundy William Mundy Network Rail Infrastructure Limited			Yes			Yes		Temporary ground stabilisation works

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Plot Nos	Current Land Use	Freehold Owners	Acquisition			Purpose			Explanation (permanent)	Explanation (temporary)
			Permanent Acquisition	Permanent Rights	Temporary possession/use	Maintenance Access	Placing permanent infrastructure	Construction Activities & Mitigation Works		
2-062	117.01 Square metres Garage, woodland To the east of Wakefield Road, Stalybridge	Rhona Mary Clarke			Yes			Yes		Temporary ground stabilisation works
2-063	8.35 Square metres Woodland to the east of Wakefield Road, Stalybridge	Rhona Mary Clarke Network Rail Infrastructure Limited			Yes			Yes		Temporary ground stabilisation works
2-064	249.53 Square metres Woodland to the east of Wakefield Road, Stalybridge	Danuta Barbara Mundy William Mundy	Yes							
2-065	24.45 Square metres Woodland to the east of Wakefield Road, Stalybridge	Danuta Barbara Mundy William Mundy			Yes			Yes		Temporary ground stabilisation works
2-066	57.24 Square metres Woodland to the east of Wakefield Road, Stalybridge	Danuta Barbara Mundy William Mundy Network Rail Infrastructure Limited			Yes			Yes		Temporary ground stabilisation works
2-067	6.91 Square metres Woodland to the east of Wakefield Road, Stalybridge	Danuta Barbara Mundy William Mundy Network Rail Infrastructure Limited			Yes			Yes		Temporary ground stabilisation works
3-001	318.50 Square metres Grassland, shrubbery To the east of Wakefield Road, Stalybridge	Unknown			Yes			Yes		Working site and access for construction
3-002	322.13 Square meters Roadside Verge and Wall (Wakefield Road (A635), Stalybridge)	Unknown			Yes			Yes		Access for construction
3-003	94.39 Square meters Roadside Verge, Wall and Tree (Wakefield Road (A635), Stalybridge)	National Grid Electricity Transmission PLC Unknown (in respect of mines and minerals)			Yes			Yes		Access for construction
3-004	266.15 Square meters Grassland and Woodland to the south of Wakefield Road (A635), Stalybridge	Unknown			Yes			Yes		Access for construction
3-005	53.95 Square meters Grassland, hedgerow and trees along railway to the southeast of Wakefield Road (A635), Stalybridge	National Grid Electricity Transmission PLC			Yes			Yes		Working site and access for construction
3-006	180.91 Square meters Grassland, hedgerow and trees along railway to the southeast of Wakefield Road (A635), Stalybridge	Unknown			Yes			Yes		Working site and access for construction
3-008A	54.63 Square meters Woodland and public footpath (STA/12/20) to the southeast of Wakefield Road (A635), Stalybridge	Unknown			Yes			Yes		Working site and access for construction
3-008B	91.50 Square meters Footbridge (MVL3/6#01) and public footpath over railway (STA/13/10) to the southeast of Wakefield Road (A635), Stalybridge	Unknown Network Rail Infrastructure Limited Doreen Ann Noonan (as reputed owner)			Yes			Yes		Working site and access for construction
3-011	1,670.65 Square meters Hardstanding and electrical substation (Printworks Rd, Heyrod, Stalybridge SK15 3AZ)	National Grid Electricity Transmission PLC			Yes			Yes		Working site and access for construction
3-013	88.27 Square meters Woodland to the north of the electrical substation (Printworks Rd, Heyrod, Stalybridge SK15 3AZ)	Network Rail Infrastructure Limited Unknown (in respect of mines and minerals)			Yes			Yes		Working site and access for construction
3-014	70.89 Square meters Woodland to the north of the electrical substation (Printworks Rd, Heyrod, Stalybridge SK15 3AZ)	Network Rail Infrastructure Limited			Yes			Yes		Working site and access for construction
3-015	49.11 Square meters Rear Garden (Heyrod Villa Printworks Road, Tameside, Stalybridge, SK15 3BD)	Doreen Ann Noonan	Yes							
3-016	719.13 Square meters Woodland and electricity pylon to the north of the electrical substation (Printworks Rd, Heyrod, Stalybridge SK15 3AZ)	National Grid Electricity Transmission PLC			Yes			Yes		Working site and access for construction
3-017	67.11 Square meters Private access road at Heyrod Hall, Heyrod Hall Estate, Heyrod, Stalybridge, SK15 3BZ	Brian Foster			Yes			Yes		Working site and access for construction
3-018	487.09 Square meters Access road, public footpath (STA/13/20) and woodland to the north of Printworks Road, Stalybridge	Unknown Doreen Ann Noonan (as reputed owner)			Yes			Yes		Working site and access for construction
3-019	15.24 Square meters Woodland to the north of the electrical substation (Printworks Rd, Heyrod, Stalybridge SK15 3AZ)	Unknown			Yes			Yes		Working site and access for construction
3-020	60.51 Square meters Woodland and rear garden (Heyrod Hall, Heyrod Hall Estate, Tameside Stalybridge, SK15 3BZ)	Brian Foster			Yes			Yes		Working site and access for construction
3-021	525.19 Square meters Woodland and verge along railway line to the rear of the houses on Wakefield Road (A635), Stalybridge	Unknown	Yes				Yes		Railway formation earthworks and railway electrification works	
3-022	739.16 Square meters Public Road and footway (Wakefield Road (A635), Stalybridge)	Unknown Tameside Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Working site and access for construction
3-023	18.99 Square meters Private access road and private garden (312 Wakefield Road, Heyrod, Stalybridge SK15 3BY)	Gieran Frank Joseph Prudham Emily Jayne Mei Hsien Green			Yes			Yes		Working site and access for construction
3-024	8.31 Square meters Private access road and private rear garden (312 Wakefield Road, Heyrod, Stalybridge SK15 3BY)	Gieran Frank Joseph Prudham Emily Jayne Mei Hsien Green	Yes							
3-025	9.51 Square meters Private rear garden (312 Wakefield Road, Heyrod, Stalybridge SK15 3BY)	Gieran Frank Joseph Prudham Emily Jayne Mei Hsien Green	Yes							
3-026	4.73 Square meters Woodland and verge along railway line to the rear of the houses on Wakefield Road (A635), Stalybridge	Unknown	Yes							
3-027	20.78 Square meters Private access road towards the railway line the rear of Heyrod Hall, Heyrod Hall Estate, Heyrod, Stalybridge, SK15 3BZ	Brian Foster	Yes							
3-028	134.61 Square meters Woodland and verge along railway line to the rear of Heyrod Hall, Heyrod Hall Estate, Heyrod, Stalybridge, SK15 3BZ	Brian Foster	Yes				Yes		Railway formation earthworks and railway electrification works	
3-029	13.85 Square meters Woodland and verge along railway line to the rear of Heyrod Hall, Heyrod Hall Estate, Heyrod, Stalybridge, SK15 3BZ	Unknown Brian Foster (as reputed owner)	Yes				Yes		Railway formation earthworks and railway electrification works	
3-030	1,141.79 Square meters Private access and garden (Heyrod Hall, Heyrod Hall Estate, Heyrod, Stalybridge, SK15 3BZ)	Brian Foster			Yes			Yes		Working site and access for construction
3-031	220.96 Square meters Woodland and verge along railway line to the rear of Heyrod Hall, Heyrod Hall Estate, Heyrod, Stalybridge, SK15 3BZ	Brian Foster	Yes				Yes		Railway formation earthworks and railway electrification works	
3-032	5.35 Square meters Private access road across road bridge (MVL3/7) at Heyrod Hall, Heyrod Hall Estate, Heyrod, Stalybridge, SK15 3BZ	Unknown Network Rail Infrastructure Limited	Yes							
3-033	38.61 Square meters Private access road across railway bridge (MVL3/7) at Heyrod Hall, Heyrod Hall Estate, Heyrod, Stalybridge, SK15 3BZ	Unknown Network Rail Infrastructure Limited	Yes							
3-034	7.11 Square meters Private access road across railway bridge (MVL3/7) at Heyrod Hall, Heyrod Hall Estate, Heyrod, Stalybridge, SK15 3BZ	Unknown Network Rail Infrastructure Limited	Yes							
3-035	62.86 Square meters Private access road at Heyrod Hall, Heyrod Hall Estate, Heyrod, Stalybridge, SK15 3BZ	Brian Foster	Yes							
3-036	21.96 Square meters Private access road at Heyrod Hall, Heyrod Hall Estate, Heyrod, Stalybridge, SK15 3BZ	Brian Foster	Yes							
3-037	225.53 Square meters Public Road and footway (Printworks Road, Heyrod, Stalybridge)	Unknown Tameside Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Working site and access for construction and highway improvement works
3-038	536.79 Square meters Private access path and woodland at Heyrod Hall, Heyrod Hall Estate, Heyrod, Stalybridge, SK15 3BZ	Unknown Doreen Ann Noonan (as reputed owner)			Yes			Yes		Working site and access for construction and highway improvement works
3-039	19.53 Square meters Private access road and private garden (314 Wakefield Road, Heyrod, Stalybridge SK15 3BY)	John Kennedy Bowes			Yes			Yes		Working site and access for construction
3-040	25.55 Square meters Private access road and private rear garden (314 Wakefield Road, Heyrod, Stalybridge SK15 3BY)	John Kennedy Bowes	Yes							
3-041	9.82 Square meters Private rear garden (314 Wakefield Road, Heyrod, Stalybridge SK15 3BY)	John Kennedy Bowes			Yes			Yes		Working site and access for construction
3-042	6.84 Square meters Private access road and verge at railway bridge (MVL3/7)	Unknown	Yes							
3-043	242.08 Square meters Woodland, grassland and verge alongside the railway to the east of Wakefield Road (A635), Stalybridge	Unknown			Yes			Yes		Working site and access for construction
3-044	658.15 Square meters Woodland, grassland and verge alongside the railway to the east of Wakefield Road (A635), Stalybridge	Unknown	Yes				Yes		Railway formation earthworks and railway electrification works	
3-045	320.88 Square meters Woodland, grassland and verge alongside the railway to the west of Printworks Road	Unknown Doreen Ann Noonan (as reputed owner)	Yes				Yes		Railway formation earthworks and railway electrification works	
3-046	126.80 Square meters Woodland, grassland and verge alongside the railway to the west of Printworks Road, Mossley	Brian Foster	Yes				Yes		Railway formation earthworks and railway electrification works	

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Plot Nos	Current Land Use	Freehold Owners	Acquisition			Purpose			Explanation (permanent)	Explanation (temporary)
			Permanent Acquisition	Permanent Rights	Temporary possession/use	Maintenance Access	Placing permanent infrastructure	Construction Activities & Mitigation Works		
3-047	755.61 Square meters Private access road, garden and woodland at Heyrod Hall, Heyrod Hall Estate, Heyrod, Stalybridge, SK15 3BZ	Brian Foster			Yes			Yes		Working site and access for construction and highway improvement works
3-048	802.25 Square meters Private garden and woodland at Heyrod Hall, Heyrod Hall Estate, Heyrod, Stalybridge, SK15 3BZ	Unknown Doreen Ann Noonan (as reputed owner)			Yes			Yes		Working site and access for construction and highway improvement works
3-049	180.57 Square meters Private access road, garden and woodland at Heyrod Hall, Heyrod Hall Estate, Heyrod, Stalybridge, SK15 3BZ	Unknown Doreen Noonan (as reputed owner)			Yes			Yes		Working site and access for construction
4-001A	221.66 Square meters Footbridge (MVL3/8) and public footpath (STA12/10) to the east of Wakefield Road (A635), Heyrod Stalybridge	Unknown Network Rail Infrastructure Limited	Yes				Yes		Footbridge alteration works	
4-001B	66.35 Square meters Footbridge (MVL3/8) and public footpath (STA12/20) to the west of Spring Bank Lane of Heyrod Stalybridge	Unknown			Yes			Yes		Working site and access for construction
4-002A	725.43 Square meters Woodland and Public Road and footway (Spring Bank Lane, Heyrod, Stalybridge)	Unknown Tameside Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Working site and access for construction
4-002B	52.18 Square meters Public Road and footway (Spring Bank Lane, Heyrod, Stalybridge)	Unknown Tameside Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Working site and access for construction
4-004	282.81 Square metres Woodland to the east of Spring Bank Lane, Heyrod, Stalybridge	P. Casey (Developments) Limited			Yes			Yes		Working site and access for construction
4-006A	8.05 Square metres Woodland to the east of Spring Bank Lane, Heyrod, Stalybridge	Unknown			Yes			Yes		Working site and access for construction
4-006B	1.21 Square metres Stone wall, trees and pavement to the east of Spring Bank Lane	Unknown			Yes			Yes		Working site and access for construction
4-007A	73.27 Square metres Public highway, and pavement over bridge MVL3/9 at land at Spring Bank Lane, Stalybridge	Unknown Network Rail Infrastructure Limited Tameside Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Access for construction
4-007B	183.42 Square metres Public highway, junction and pavement over bridge MVL3/9 at land at Spring Bank Lane, Stalybridge	Unknown Tameside Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Access for construction
4-007C	4538.26 Square metres Public Highway and pavement at Wakefield Road (A635), Heyrod, Stalybridge	Unknown Tameside Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Working site and access for construction
4-007D	234.05 Square metres Private road (Lower Beestow) and stone wall at land north of Wakefield Road, Stalybridge, OL5 9QG	Unknown			Yes			Yes		Working site and access for construction
4-008	4,269.58 Square metres Woodland, hardstanding compound area, fenceline, stone wall to the east of Wakefield Road, Heyrod, Stalybridge	Unknown Network Rail Infrastructure Limited	Yes						Worksite and access for construction and maintenance compound	
4-010	1,650.81 Square metres Hardstanding private road, trees, land and buildings (unknown address) to the east of Wakefield Road, Heyrod, Stalybridge	John Michael Walton			Yes			Yes		Working site and access for construction
4-011	1461.27 Square metres Access track, grass, part of woodland at Mossley Waste Water Treatment Works, Manchester Road, Mossley	United Utilities Water Limited			Yes			Yes		Working site and access for construction
4-015A	370.42 Square metres Land and buildings (unknown address) to the east of Wakefield Road, Heyrod, Stalybridge	John Michael Walton			Yes			Yes		Working site and access for construction
4-015B	1.85 Square metres Shrubs on bank next to bridge at land south of Manchester Road, Stalybridge, Aston-under-Lyne, OL5 9QG	John Michael Walton			Yes			Yes		Working site and access for construction
4-016	95.11 Square metres Private Driveway and Hardstanding to the south of Blackrock, Mossley	John Michael Walton			Yes			Yes		Working site and access for construction
4-017	27.15 Square metres Private Driveway and Hardstanding to the south of Blackrock, Mossley	Unknown			Yes			Yes		Working site and access for construction
4-018B	9.15 Square metres Part of road and pavement next to bridge at Wakefield Road (A635), Stalybridge, Ashton-under-Lyne, OL5 9QG	Unknown Tameside Metropolitan Borough Council (in respect of adopted highway)	Yes							
4-020	564.39 Square metres Private driveway, hardstanding, private garden, trees, vegetation to the south of Blackrock, Mossley	John Michael Walton			Yes			Yes		Working site and access for construction
4-021B	0.19 Square metres Part of road and pavement next to bridge at Wakefield Road (A635), Stalybridge, Ashton-under-Lyne, OL5 9QG	Tameside Metropolitan Borough Council Unknown (in respect of mines and minerals)	Yes							
4-022B	8.70 Square metres Part of road and pavement next to bridge at Wakefield Road (A635), Stalybridge, Ashton-under-Lyne, OL5 9QG	Unknown			Yes			Yes		Working site and access for construction
4-022C	0.73 Square metres Part of public highway at Wakefield Road (A635), Stalybridge, Ashton-under-Lyne, OL5 9QD	Unknown Tameside Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Working site and access for construction
4-024	70.99 Square metres Private access road (Lower Beestow), vegetation, perimeter wall, trees, and grass verge to the north west of Manchester Road (A635), Mossley	Unknown			Yes			Yes		Working site and access for construction
4-025	139.61 Square metres Hardstanding, vegetation, grass verge, private access road (Lower Beestow), trees, and fenceline to the north west of Manchester Road (A635), Mossley	Unknown		Yes	Yes	Yes	Yes	Yes	Provision of maintenance access for drainage works	Working site and access for construction
4-026	1,863.40 Square metres Grassland, vegetation, trees, and fenceline to the west of Manchester Road (A635), Mossley	Unknown Network Rail Infrastructure Limited			Yes			Yes		Working site and access for construction
4-027	1,095.87 Square metres Grass verge, trees, vegetation, private access road (Lower Beestow), and fenceline to the west of Manchester Road, Mossley (A635)	David Jackson Nicola Jayne Jackson Unknown (in respect of mines and minerals)		Yes	Yes	Yes	Yes	Yes	Provision of maintenance access for drainage works	Working site and access for construction
4-028	386.43 Square metres Private access road (Lower Beestow), and grass verge to the west of Manchester Road, Mossley (A635)	David Jackson Nicola Jayne Jackson			Yes			Yes		Working site and access for construction
4-029	11.97 Square metres Grass verge, fenceline, and private access road (Lower Beestow) to the west of Manchester Road (A635), Mossley	David Jackson Nicola Jayne Jackson			Yes			Yes		Working site and access for construction
5-001	130.59 Square metres of Scrubland, Site Cabins, vegetation, hardstanding, fenceline, and trees to the west of Manchester Road (A635), Mossley	David Jackson Nicola Jayne Jackson			Yes			Yes		Working site and access for construction
5-002	14.94 Square metres Site Cabin, temporary structure, scrubland, and vegetation to the west of Manchester Road (A635), Mossley	David Jackson Nicola Jayne Jackson			Yes			Yes		Working site and access for construction
5-003	7.84 Square metres Vegetation, hardstanding, stone wall and private road Lower Beestow, Mossley, Ashton-under-Lyne, OL5 9QF	David Jackson Nicola Jayne Jackson			Yes			Yes		Working site and access for construction
5-004	7.32 Square metres Scrubland and vegetation to the west of Manchester Road (A635), Mossley	David Jackson Nicola Jayne Jackson Network Rail Infrastructure Limited	Yes				Yes		Railway electrification and ancillary railway works	
5-005	1.40 Square metres Scrubland and vegetation to the west of Manchester Road (A635), Mossley	David Jackson Nicola Jayne Jackson			Yes			Yes		Working site and access for construction
5-006	14.35 Square metres Shrubs and trees to the south of foot bridge at land on the west side of Manchester Road, Mossley	David Jackson Nicola Jayne Jackson			Yes			Yes		Working site and access for construction
5-007	17.36 Square metres Private access road (Lower Beestow), and grass verge to the west of Manchester Road, Mossley (A635)	David Jackson Nicola Jayne Jackson			Yes			Yes		Working site and access for construction
5-008	0.89 Square metres Private access road (Lower Beestow) to the west of Manchester Road (A635), Mossley	David Jackson Nicola Jayne Jackson	Yes							
5-009	1.12 Square meters Pedestrian bridge (MVL3/10A) to the west of Manchester Road (A635), Mossley	David Jackson Nicola Jayne Jackson			Yes			Yes		Working site and access for construction
5-010	14.36 Square metres Shrubs and trees to the North of foot bridge at land on the west side of Manchester Road, Mossley	David Jackson Nicola Jayne Jackson			Yes			Yes		Working site and access for construction
5-011A	10.83 Square metres Part of private drive at 8 Oakwood View, land on the west side of Manchester Road, Mossley	David Jackson Nicola Jayne Jackson			Yes			Yes		Working site and access for construction
5-011B	117.60 Square metres Private access track at Lower Beestow, land on the west side of Manchester Road, Mossley	David Jackson Nicola Jayne Jackson			Yes			Yes		Working site and access for construction
5-012	31.62 Square metres Pedestrian bridge (MVL3/10A) to the west of Manchester Road (A635), Mossley	David Jackson Nicola Jayne Jackson	Yes							
5-013	64.22 Square metres Pedestrian bridge (MVL3/10A) to the west of Manchester Road (A635), Mossley	Unknown Network Rail Infrastructure Limited	Yes							

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			Acquisition			Purpose				
Plot Nos	Current Land Use	Freehold Owners	Permanent Acquisition	Permanent Rights	Temporary possession/use	Maintenance Access	Placing permanent infrastructure	Construction Activities & Mitigation Works	Explanation (permanent)	Explanation (temporary)
5-014A	62.57 Square metres Private access track (Unnamed), driveway, grassland, and vegetation to the north of Lower Beestow, Mossley	David Jackson Nicola Jayne Jackson			Yes			Yes		Temporary use of land for access
5-014B	624.20 Square metres Scrubland, vegetation, trees, hardstanding, private access road (Lower Beestow) and grass verge to the west of Manchester Road, Mossley	David Jackson Nicola Jayne Jackson			Yes			Yes		Working site and access for construction
5-015	47.98 Square meters Pedestrian bridge (MVL3/10A) and footpath to the west of Manchester Road (A635), Mossley	Unknown Network Rail Infrastructure Limited	Yes							
5-016	12.47 Square metres Footpath and stone wall to the west of Manchester Road (A635), Mossley	Unknown	Yes							
5-017A	41.09 Square metres Footpath, vegetation, grass verge, and stone wall (Manchester Road (A635), Mossley)	Anthony Jones The Right Honourable George Harry Earl of Stamford and Warrington (in respect of mines and minerals)			Yes			Yes		Working site and access for construction
5-017B	6667.44 Square metres Public Road at Manchester Road (A635)	Unknown Tameside Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Working site and access for construction
5-018	7.44 Square metres Footpath, stone wall, fence line, and vegetation (Manchester Road (A635), Mossley)	Anthony Jones			Yes			Yes		Working site and access for construction
5-019	7.63 Square metres Footpath, stone wall, fence line, and vegetation (Manchester Road (A635), Mossley)	Anthony Jones			Yes			Yes		Working site and access for construction
5-020	4.50 Square metres Footpath, stone wall, fence line, and vegetation (Manchester Road (A635), Mossley)	Jigsaw Homes Tameside			Yes			Yes		Working site and access for construction
5-021	5,294.54 Square metres Scrubland, vegetation, trees, grass verge, railway equipment, hardstanding, footpath, and stone wall to the west of Manchester Road (A635), Mossley	Unknown Network Rail Infrastructure Limited			Yes			Yes		Working site and access for construction
6-001	4338.08 Square metres Woodland on east side of trainline at land west of Manchester Road (A635), Mossley, Ashton-under-Lyne, OL5 9QN	Unknown Network Rail Infrastructure Limited			Yes			Yes		Working site and access for construction
6-002	3.61 Square metres Trees, stone wall, adjacent to Manchester Road (A635) at New Scout House, New Scout Mill, Manchester Road, Mossley, Ashton-Under-Lyne (OL5 9QN)	Warmco Space Heating Limited			Yes			Yes		Working site and access for construction
6-003	2.93 Square metres Trees, shrubs at New Scout House, New Scout Mill, Manchester Road, Mossley, Ashton-Under-Lyne (OL5 9QN)	Warmco Space Heating Limited			Yes			Yes		Working site and access for construction
6-004	239.87 Square metres Private car park, hardstanding, fence, vegetation and trees at Manchester Rd, Mossley, Ashton-Under-Lyne, Manchester, OL5 9QN	Unknown Network Rail Infrastructure Limited			Yes			Yes		Working site and access for construction
6-005	12.09 Square metres Private commercial car park, hardstanding, fenceline, and vegetation (New Scout Mill, Manchester Road, Mossley, Ashton-under-Lyne, OL5 9QN)	Warmco Space Heating Limited Network Rail Infrastructure Limited			Yes			Yes		Working site and access for construction
6-006	689.02 Square metres Private commercial car park, hardstanding, material storage, vegetation, fenceline, electricity substation, and trees (New Scout Mill, Manchester Road, Mossley, Ashton-under-Lyne, OL5 9QN)	Warmco Space Heating Limited			Yes			Yes		Working site and access for construction
6-007	4.47 Square metres, Private commercial car park, hardstanding, and fenceline (New Scout Mill, Manchester Road, Mossley, Ashton-under-Lyne, OL5 9QN)	Unknown			Yes			Yes		Working site and access for construction
6-008	0.38 Square metres Part of gravelled bank at land west of Manchestester Road (A635), Mossley, Ashton-under-Lyne OL5 9QN	Unknown			Yes			Yes		Working site and access for construction
6-009A	916.97 Square metres Woodland above railway tunnel at land west of Manchestester Road (A635), Mossley, Ashton-under-Lyne OL5 9QN	Unknown Network Rail Infrastructure Limited Eileen Clayton (as reputed owner)	Yes							
6-009B	405.23 Square metres Private garden, tennis court, hedge, vegetation, and trees (Scout House Cottage, Scout, Mossley, Ashton-under-Lyne, OL5 DDG)	Mohammed Shamsul Islam Shajeda Islam Network Rail Infrastructure Limited	Yes							
6-009C	632.14 Square metres Woodland above railway tunnel at land west of Manchestester Road (A635), Mossley, Ashton-under-Lyne OL5 9QN	Unknown Network Rail Infrastructure Limited	Yes							
6-010	0.42 Square metres Part of concrete compound at New Scout House, New Scout Mill, Manchester Road, Mossley, Ashton-Under-Lyne (OL5 9QN)	Warmco Space Heating Limited Network Rail Infrastructure Limited			Yes			Yes		Working site and access for construction
6-011	7.95 Square metres Private commercial car park, hardstanding, fenceline, and material storage (New Scout Mill, Manchester Road, Mossley, Ashton-under-Lyne, OL5 9QN)	Warmco Space Heating Limited Network Rail Infrastructure Limited			Yes			Yes		Working site and access for construction
6-012A	23.95 Square metres Part of gravelled bank at land west of Manchestester Road (A635), Mossley, Ashton-under-Lyne OL5 9QN	Unknown			Yes			Yes		Working site and access for construction
6-012B	4.78 Square metres Part of gravelled bank at land west of Manchestester Road (A635), Mossley, Ashton-under-Lyne OL5 9QN	Unknown			Yes			Yes		Working site and access for construction
6-013	0.59 Square metres Part of gravelled bank at New Scout House, New Scout Mill, Manchester Road, Mossley, Ashton-Under-Lyne (OL5 9QN)	Warmco Space Heating Limited Network Rail Infrastructure Limited Unknown (in respect of mines and minerals)	Yes							
6-014	0.46 Square metres Hardstanding and vegetation north west of Manchester Road (A635), Mossley	Warmco Space Heating Limited Network Rail Infrastructure Limited	Yes							
6-015	0.39 Square metres Part of gravelled bank at New Scout House, New Scout Mill, Manchester Road, Mossley, Ashton-Under-Lyne (OL5 9QN)	Mohammed Shamsul Islam Shajeda Islam Network Rail Infrastructure Limited The Right Honourable Richard Arthur Baron Deranmore, Philip John Duppa Langrishe and Ernest Smith (in respect of mines and minerals)			Yes			Yes		Working site and access for construction
6-016	0.75 Square metres Woodland at land and buildings on the west side of Manchester Road, Mossley	Mohammed Shamsul Islam Shajeda Islam Network Rail Infrastructure Limited The Right Honourable Richard Arthur Baron Deranmore, Philip John Duppa Langrishe and Ernest Smith (in respect of mines and minerals)			Yes			Yes		Temporary ground stabilisation works
6-017	606.42 Square metres Scrubland, trees, and vegetation to the north west of Manchester Road (A635), Mossley	David Jackson Nicola Jayne Jackson	Yes							
6-018A	100.39 Square metres Shrubs, trees, part of railway tunnel wall and railings at land west of Manchester Road, Mossley, OL5 9QN	Unknown Network Rail Infrastructure Limited			Yes			Yes		Temporary ground stabilisation works
6-018B	19.87 Square metres Shrubs, trees, part of railway tunnel wall and railings at land west of Manchester Road, Mossley, OL5 9QN	Unknown Network Rail Infrastructure Limited			Yes			Yes		Temporary ground stabilisation works
6-019	19.23 Square metres Scrubland, trees, and vegetation to the north west of Manchester Road (A635), Mossley	Unknown			Yes			Yes		Temporary ground stabilisation works
6-020	137.84 Square metres Scrubland, trees, and vegetation to the north west of Manchester Road (A635), Mossley	David Jackson Nicola Jayne Jackson			Yes			Yes		Temporary ground stabilisation works
6-021	20.47 Square metres Hardstanding and vegetation north west of Manchester Road (A635), Mossley	Warmco Space Heating Limited Network Rail Infrastructure Limited	Yes							
6-022	125.13 Square metres Hardstanding, trees, and vegetation north west of Manchester Road (A635), Mossley	Unknown	Yes							
6-023	973.60 Square metres Scrubland, hardstanding, trees, and vegetation to the north west of Manchester Road (A635), Mossley	Mohammed Shamsul Islam Shajeda Islam	Yes							
6-024	107.92 Square metres Shrubs, trees, part of railway tunnel wall and railings at land west of Manchester Road, Mossley, OL5 9QN	Unknown Network Rail Infrastructure Limited			Yes			Yes		Temporary ground stabilisation works
6-025	46.30 Square metres Scrubland, trees, and vegetation to the north west of Manchester Road (A635), Mossley	Unknown			Yes			Yes		Temporary ground stabilisation works
6-026A	248.11 Square metres Woodland at land and buildings on the west side of Manchester Road, Mossley	Mohammed Shamsul Islam Shajeda Islam			Yes			Yes		Temporary ground stabilisation works
6-026B	3.96 Square metres Woodland at land and buildings on the west side of Manchester Road, Mossley	Mohammed Shamsul Islam Shajeda Islam Network Rail Infrastructure Limited			Yes			Yes		Temporary ground stabilisation works
6-027	15.39 Square metres Grass verge, vegetation, fence line, and footpath (Manchester Road (A635), Mossley)	Tameside Metropolitan Borough Council			Yes			Yes		Working site and access for construction

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			Acquisition			Purpose				
			Permanent Acquisition	Permanent Rights	Temporary possession/use	Maintenance Access	Placing permanent infrastructure	Construction Activities & Mitigation Works		
Plot Nos	Current Land Use	Freehold Owners							Explanation (permanent)	Explanation (temporary)
6-028	905.43 Square metres Grassland, vegetation, fence line, and trees to the east of Manchester Road (A635), Mossley	Tameside Metropolitan Borough Council			Yes			Yes		Working site and access for construction
6-029	1,192.67 Square metres Grassland, vegetation, fence line, and trees to the east of Manchester Road (A635), Mossley	Tameside Metropolitan Borough Council			Yes			Yes		Working site and access for construction
6-030	1,142.40 Square metres Grassland, vegetation, trees, and fence line to the north west of Manchester Road (A635), Mossley	Eileen Mary Clayton Edward Harrop	Yes							
6-031	480.23 Square metres Grassland, vegetation, trees, and fence line to the north west of Manchester Road (A635), Mossley	Eileen Mary Clayton Edward Harrop			Yes			Yes		Temporary ground stabilisation works
6-032	70.25 Square metres Grassland, vegetation, trees, and fence line to the north west of Manchester Road (A635), Mossley	Unknown Eileen Clayton (as reputed owner)			Yes			Yes		Temporary ground stabilisation works
6-033	218.21 Square metres Scrubland, trees, and vegetation to the north west of Manchester Road (A635), Mossley	Unknown Eileen Clayton (as reputed owner)	Yes							
6-034	11.99 Square metres Private garden, allotment, grassland, vegetation, and trees (Scout House Cottage, Scout, Mossley, Ashton-under-Lyne, OL5 ODG)	Mohammed Shamsul Islam Shajeda Islam			Yes			Yes		Temporary ground stabilisation works
6-035	236.66 Square metres Private garden, allotment, grassland, vegetation, and trees (Scout House Cottage, Scout, Mossley, Ashton-under-Lyne, OL5 ODG)	Mohammed Shamsul Islam Shajeda Islam			Yes			Yes		Temporary ground stabilisation works
6-036	235.59 Square metres Grassland, private garden, vegetation, and trees (Scout House Cottage, Scout, Mossley, Ashton-under-Lyne, OL5 ODG)	Mohammed Shamsul Islam Shajeda Islam	Yes							
6-037	227.34 Square metres Scrubland, vegetation, and trees to the west of Manchester Road (A635), Mossley	Unknown			Yes			Yes		Temporary ground stabilisation works
6-038	283.21 Square metres Scrubland, vegetation, and trees to the west of Manchester Road (A635), Mossley	Christopher Charles Goodway Janet Lyn Rickatson			Yes			Yes		Temporary ground stabilisation works
6-039	1,144.88 Square metres Grassland, vegetation, fence line, and trees to the west of Manchester Road (A635), Mossley	Christopher Charles Goodway Janet Lyn Rickatson	Yes							
6-040	115.49 Square metres Trees, vegetation, private drive and garage to the west of Manchester Road (A635)	Mohammed Shamsul Islam Shajeda Islam	Yes							
6-041	305.23 Square metres Scrubland, trees, fence line, and vegetation to the north west of Manchester Road (A635), Mossley	Unknown Eileen Clayton (as reputed owner)			Yes			Yes		Temporary ground stabilisation works
6-042	1,732.96 Square metres Residential house, private driveway, private garden, trees, vegetation, boundary fence line, and scrubland (Scout House Cottage, Scout, Mossley, Ashton-under-Lyne, OL5 ODG)	Mohammed Shamsul Islam Shajeda Islam	Yes							
6-043	29.83 Square metres Private garden, footpath, trees, vegetation, and hedge (Scout House Cottage, Scout, Mossley, Ashton-under-Lyne, OL5 ODG)	Mohammed Shamsul Islam Shajeda Islam			Yes			Yes		Temporary ground stabilisation works
6-044	213.53 Square metres Private access road, driveway, and public footpath (Scout House Cottage, Scout, Mossley, Ashton-under-Lyne, OL5 ODG)	Mohammed Shamsul Islam Shajeda Islam	Yes							
6-045	2,618.07 Square metres, Scrubland, vegetation, trees, private garden, tennis court, boundary wall, private driveway, building, and shed (Scout House Cottage, Scout, Mossley, Ashton-under-Lyne, OL5 ODG)	Mohammed Shamsul Islam Shajeda Islam	Yes							
6-046A	854.90 Square metres Part of private garden, part of tennis court (Scout House), woodland at land and buildings on the west side of Manchester Road, Mossley	Mohammed Shamsul Islam Shajeda Islam			Yes			Yes		Temporary ground stabilisation works
6-046B	39.46 Square metres Woodland at land and buildings on the west side of Manchester Road, Mossley	Mohammed Shamsul Islam Shajeda Islam Network Rail Infrastructure Limited			Yes			Yes		Temporary ground stabilisation works
6-047	84.97 Square metres Woodland above railway tunnel at land west of Manchester Road (A635), Mossley, OL5 9QW	Unknown Network Rail Infrastructure Limited			Yes			Yes		Temporary ground stabilisation works
6-048	13.93 Square metres Scrubland, trees, and vegetation to the west of Manchester Road (A635), Mossley	Mohammed Shamsul Islam Shajeda Islam			Yes			Yes		Working site and access for construction
6-049	546.27 Square metres Scrubland, trees, vegetation, and railway equipment to the west of Manchester Road (A635), Mossley	Unknown Network Rail Infrastructure Limited			Yes			Yes		Working site and access for construction
6-050	85.51 Square metres Woodland above railway tunnel at land west of Manchester Road (A635), Mossley, OL5 9QW	Unknown Network Rail Infrastructure Limited			Yes			Yes		Temporary ground stabilisation works
6-051A	2900.06 Square meters Agricultural field, vegetation, trees, stone wall, to the west of Manchester Road, Mossley	Janet Lyn Rickatson The Honourable Sarah Louise Aubrey-Fletcher			Yes			Yes		Working site and access for construction
6-051B	712.13 Square meters Private track, vegetation, grass verge, trees, access gate to the west of Manchester Road, Mossley	Janet Lyn Rickatson The Honourable Sarah Louise Aubrey-Fletcher			Yes			Yes		Working site and access for construction
6-052A	112.49 Square meters Private road, adopted footpath (MOS/88/10), grass verge to the west of Manchester Road, Mossley	Unknown			Yes			Yes		Working site and access for construction
6-052B	55.89 Square meters Private road, adopted footpath (MOS/88/10), grass verge to the west of Manchester Road, Mossley	Unknown			Yes			Yes		Working site and access for construction
6-053	341.70 Square meters Vegetation, trees, stone wall to the west of Manchester Road, Mossley	Mitre House (Mossley) Limited			Yes			Yes		Working site and access for construction
6-054	10.11 Square meters Private road, adopted footpath (MOS/88/10), grass verge, stone wall to the west of Manchester Road, Mossley	Unknown			Yes			Yes		Working site and access for construction
6-055A	1277.51 Square meters Trees and vegetation to the west of Manchester Road, Mossley	Mitre House (Mossley) Limited			Yes			Yes		Working site and access for construction
6-055B	5.98 Square meters Trees and vegetation to the west of Manchester Road, Mossley	Unknown Network Rail Infrastructure Limited	Yes				Yes		Railway electrification and ancillary railway works	
6-056	786.84 Square meters Private fenced off hardstanding car park to the west of Manchester Road, Mossley	Mitre House (Mossley) Limited		Yes	Yes	Yes	Yes	Yes	Provision of maintenance access for drainage works	Working site and access for construction
6-057	94.84 Square meters Private fenced off hardstanding car park to the west of Manchester Road, Mossley	Mitre House (Mossley) Limited		Yes	Yes	Yes	Yes	Yes	Provision of maintenance access for drainage works	Working site and access for construction
6-058	95.77 Square meters Rear garden (33 Highfield Drive, OL5 ODW)	Michael Baker The Executor of Christine Clark			Yes			Yes		Working site and access for construction
6-059	116.06 Square meters Rear garden (56 Highfield Drive OL5 ODW)	Wallace Estates Limited			Yes			Yes		Working site and access for construction
6-060A	0.52 Square meters Vegetation to the west of Manchester Road, Mossley	Mitre House (Mossley) Limited Network Rail Infrastructure Limited			Yes			Yes		Working site and access for construction
6-060B	43.56 Square metres Trees and vegetation to the west of 49 Manchester Road, Mossley, Ashton-under-Lyne, OL5 9LZ	Mitre House (Mossley) Limited Network Rail Infrastructure Limited			Yes			Yes		Working site and access for construction
6-060C	1.45 Square metres Trees, vegetation and telecommunication mast to the west of 49 Manchester Road, Mossley, Ashton-under-Lyne, OL5 9LZ	Mitre House (Mossley) Limited Network Rail Infrastructure Limited	Yes				Yes		Railway electrification and ancillary railway works	
6-061	553.99 Square meters Vegetation, trees, Stone wall, metal barrier to the west of Manchester Road, Mossley	Mitre House (Mossley) Limited			Yes			Yes		Working site and access for construction
6-062	680.59 Square meters Vegetation, trees, stone wall, railway access gate and stairs to the west of Manchester Road, Mossley	Network Rail Infrastructure Limited Unknown			Yes			Yes		Working site and access for construction
6-063A	2913.51 Square meters Public Road (Manchester Road), public pavement, railway boundary wall	Unknown Tameside Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Working site and access for construction
6-063B	3102.33 Square meters Public Road (Egmont Street), public pavement	Unknown Tameside Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Access for construction
6-064	3.25 Square meters Fenceline, grass verge, private road to the west of Egmont Street, Mossley	GHG Group Limited			Yes			Yes		Working site and access for construction
6-065	1958.99 Square meters Private road, hardstanding area, vegetation to the west of Egmont Street, Mossley	Tameside Property Holdings Limited Unknown (in respect of mines and minerals)			Yes			Yes		Working site and access for construction
7-001	335.16 Square metres Trees, vegetation, hardstanding area to the west of Egmont Street, Mossley	TJK Plant LTD Unknown (in respect of mines and minerals)			Yes			Yes		Working site and access for construction

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Plot Nos	Current Land Use	Freehold Owners	Acquisition			Purpose			Explanation (permanent)	Explanation (temporary)
			Permanent Acquisition	Permanent Rights	Temporary possession/use	Maintenance Access	Placing permanent Infrastructure	Construction Activities & Mitigation Works		
7-002	2244.94 Square metres Trees, vegetation, hardstanding area to the west of Egmont Street, Mossley	Egmont Land LTD			Yes			Yes		Working site and access for construction
7-003	84.04 Square metres Public Road and Canal Bridge at Egmont St, Mossley, Ashton-under-Lyne	Canal & River Trust Tameside Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Access for construction
7-004	928.08 Square metres Public Road at Egmont St, Mossley, Ashton-under-Lyne	Unknown Tameside Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Access for construction
7-005	2.09 Square metres Hardstanding area and brick wall to the west of Manchester Road A635, Mossley	Daniel Wilcox	Yes							
7-007	2.3 Square metres Hardstanding area and brick wall to the west of Manchester Road A635, Mossley	Alec Jackson Deanna Rosetta Jackson	Yes							
7-008A	64.91 Square metres Hardstanding area and brick wall to the west of Manchester Road A635, Mossley	Alec Jackson Deanna Rosetta Jackson			Yes		Yes	Yes		Working site and access for construction and permanent railway protection works
7-008B	5.64 Square metres Hardstanding area and brick wall to the west of Manchester Road A635, Mossley	Alec Jackson Deanna Rosetta Jackson	Yes				Yes		Railway electrification protection works	
7-009	78.82 Square metres Vegetation, trees, stone wall, railway overpass, railway access gate and stairs to the west of Manchester Road, Mossley	Unknown Network Rail Infrastructure Limited	Yes				Yes		Footbridge safety works	
7-010	383.32 Square metres Public footway, vegetation, stone wall, trees and steps to the east of Abney Rd, Mossley, Ashton-under-Lyne	Unknown			Yes			Yes		Working site and access for construction
7-011A	31.48 Square metres Metal gate, storage shed and hardstanding to the north of 8A Manchester Rd, Mossley, Ashton-under-Lyne, OL5 0AA	Unknown Home Improvement Centre (as reputed owner)			Yes		Yes	Yes		Working site and access for construction and permanent railway protection works
7-011B	2.10 Square metres Storage shed, stone wall and hardstanding to the north of 8A Manchester Rd, Mossley, Ashton-under-Lyne, OL5 0AA	Unknown	Yes				Yes		Railway electrification protection works	
7-012	7.27 Square metres Stone wall and private access footway to the south of 12 Manchester Rd, Mossley, Ashton-under-Lyne, OL5 0AA	Unknown Kate Cotton (as reputed owner)		Yes	Yes	Yes	Yes	Yes	Provision of maintenance access for drainage works	Working site and access for construction and permanent railway protection works
7-013	4.48 Square metres Stone wall, private access gate and footway to the south of 12 Manchester Rd, Mossley, Ashton-under-Lyne, OL5 0AA	Unknown Tameside Metropolitan Borough Council (in respect of adopted highway)		Yes	Yes	Yes	Yes	Yes	Provision of maintenance access for drainage works	Working site and access for construction and permanent railway protection works
7-014	65.85 Square metres Stairs and railway overpass bridge at Mossley Railway Station, Mossley, Manchester Rd, Mossley, Ashton-under-Lyne OL5 0AB and fencing to the rear of 12 - 60 Manchester Rd, Mossley, Ashton-under-Lyne	Unknown Network Rail Infrastructure Limited	Yes				Yes		Railway electrification protection works	
7-015	6.22 Square metres Private garden to the rear of 12 Manchester Rd, Mossley, Ashton-under-Lyne, OL5 0AA	Ptj Property Limited Kate Cotton		Yes	Yes	Yes	Yes	Yes	Provision of maintenance access for drainage works	Working site and access for construction and permanent railway protection works
7-016	42.59 Square metres House (12 Manchester Rd, Mossley, Ashton-under-Lyne, OL5 0AA)	Ptj Property Limited Kate Cotton		Yes		Yes	Yes		Provision of maintenance access for drainage works	
7-017	4.8 Square metres Private garden to the rear of 14 Manchester Rd, Mossley, Ashton-under-Lyne, OL5 0AA	Scott Micheal Rigby		Yes	Yes	Yes	Yes	Yes	Provision of maintenance access for railway protection works	Working site and access for construction and permanent railway protection works
7-018	4.39 Square metres Private garden to the rear of 16 Manchester Rd, Mossley, Ashton-under-Lyne, OL5 0AA	Ian Robert Gill		Yes	Yes	Yes	Yes	Yes	Provision of maintenance access for railway protection works	Working site and access for construction and permanent railway protection works
7-019	4.63 Square metres Private garden to the rear of 18 Manchester Rd, Mossley, Ashton-under-Lyne, OL5 0AA	Felicity Josephine Braine		Yes	Yes	Yes	Yes	Yes	Provision of maintenance access for railway protection works	Working site and access for construction and permanent railway protection works
7-020	300.68 Square metres Trees and vegetation to the east of Old Brow Court, Mossley, Ashton-under-Lyne	Unknown			Yes			Yes		Working site and access for construction
7-021	205.82 Square metres Trees and vegetation to the east of Old Brow Court, Mossley, Ashton-under-Lyne	Unknown	Yes				Yes		Railway retaining wall, railway electrification works and ancillary railways works	
7-022	4.48 Square metres Private garden to the rear of 20 Manchester Rd, Mossley, Ashton-under-Lyne, OL5 0AA	Harry Paul Osguthorpe Abbigail Davey		Yes	Yes	Yes	Yes	Yes	Provision of maintenance access for railway protection works	Working site and access for construction and permanent railway protection works
7-023	4.47 Square metres Private garden to the rear of 22 Manchester Rd, Mossley, Ashton-under-Lyne, OL5 0AA	Ian Claridge		Yes	Yes	Yes	Yes	Yes	Provision of maintenance access for railway protection works	Working site and access for construction and permanent railway protection works
7-024	4.68 Square metres Private garden to the rear of 24 Manchester Rd, Mossley, Ashton-under-Lyne, OL5 0AA	Roland Karl Nelson		Yes	Yes	Yes	Yes	Yes	Provision of maintenance access for railway protection works	Working site and access for construction and permanent railway protection works
7-025	4.42 Square metres Private garden to the rear of 26 Manchester Rd, Mossley, Ashton-under-Lyne, OL5 0AA	John Barry King		Yes	Yes	Yes	Yes	Yes	Provision of maintenance access for railway protection works	Working site and access for construction and permanent railway protection works
7-026	4.61 Square metres Private garden to the rear of 28 Manchester Rd, Mossley, Ashton-under-Lyne, OL5 0AA	Craig Andrew Karen May Worrall		Yes	Yes	Yes	Yes	Yes	Provision of maintenance access for railway protection works	Working site and access for construction and permanent railway protection works
7-027	45.36 Square metres House (28 Manchester Rd, Mossley, Ashton-under-Lyne, OL5 0AA)	Craig Andrew Karen May Worrall		Yes		Yes	Yes		Construction and maintenance of railway protection works	
7-028	1.81 Square metres Private garden to the rear of 30 Manchester Rd, Mossley, Ashton-under-Lyne, OL5 0AA	Unknown		Yes	Yes	Yes	Yes	Yes	Construction and maintenance of railway protection works	Working site and access for construction and permanent railway protection works
7-029	10.52 Square metres House (30 Manchester Rd, Mossley, Ashton-under-Lyne, OL5 0AA)	Craig Andrew Karen May Worrall		Yes	Yes	Yes	Yes	Yes	Construction and maintenance of railway protection works	Working site and access for construction and permanent railway protection works
7-030	4.69 Square metres Private garden to the rear of 30 Manchester Rd, Mossley, Ashton-under-Lyne, OL5 0AA	Joanne Marie Farrelly		Yes	Yes	Yes	Yes	Yes	Provision of maintenance access for railway protection works	Working site and access for construction and permanent railway protection works
7-031	48.02 Square metres House (30 Manchester Rd, Mossley, Ashton-under-Lyne, OL5 0AA)	Joanne Marie Farrelly		Yes		Yes	Yes		Construction and maintenance of railway protection works	
7-032	4.39 Square metres Private garden to the rear of 32 Manchester Rd, Mossley, Ashton-under-Lyne, OL5 0AA	David Holt		Yes	Yes	Yes	Yes	Yes	Provision of maintenance access for railway protection works	Working site and access for construction and permanent railway protection works
7-033	4.75 Square metres Private garden to the rear of 34 Manchester Rd, Mossley, Ashton-under-Lyne, OL5 0AA	Scott Rigby		Yes	Yes	Yes	Yes	Yes	Provision of maintenance access for railway protection works	Working site and access for construction and permanent railway protection works
7-034	4.44 Square metres Private garden to the rear of 36 Manchester Rd, Mossley, Ashton-under-Lyne, OL5 0AA	Sharon Kirk		Yes	Yes	Yes	Yes	Yes	Provision of maintenance access for railway protection works	Working site and access for construction and permanent railway protection works
7-035	4.59 Square metres Private garden to the rear of 38 Manchester Rd, Mossley, Ashton-under-Lyne, OL5 0AA	M2 Property Ventures Limited		Yes	Yes	Yes	Yes	Yes	Provision of maintenance access for railway protection works	Working site and access for construction and permanent railway protection works
7-036	6.42 Square metres Private garden to the rear of 40 Manchester Rd, Mossley, Ashton-under-Lyne, OL5 0AA	Infinity Residential Investing Ltd		Yes	Yes	Yes	Yes	Yes	Provision of maintenance access for railway protection works	Working site and access for construction and permanent railway protection works
7-037	1.44 Square metres Trees and vegetation to the east of Old Brow Court, Mossley, Ashton-under-Lyne	Accent Housing Limited Unknown (in respect of mines and minerals)	Yes				Yes		Railway retaining wall, railway electrification works and ancillary railways works	
7-038	2.14 Square metres Trees and vegetation to the east of Old Brow Court, Mossley, Ashton-under-Lyne	Unknown	Yes				Yes		Railway retaining wall, railway electrification works and ancillary railways works	
7-039	53.11 Square metres Trees and vegetation to the east of Old Brow Court, Mossley, Ashton-under-Lyne	Accent Housing Limited			Yes			Yes		Working site and access for construction
7-040	15.78 Square metres Trees and vegetation to the east of Old Brow Court, Mossley, Ashton-under-Lyne	Unknown	Yes				Yes		Railway retaining wall, railway electrification works and ancillary railways works	
7-041	541.02 Square metres Public Road (Old Brow Court, Mossley, Ashton-under-Lyne), trees, wooden fence and street furniture	Accent Housing Limited Tameside Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Working site and access for construction

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Plot Nos	Current Land Use	Freehold Owners	Acquisition			Purpose			Explanation (permanent)	Explanation (temporary)
			Permanent Acquisition	Permanent Rights	Temporary possession/use	Maintenance Access	Placing permanent Infrastructure	Construction Activities & Mitigation Works		
7-042	51.1 Square metres Public Road (Old Brow Court, Mossley, Ashton-under-Lyne), trees, wooden fence and street furniture	Accent Housing Limited Tameside Metropolitan Borough Council (in respect of adopted highway)	Yes				Yes		Railway retaining wall, railway electrification works and ancillary railways works	
7-043	530.05 Square metres Trees and vegetation to the east of Old Brow Court, Mossley, Ashton-under-Lyne	Accent Housing Limited	Yes				Yes		Railway retaining wall, railway electrification works and ancillary railways works	
7-044	0.85 Square metres Trees and vegetation to the east of Old Brow Court, Mossley, Ashton-under-Lyne	Accent Housing Limited	Yes				Yes		Railway retaining wall, railway electrification works and ancillary railways works	
7-045	5.71 Square metres Private garden to the rear of 42 Manchester Rd, Mossley, Ashton-under-Lyne, OL5 0AA	Anthony Mark Hogan Hayley Elizabeth Hogan Paul Booth Tracey Jane Booth		Yes	Yes	Yes	Yes	Yes	Provision of maintenance access for railway protection works	Working site and access for construction and permanent railway protection works
7-046	5.82 Square metres Houses (44a & 44b Manchester Rd, Mossley, Ashton-under-Lyne, OL5 0AA)	Unknown		Yes	Yes	Yes	Yes	Yes	Provision of maintenance access for railway protection works	Working site and access for construction and permanent railway protection works
7-047	10.33 Square metres Houses (44a & 44b Manchester Rd, Mossley, Ashton-under-Lyne, OL5 0AA)	Unknown		Yes	Yes	Yes	Yes	Yes	Provision of maintenance access for railway protection works	Working site and access for construction and permanent railway protection works
7-048	56.13 Square metres Houses (44a & 44b Manchester Rd, Mossley, Ashton-under-Lyne, OL5 0AA)	Kathryn Beard Kathryn Dyson		Yes		Yes	Yes		Construction and maintenance of railway protection works	
7-049	11.41 Square metres Houses (44a & 44b Manchester Rd, Mossley, Ashton-under-Lyne, OL5 0AA)	Kathryn Beard Kathryn Dyson		Yes		Yes	Yes		Construction and maintenance of railway protection works	
7-050	3.64 Square metres Rear garden and fencing (44 Manchester Road, Mossley, Ashton-Under-Lyne, OL5 0AA)	Unknown		Yes	Yes	Yes	Yes	Yes	Construction and maintenance of railway protection works	Working site and access for construction and permanent railway protection works
7-051	6.98 Square metres Rear garden and fencing (46 Manchester Road, Mossley, Ashton-Under-Lyne, OL5 0AA)	Abdul Motin		Yes	Yes	Yes	Yes	Yes	Provision of maintenance access for railway protection works	Working site and access for construction and permanent railway protection works
7-052	82.62 Square metres House and rear garden (46 Manchester Road, Mossley, Ashton-Under-Lyne, OL5 0AA)	Abdul Motin		Yes		Yes	Yes		Construction and maintenance of railway protection works	
7-053	10.09 Square metres Rear gardens and alleyway (48 & 50 Manchester Road, Mossley, Ashton-Under-Lyne, OL5 0AA)	Unknown		Yes	Yes	Yes	Yes	Yes	Provision of maintenance access for railway protection works	Working site and access for construction and permanent railway protection works
7-054	3.33 Square metres Rear garden and alleyway (50 Manchester Road, Mossley, Ashton-Under-Lyne, OL5 0AA)	Mohammed Qasim Ali Nasim Ali Zulfkar Ali		Yes	Yes	Yes	Yes	Yes	Provision of maintenance access for railway protection works	Working site and access for construction and permanent railway protection works
7-055	0.91 Square metres Rear garden and alleyway (52 Manchester Road, Mossley, Ashton-Under-Lyne, OL5 0AA)	Unknown		Yes	Yes	Yes	Yes	Yes	Provision of maintenance access for railway protection works	Working site and access for construction and permanent railway protection works
7-056	13.84 Square metres Rear garden and alleyway (52, 54 & 56 Manchester Road, Mossley, Ashton-Under-Lyne, OL5 0AA)	Gl'im Limited		Yes	Yes	Yes	Yes	Yes	Provision of maintenance access for railway protection works	Working site and access for construction and permanent railway protection works
7-057	74.21 Square metres Vegetation and walls at the junction of Old Brow Court and Abney Road, Mossley	Accent Housing Limited			Yes			Yes		Working site and access for construction
7-058	13.60 Square metres Public footway, wooden fencing and grit bin at Old Brow Court, Mossley	Accent Housing Limited			Yes			Yes		Working site and access for construction
7-060	38.32 Square metres Rear Gardens and alleyway to the rear of 58, 60 and 62 Manchester Road, Mossley	Gl'im Limited		Yes	Yes	Yes	Yes	Yes	Construction and maintenance of railway protection works	Working site and access for construction and permanent railway protection works
7-061	38.02 Square metres Shop and house (3 Station Square, Mossley, Ashton-Under-Lyne, OL5 0AA)	Gl'im Limited		Yes		Yes	Yes		Construction and maintenance of railway protection works	
7-062	25.59 Square metres Public Road, footways and walls at MVL3/13 Bridge, Stamford Road (B1177), Mossley	Unknown Network Rail Infrastructure Limited Tameside Metropolitan Borough Council (in respect of adopted highway)	Yes				Yes		Railway electrification protection works and removal of utility pipe bridge	
7-063	10.15 Square metres Shop and house (3 Station Square, Mossley, Ashton-Under-Lyne, OL5 0AA)	Gl'im Limited		Yes		Yes	Yes		Construction and maintenance of railway protection works	
7-064	530.87 Square metres Public Roads, footways and walls at the junctions of Stamford Road, Old Brow, Abney Road and Manchester Road (A635) in Mossley	Unknown Tameside Metropolitan Borough Council (in respect of adopted highway)	Yes				Yes		Utility diversions	
7-065	124.45 Square metres Public Road, footways and walls at MVL3/13 Bridge, Stamford Road (B1177), Mossley	Unknown Network Rail Infrastructure Limited Tameside Metropolitan Borough Council (in respect of adopted highway)	Yes				Yes		Utility diversions	
7-066	141.6 Square metres Public Road, footways and walls at Stamford Road (B1177), Mossley	Unknown Tameside Metropolitan Borough Council (in respect of adopted highway)	Yes				Yes		Utility diversions	
7-067	430.01 Square metres Public Roads, footways and walls at Stamford Road (B1177) and Manchester Road (A635), Mossley	Unknown Tameside Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Working site and access for construction
7-068	15.96 Square metres Public Roads, footways and walls at Stamford Road (B1177) and Manchester Road (A635), Mossley	Unknown Network Rail Infrastructure Limited Tameside Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Working site and access for construction
7-069	295.50 Square metres Public Road, private carpark, footways, vegetation and walls at Manchester Road (A635), Mossley	Unknown Network Rail Infrastructure Limited Tameside Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Working site and access for construction
7-070	4215.90 Square metres Private carpark, hardstanding, woodland, shrubland and metal fencing to the west of Manchester Road (A635) and the east of the railway line in Mossley	Unknown Network Rail Infrastructure Limited	Yes		Yes	Yes		Yes	Provision of railway and Mossley station maintenance access	Working site and access for construction
7-071	3323.24 Square metres Public Road, private carpark, footways, vegetation and walls at Manchester Road (A635), Mossley	Unknown Tameside Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Working site and access for construction
7-073	13.47 Square metres Public Roads, footways and walls at the junction of Manchester Road (A635) and Queen Street, Mossley	Unknown Tameside Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Working site and access for construction
7-074	29.16 Square metres Public footways and parking spaces at Manchester Road (A635), Mossley	Unknown Tameside Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Working site and access for construction
7-075	62.35 Square metres Public footways and parking spaces at Manchester Road (A635), Mossley	Unknown Tameside Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Working site and access for construction
7-076	3371.58 Square metres Woodland and grassland to the east of Stamford Road (B6177) and west of the railway line, Mossley	Unknown			Yes			Yes		Working site and access for construction
7A-001	24947.87 Square metres Warehouses, compound, open storage, access track at Land on the East side of the Huddersfield Narrow Canal, Mossley	Plevinco 1 Limited			Yes			Yes		Working site and access for construction
7A-002	84.94 Square metres Private compound access, fence and stone wall at land south of Cheshire Street, Mossley	Unknown			Yes			Yes		Working site and access for construction
7A-003	5.93 Square metres Private compound access, fence at land south of Cheshire Street, Mossley	Unknown			Yes			Yes		Working site and access for construction
7A-004	112.19 Square metres Part of public highway, pavement, stone wall and shrubs at land between Shadows Lane, and Holland Street lying to the West of Huddersfield Road, Station Road, and Cheshire Street, Mossley	Tameside Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Working site and access for construction
7A-005	2023.26 Square metres Part of Public highway, junction, pavement at Egmont Street, Cheshire Street, Mossley, Ashton-under-Lyne, OL5 9NW	Unknown Tameside Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Working site and access for construction
8-001	5748.72 Square meters Vegetation and trees to the east of Stamford Road, Mossley	Paul Miller			Yes			Yes		Working site and access for construction
8-002	5600.10 Square meters Vegetation and trees to the east of Stamford Road, Mossley	Paul Miller			Yes			Yes		Working site and access for construction
8-003	89.51 Square meters Public footpath (MOS/81/10), to the east of Stamford Road, Mossley	Unknown			Yes			Yes		Working site and access for construction
8-004	101.26 Square meters Public footpath (MOS/81/10), to the east of Stamford Road, Mossley	Unknown			Yes			Yes		Working site and access for construction
8-005	2337.94 Square meters Vegetation, trees and unofficial footpath to the south of Archer Street, Mossley	Paul Miller			Yes			Yes		Working site and access for construction
8-006	378.84 Square meters Vegetation, trees, parking spaces to the south of Archer Street, Mossley	Unknown			Yes			Yes		Working site and access for construction
8-007	958.95 Square meters Vegetation and trees to the south of Archer Street, Mossley	Paul Miller			Yes			Yes		Working site and access for construction
8-008	7.00 Square meters grass verge to the south of Archer Street, Mossley	Paul Miller			Yes			Yes		Working site and access for construction
8-009	320.93 Square meters Public Road (Archer Street) and public pavement	Unknown Tameside Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Working site and access for construction
8-010A	164.09 Square metres Public footpath (MOS/81/10) and shrubs at land east of Archer Street, Mossley	Unknown			Yes			Yes		Working site and access for construction

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			Acquisition			Purpose				
Plot Nos	Current Land Use	Freehold Owners	Permanent Acquisition	Permanent Rights	Temporary possession/use	Maintenance Access	Placing permanent infrastructure	Construction Activities & Mitigation Works	Explanation (permanent)	Explanation (temporary)
8-010B	5.29 Square metres Public footpath (MOS/81/10) and shrubs at land West of Mill Lane, Mossley	Robert Ian Muir			Yes			Yes		Working site and access for construction
8-010C	0.24 Square metres Public footpath (MOS/81/10) and shrubs and stone wall at land West of Mill Lane, Mossley	Paul Miller Robert Ian Muir			Yes			Yes		Working site and access for construction
8-010D	15.06 Square metres Stone steps (MOS/81/10), shrubs and stone wall at land West of Mill Lane, Mossley	Unknown			Yes			Yes		Working site and access for construction
8-011	71.04 Square meters Public footpath (MOS/81/10), to the east of Stamford Road, Mossley	Unknown			Yes			Yes		Working site and access for construction
8-012	157.08 Square meters Public footpath (MOS/81/10), vegetation and trees to the south of Mill Lane, Mossley	Unknown			Yes			Yes		Working site and access for construction
8-013	3.25 Square meters Footpath through wooded/scrub area. South of Archer Street (Mossley, Ashton-under-Lyne OL5 0BT)	Paul Miller			Yes			Yes		Working site and access for construction
8-014	105.57 Square metres Woodland and shrubs at Land west of Mill Lane, Mossley	Unknown	Yes							
8-015	14.17 Square meters Footpath through wooded/scrub area. South of Archer Street (Mossley, Ashton-under-Lyne OL5 0BT)	Paul Miller			Yes		Yes	Yes		Working site and access for constructionand permanent footpath enhancement works
8-016	11.06 Square metres Trees and shrubs, footpath (MOS/81/10) at Land west of Mill Lane, Mossley	Paul Miller			Yes		Yes	Yes		Working site and access for constructionand permanent footpath enhancement works
8-017A	179.31 Square meters Mill Lane and element of pavement. (Mill Lane Mossley OL5 0SX)	Unknown			Yes		Yes	Yes		Working site and access for constructionand permanent footpath enhancement works
8-017B	3.17 Square metres Bridge frontage (MVL3/15) at Mill Lane, Mossley, OL5 0SX	Unknown			Yes			Yes		Working site and access for construction
8-018	34.99 Square meters Pavement and road edge on The North East Side Of Mill Lane (Mossley OL5 0SX)	Chime Properties Limited Unknown (in respect of mines and minerals)			Yes			Yes		Working site and access for construction
8-019	0.35 Square metres Trees and shrubs at land lying to the south side of Carrhill Road, Mossley, Ashton-Under-Lyne	Paul Miller			Yes		Yes	Yes		Working site and access for constructionand permanent footpath enhancement works
8-020	0.27 Square metres Trees and shrubs at land on the west of Mill Lane, Mossley	Unknown			Yes		Yes	Yes		Working site and access for constructionand permanent footpath enhancement works
8-021	0.10 Square metres Trees and shrubs at land on the west of Mill Lane, Mossley	Unknown Network Rail Infrastructure Limited	Yes							
8-022	26.50 Square meters Railway underpass, Mill Ln (Mossley, Ashton-under-Lyne OL5 9GD)	Unknown Network Rail Infrastructure Limited			Yes			Yes		Working site and access for construction
8-023	167.34 Square meters Pedestrian crossing with lights, Mill Lane, of Manchester Road (Mossley, Ashton-under-Lyne OL5 9AY)	Tameside Metropolitan Borough Council			Yes			Yes		Working site and access for construction
8-024	172.57 Square meters Road junction on East side of Manchester Road (Ashton-Under-Lyne OL5 9GD)	Tameside Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Working site and access for construction
8-025	12.57 Square meters Scrub verge area at Mill Lane, off Manchester Road (Mossley, Ashton-under-Lyne OL5 9AY)	Unknown			Yes			Yes		Working site and access for construction
8-026A	2446.18 Square metres Public highway, pavement, traffic lights at Manchester Road (A635)/Mill Lane, Mossley, Aston-under-Lyne	Unknown Tameside Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Working site and access for construction
8-026B	5.68 Square metres Bridge frontage (MVL3/15) at Mill Lane, Mossley, OL5 0SX	Unknown			Yes			Yes		Working site and access for construction
8-027	216.03 Square metres Part of public highway, stone wall, trees at Manchester Road (A635), Mossley, Ashton-under-Lyne, OL5 9GD	Unknown Tameside Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Working site and access for construction
8-028	58.02 Square meters Road junction on East side of Manchester Road (Ashton-Under-Lyne OL5 9GD)	Bowdon Homes Limited Tameside Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Working site and access for construction
8-029	256.33 Square meters Road junction on East side of Manchester Road (Ashton-Under-Lyne, OL5 9GD)	BDW Trading Limited Unknown (in respect of mines and minerals) Tameside Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Working site and access for construction
8-030	71.66 Square meters Derelict, scrub area off Manchester Road (Mossley, Ashton-under-Lyne OL5 9AN)	Unknown			Yes			Yes		Working site and access for construction
8-031	178.83 Square meters Derelict scrub area off Manchester Road (Mossley, Ashton-under-Lyne OL5 9AN)	Unknown			Yes			Yes		Working site and access for construction
8-032A	31.02 Square meters Vegetation and trees lying to the south side of Carrhill Road, Mossley, Ashton-Under-Lyne	Paul Miller	Yes							
8-032B	4853 Square metres Stone wall, trees, railway track, grass verge and telecommunication mast to the west of Manchester Rd (A635)	Unknown Network Rail Infrastructure Limited	Yes							
8-032C	307.12 Square metres Stone wall, trees, railway track, grass verge and telecommunication mast to the west of Manchester Rd (A635)	Unknown Network Rail Infrastructure Limited			Yes			Yes		Working site and access for construction
8-033	764.69 Square meters Garden and trees, adjacent to Manchester Road (Manchester Rd Mossley, Ashton-under-Lyne OL5 9AT)	James Holdsworth Unknown (in respect of mines and minerals)			Yes			Yes		Working site and access for construction
8-034	35.76 Square meters Access to playing fields and land adjoining, Milton Street, Mossley (Mossley, Ashton-under-Lyne OL5 0SP)	Tameside Metropolitan Borough Council			Yes			Yes		Access for construction
8-035	57.54 Square meters cul-de-sac of Milton View (Mossley, Ashton-under-Lyne OL5 0SP)	Unknown			Yes			Yes		Access for construction
8-036	5.73 Square meters Verge of cul-de-sac of Milton View (Mossley, Ashton-under-Lyne OL5 0SP)	Unknown			Yes			Yes		Access for construction
8-037	285.30 Square meters Garden and off-road parking area. (28 Woodbank Terrace, Mossley, Ashton-Under-Lyne OL5 0SP)	Clare Louise Postlethwaite Matthew Postlethwaite			Yes			Yes		Working site and access for construction
8-038	275.40 Square metres Woodland at land north of Manchester Road (A635), Mossley, Ashton-under-Lyne, OL5 9GD	Unknown Kerry Crozier (as reputed owner)			Yes			Yes		Working site and access for construction
8-039	94.67 Square meters Footbridge and footpath between New Earth Street and Manchester Road (Mossley, Ashton-under-Lyne OL5 0SN)	Unknown Network Rail Infrastructure Limited			Yes			Yes		Working site and access for construction
8-040	104.17 Square meters Cul-de-sac and footpath to foot bridge - New Earth Street (Mossley, Ashton-under-Lyne OL5 0SN)	Unknown			Yes			Yes		Working site and access for construction
8-041	27.62 Square meters Garage/Parking area (1 Woodend View, Mossley OL5 0SN),	Richard Wayne Irving Rachel Irving			Yes			Yes		Working site and access for construction
8-042	144.28 Square metres Shrubs and woodland at land east of New Earth Street, Mossley, OL5 0SN	Unknown			Yes			Yes		Working site and access for construction
8-043	225.52 Square meters Public footpath from Manchester Road to footbridge. (Mossley Ashton-under-Lyne OL5 9AY)	Unknown			Yes			Yes		Working site and access for construction
8-044	603.65 Square meters Garden/scrub area, with trees (72 Manchester Road Tameside Mossley OL5 9AY)	Tameside Shooting Sports Association Limited			Yes			Yes		Working site and access for construction
8-045	69.86 Square meters Garden/scrub area, with trees (72 Manchester Road Tameside Mossley OL5 9AY)	Martin Stimson			Yes			Yes		Working site and access for construction
8-046	317.14 Square meters Garden/scrub area, with trees (72 Manchester Road Tameside Mossley OL5 9AY)	Martin Stimson			Yes			Yes		Working site and access for construction
8-047	415.7 Square meters Garden area on the South side of Roughtown Road, Mossley (Roughtown Rd Mossley, Ashton-under-Lyne OL5 9AZ)	Carole Ann Andrew Francis Quentin Williams Mary Therese Williams Mark Andrew			Yes			Yes		Working site and access for construction
8-048	375.81 Square meters Garden area on the South side of Roughtown Road, Mossley (Roughtown Rd Mossley, Ashton-under-Lyne OL5 9AZ)	Mark Andrew			Yes			Yes		Working site and access for construction
8-049	347.74 Square meters Garden area on the South side of Roughtown Road, Mossley (Roughtown Rd Mossley, Ashton-under-Lyne OL5 9AZ)	Francis Quentin Williams Mary Therese Williams			Yes			Yes		Working site and access for construction
8-050	881.05 Square meters Garden area on the South side of Roughtown Road, Mossley (Roughtown Rd Mossley, Ashton-under-Lyne OL5 9AZ)	Carole Ann Andrew Francis Quentin Williams Mary Therese Williams Mark Andrew			Yes			Yes		Working site and access for construction
8-051	313.38 Square metres Public highway and grass verge at Roughtown Road, Mossley, Aston-under-Lyne OL5 0SR	Unknown Tameside Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Working site and access for construction

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Plot Nos	Current Land Use	Freehold Owners	Permanent Acquisition	Permanent Rights	Temporary possession/use	Maintenance Access	Placing permanent infrastructure	Construction Activities & Mitigation Works	Explanation (permanent)	Explanation (temporary)
9-001	61.03 Square meters Unregistered road verge, scrub, trees (Roughtown Rd Mossley, Ashton-under-Lyne OL5 9AZ)	Network Rail Infrastructure Limited Unknown			Yes			Yes		Working site and access for construction
9-002A	37.65 Square metres Public highway over bridge at Roughtown Road, Mossley, Aston-under-Lyne OL5 0SR	Network Rail Infrastructure Limited Unknown Tameside Metropolitan Borough Council (in respect of adopted highway)	Yes				Yes		Footbridge alteration works	
9-002B	16.83 Square metres Public highway over bridge at Roughtown Road, Mossley, Aston-under-Lyne OL5 0SR	Unknown Tameside Metropolitan Borough Council (in respect of adopted highway)	Yes				Yes		Footbridge alteration works	
9-002C	22.00 Square metres Public highway over bridge at Roughtown Road, Mossley, Aston-under-Lyne OL5 0SR	Unknown Tameside Metropolitan Borough Council (in respect of adopted highway)	Yes				Yes		Footbridge alteration works	
9-003	62.56 Square meters Rear garden (15 High Street, Mossley, OL5 0SH)	David Robert Taylor Celia Taylor			Yes			Yes		Working site and access for construction
9-004	11.63 Square metres Garden, shrubs at land north east of Roughtown Road, Mossley, Ashton-under-Lyne	Unknown			Yes			Yes		Working site and access for construction
9-005	60.35 Square metres Part of private garden at 25 High Street, Mossley, Ashton-Under-Lyne (OL5 0SH)	Raymond Arthur Liddy Eunice Liddy			Yes			Yes		Working site and access for construction
9-006	48.63 Square metres Private driveway at 25 High Street, Mossley, Ashton-Under-Lyne (OL5 0SH)	Raymond Arthur Liddy Eunice Liddy			Yes			Yes		Working site and access for construction
9-007	115.21 Square meters Private driveway and part of footbridge at 25 High Street, Mossley, Ashton-Under-Lyne (OL5 0SH)	Unknown			Yes			Yes		Working site and access for construction
9-008	7.55 Square meters Wall - part of footbridge installation West of Foxwood Drive (Mossley, Ashton-under-Lyne OL5 0SQ)	Unknown Victoria Kilgannon (as reputed owner)	Yes							
9-009	10.41 Square metres Stone wall, telephone pole, lamppost and layby to the east of Roughtown Rd, Tameside, Mossley, OL5 9AZ	Julie Marion Regan			Yes			Yes		Working site and access for construction
9-010	29.79 Square metres Layby, vegetation and shrubs to the east of Roughtown Rd, Tameside, Mossley, OL5 9AZ	David Ashton James Ashton			Yes			Yes		Working site and access for construction
9-011	151.53 Square meters Public footbridge (MVL3/18) to the east of Foxwood Drive Mossley	Unknown Network Rail Infrastructure Limited	Yes							
9-012	15.57 Square metres Part of footbridge (MVL3/18) at land north east of Roughtown Road, Mossley, Ashton-under-Lyne	Unknown Network Rail Infrastructure Limited	Yes							
9-013	10.77 Square meters Unregistered road verge west side of Roughtown Road, (Mossley Ashton-under-Lyne OL5 9AY)	Unknown	Yes							
9-014	3.09 Square metres Part of public footbridge (MVL3/18) to the north of Roughtown Road, Mossley	Unknown Network Rail Infrastructure Limited	Yes							
9-015	7.09 Square metres Garden area (Hill Cottages, Mossley, Ashton-Under-Lyne OL5 0SQ)	Faith Elizabeth Stanford Victoria Kilgannon			Yes			Yes		Working site and access for construction
9-016	444.23 Square meters Roughtown Road, North West of Manchester Road (Mossley, Ashton-under-Lyne OL5 9AY)	Unknown			Yes			Yes		Working site and access for construction
9-017A	150.10 Square metres Part of front drive and garden (Greenhill Cottages, Foxwood Drive, Mossley, OL5 0SQ)	James Patrick Stanford			Yes			Yes		Working site and access for construction
9-017B	5.60 Square metres Part of garden (Greenhill Cottages, Foxwood Drive, Mossley, OL5 0SQ)	Unknown			Yes			Yes		Working site and access for construction
9-018	208.79 Square meters Scrub/Field (Greenhill Cottages Foxwood Drive Tameside Mossley OL5 0SQ)	James Patrick Stanford Jill Stanford			Yes			Yes		Working site and access for construction
9-019A	716.71 Square metres Agricultural field, trees and public footpath (MOS/70/10) to the east of Stockport Road, Mossley	Unknown			Yes			Yes		Working site and access for construction
9-019B	5.29 Square metres Public footpath (MOS/70/10) to the east of Carrhill Road, Mossley	Unknown			Yes			Yes		Working site and access for construction
9-020	122.28 Square meters Pavement on East side of Heron Lane on the North West side of Manchester Road, Mossley, (OL5 9AY)	Unknown Nicholas Hunt (as reputed owner) Linda Hunt (as reputed owner) Herbert Ashton (as reputed owner)		Yes	Yes	Yes		Yes	Provision of maintenance access for the authorised works	Working site and access for construction
9-021	0.34 Square meters Land East side of Heron lane, on the North West side of Manchester Road, Mossley, (OL5 9AY)	Herbert Ashton		Yes	Yes	Yes		Yes	Provision of maintenance access for the authorised works	Working site and access for construction
9-022	85.41 Square meters Land East side of Heron lane, on the North West side of Manchester Road, Mossley, (OL5 9AY)	Herbert Ashton			Yes			Yes		Working site and access for construction
9-023	34.98 Square meters Unregistered Trees and scrub west of 2 Heron Lane, Mossley, Ashton-Under-Lyne OL5 9HF	Unknown			Yes			Yes		Working site and access for construction
9-024	52.44 Square meters Garden (2 Heron Lane, Mossley, Ashton-Under-Lyne OL5 9HF)	Herbert Ashton Nicola Ann Ashton			Yes			Yes		Working site and access for construction
9-025	523.1 Square meters Heron Lane, Farm Road, Hill Farm, Midge Hill, Mossley, Ashton-Under-Lyne, OL5 0RT, Public bridleway (MOS/74/10) trees and scrub west side of River Tame	Unknown		Yes	Yes	Yes		Yes	Provision of maintenance access for the authorised works	Working site and access for construction
9-026	258.24 Square meters Heron Lane, Farm Road, Hill Farm, Midge Hill, Mossley, Ashton-Under-Lyne, OL5 0RT, Public bridleway (MOS/74/10) trees and scrub west side of River Tame	Unknown Nicholas Hunt (as reputed owner) Linda Jane Hunt (as reputed owner) Herbert Ashton (as reputed owner) Nicola Ann Ashton (as reputed owner)		Yes	Yes	Yes		Yes	Provision of maintenance access for the authorised works	Working site and access for construction
9-027	708.48 Square meters Heron Lane, Farm Road, Hill Farm, Midge Hill, Mossley, Ashton-Under-Lyne, OL5 0RT, Public bridleway (MOS/74/10)	Nicholas Hunt Linda Jane Hunt		Yes	Yes	Yes		Yes	Provision of maintenance access for the authorised works	Working site and access for construction
9-028	581.88 Square meters Vegetation and trees land on the east side of Stockport Road, Mossley, land on the east side of Stockport Road, Mossley	Nicholas Hunt Linda Jane Hunt			Yes			Yes		Working site and access for construction
9-029	706.93 Square metres Vegetation and trees to the east of Stockport Road, Mossley	Nicholas Hunt Linda Jane Hunt			Yes			Yes		Working site and access for construction
9-030	141.02 Square metres Agricultural field, trees and public footpath (MOS/69/10) to the east of Stockport Road, Mossley	Nicholas Hunt Linda Jane Hunt			Yes			Yes		Working site and access for construction
9-031	2265.40 Square metres Agricultural field, trees and public footpath (MOS/69/10) to the east of Stockport Road, Mossley	Nicholas Hunt Linda Jane Hunt			Yes			Yes		Working site and access for construction
10-001	16.93 Square metres Woodland at land on the east side of Stockport Road, Mossley	Nicholas Hunt Linda Jane Hunt		Yes	Yes	Yes		Yes	Provision of maintenance access for the authorised works	Working site and access for construction
10-002A	545.28 Square metres Woodland at land on the east side of Stockport Road, Mossley	Nicholas Hunt Linda Jane Hunt			Yes			Yes		Working site and access for construction
10-002B	200.15 Square metres Woodland at land on the east side of Stockport Road, Mossley	Nicholas Hunt Linda Jane Hunt	Yes			Yes	Yes		Provision of railway maintenance parking area and access	
10-003	16.78 Square metres Woodland and public highway at Heron Lane, land on the east side of Stockport Road, Mossley	Nicholas Hunt Linda Jane Hunt Tameside Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Working site and access for construction
10-004	27.60 Square Meters Woodland and verge alongside railway to the north of Heron Lane, Mossley, OL5 9HF	Unknown Nicholas Hunt (as reputed owner) Linda Hunt (as reputed owner)			Yes			Yes		Working site and access for construction
10-005A	1.28 Square metres Woodland, private footpath at land on the east side of Stockport Road, Mossley	Nicholas Hunt Linda Jane Hunt			Yes			Yes		Working site and access for construction
10-005B	3.41 Square metres Woodland, private footpath at land on the east side of Stockport Road, Mossley	Nicholas Hunt Linda Jane Hunt Network Rail Infrastructure Limited			Yes			Yes		Working site and access for construction
10-006	438.51 Square Meters Woodland and verge alongside railway to the north of Heron Lane, Mossley, OL5 9HF	Nicholas Hunt Linda Jane Hunt			Yes			Yes		Working site and access for construction
10-007	146.05 Square Meters Woodland alongside railway to the north of Heron Lane, Mossley, OL5 9HF	Nicholas Hunt Linda Jane Hunt		Yes	Yes	Yes	Yes	Yes	Construction and maintenance of vehicular passing bay, to be exercised in common with all rights, trusts and incidents to which the land was previously subject	Working site and access for construction
10-008	83.96 Square Meters Woodland and public bridleway (MOS/74/10) to the north of Heron Lane, Mossley, Ashton-Under-Lyne, OL5 9HF	Nicholas Hunt Linda Jane Hunt			Yes			Yes		Working site and access for construction

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10-009	23.16 Square Meters Woodland and public bridleway (MOS/74/10) to the north of Heron Lane	Nicholas Hunt Linda Jane Hunt			Yes			Yes		Working site and access for construction
10-010	109.62 Square metres Woodland at land on the east side of Stockport Road, Mossley	Nicholas Hunt Linda Jane Hunt			Yes			Yes		Working site and access for construction
10-011	1.14 Square Meters Wall and Railway Bridge at Midge Hill Bridge, Midge Hill, Mossley, OL5 ORT	Nicholas Hunt Linda Jane Hunt Network Rail Infrastructure Limited		Yes	Yes	Yes		Yes	Provision of maintenance access for the authorised works	Working site and access for construction
10-012	0.12 Square metres Woodland and public highway, footpath MOS/68/10 at Heron Lane, land on the east side of Stockport Road, Mossley	Nicholas Hunt Linda Jane Hunt Tameside Metropolitan Borough Council (in respect of adopted highway)	Yes			Yes	Yes		Provision of railway maintenance parking area and access	
10-013	36.93 Square meters Public Bridleway (MOS/74/10) and bridge walls beneath Midge Hill Bridge, Midge Hill, Mossley, OL5 ORT	Network Rail Infrastructure Limited Unknown		Yes	Yes	Yes		Yes	Provision of maintenance access for the authorised works	Working site and access for construction
10-014A	85.8 Square meters Public Bridleway (MOS/74/10) and bridge walls beneath Midge Hill Bridge, Midge Hill, Mossley, OL5 ORT	Network Rail Infrastructure Limited Unknown		Yes	Yes	Yes		Yes	Provision of maintenance access for the authorised works	Working site and access for construction
10-014B	94.55 Square meters Public Bridleway (MOS/67/10) and shrubland to the east of Midge Hill Bridge, Midge Hill, Mossley OL5 ORT	Nicholas Hunt Linda Jane Hunt			Yes			Yes		Working site and access for construction
10-015	0.22 Square meters Wall and Railway Bridge at Midge Hill Bridge, Midge Hill, Mossley, OL5 ORT	Network Rail Infrastructure Limited Nicholas Hunt Linda Jane Hunt		Yes	Yes	Yes		Yes	Provision of maintenance access for the authorised works	Working site and access for construction
10-016	0.22 Square meters Grassland, vegetation, and trees (Heron Lane, Mossley, Micklehurst, Tameside, OL5 9HF)	Nicholas Hunt Linda Jane Hunt			Yes			Yes		Working site and access for construction
10-017	14.97 Square meters Grassland, vegetation, and trees (Heron Lane, Mossley, Micklehurst, Tameside, OL5 9HF)	Nicholas Hunt Linda Jane Hunt			Yes			Yes		Working site and access for construction
10-018	5696.58 Square meters Agricultural field, grassland, hedgerow, public footpath, and vegetation to the north of Heron Lane, Mossley, Micklehurst, Tameside, OL5 9HF	Nicholas Hunt Linda Jane Hunt			Yes			Yes		Working site and access for construction
10-019	280.68 Square meters Grassland and fenceline to the north east of Midge Hill Farm, Midge Hill, Mossley, OL5 ORT	Nicholas Hunt Linda Jane Hunt			Yes			Yes		Working site and access for construction
10-020	17.48 Square meters Private access road (Midge Hill) and wall at Midge Hill, Mossley, OL5 ORT	Nicholas Hunt Linda Jane Hunt			Yes			Yes		Working site and access for construction
10-021	1108.55 Square meters Private access road (Midge Hill), Public Bridleway (MOS/207/20) and grassland at Midge Hill, Mossley, OL5 ORT	Nicholas Hunt Linda Jane Hunt			Yes			Yes		Working site and access for construction
10-022	343.28 Square meters Public Bridleway (MOS/67/10) and shrubland to the east of Midge Hill Farm, Midge Hill, Mossley, OL5 ORT	Network Rail Infrastructure Limited Nicholas Hunt Linda Jane Hunt			Yes			Yes		Working site and access for construction
10-023	19.22 Square meters Shrubland, vegetation, and trees to the north of Heron Lane, Mossley, Micklehurst, Tameside, OL5 9HF	Network Rail Infrastructure Limited Unknown			Yes			Yes		Working site and access for construction
10-024A	0.99 Square meters Shrubland, vegetation, and trees to the northeast of Midge Hill Farm, Midge Hill, Mossley, OL5 OR	Nicholas Hunt Linda Jane Hunt			Yes			Yes		Working site and access for construction
10-024B	3.98 Square meters Shrubland, vegetation, and trees to the northeast of Midge Hill Farm, Midge Hill, Mossley, OL5 OR	Jill Foxon John Charles Lawton Heathcote			Yes			Yes		Working site and access for construction
10-025	244.63 Square meters Public Bridleway (MOS/6/10) over Wright Mill Bridge to the east of Midge Hill Farm, Midge Hill, Mossley, OL5 ORT	Network Rail Infrastructure Limited Unknown	Yes							
10-026	0.34 Square meters Public Bridleway (MOS/67/10) and shrubland to the east of Midge Hill Bridge, Midge Hill, Mossley OL5 ORT	Nicholas Hunt Linda Jane Hunt	Yes							
10-027	249.21 Square meters Public Bridleway (MOS/6/10) and shrubland to the west of Wright Mill Cottage, Calf Lane, Mossley, OL5 9BN	Network Rail Infrastructure Limited Unknown			Yes			Yes		Working site and access for construction
10-028A	119.49 Square meters Shrubland and verge alongside the railway to the north west of Wright Mill Cottage, Calf Lane, Mossley, OL5 9BN	John Abraham Birch			Yes			Yes		Working site and access for construction
10-028B	2.85 Square meters Shrubland and verge alongside the railway to the north west of Wright Mill Cottage, Calf Lane, Mossley, OL5 9BN	John Abraham Birch			Yes			Yes		Access for construction
10-029	419.15 Square meters Shrubland and verge alongside the railway to the north west of Wright Mill Cottage, Calf Lane, Mossley, OL5 9BN	John Abraham Birch			Yes			Yes		Working site and access for construction
10-030	458.65 Square meters Grassland and fenceline to the north east of Midge Hill Farm, Midge Hill, Mossley, OL5 ORT	Jill Foxon John Charles Lawton Heathcote			Yes			Yes		Working site and access for construction
10-031	21.59 Square meters Shrubland and verge alongside the railway to the north west of Wright Mill Cottage, Calf Lane, Mossley, OL5 9BN	Unknown			Yes			Yes		Working site and access for construction
10-032	35.08 Square meters Shrubland and verge alongside the railway to the north west of Wright Mill Cottage, Calf Lane, Mossley, OL5 9BN	Unknown			Yes			Yes		Working site and access for construction
10-033	148.90 Square meters Shrubland and woodland alongside the River Tame to the south of Armit Road, Saddleworth	Unknown			Yes			Yes		Working site and access for construction
10-034A	209.36 Square metres Grassland, woodland to the east of Mossley Road, Grasscroft	Jill Foxon John Charles Lawton Heathcote			Yes			Yes		Working site and access for construction
10-034B	3.08 Square meters Grassland and fenceline to the north east of Midge Hill Farm, Midge Hill, Mossley, OL5 ORT	Jill Foxon John Charles Lawton Heathcote			Yes			Yes		Access for construction
10-035A	257.81 Square metres Grassland, woodland to the east of Mossley Road, Grasscroft	Unknown			Yes			Yes		Working site and access for construction
10-035B	0.69 Square meters Grassland and fenceline to the north east of Midge Hill Farm, Midge Hill, Mossley, OL5 ORT	Unknown			Yes			Yes		Access for construction
10-036	323.99 Square metres Woodland to the west of Armit Road, Grasscroft	Colin Smith			Yes			Yes		Working site and access for construction
11-001	3810.77 Square meters Grassland, woodland and fenceline to the east of the Wakefield Road (A670), Greenfield	Jill Foxon John Charles Lawton Heathcote			Yes		Yes	Yes		Working site and access for construction and permanent footpath creation works
11-002	43.58 Square meters Grassland and fenceline beneath the railway to the east of the Wakefield Road (A670), Greenfield	Jill Foxon John Charles Lawton Heathcote Network Rail Infrastructure Limited			Yes		Yes	Yes		Working site and access for construction and permanent footpath creation works
11-003	145.01 Square meters Grassland, woodland and fenceline beneath and alongside the railway to the west of Armit Road, Greenfield, OL3 7LN	Network Rail Infrastructure Limited Unknown			Yes		Yes	Yes		Working site and access for construction and permanent footpath creation works
11-004	164.69 Square metres Public footpath (222 SADD) to the west of Armit Road, Grasscroft	Unknown			Yes		Yes	Yes		Working site and access for construction and permanent footpath creation works
11-005	396.62 Square meters Woodland and private access track at Armit Road, Greenfield, OL3 7LN	Colin Smith			Yes			Yes		Working site and access for construction
11-006	24.09 Square meters Woodland and private access track at Armit Road, Greenfield, OL3 7LN	Unknown			Yes			Yes		Working site and access for construction
11-007	460.24 Square meters Woodland, road, pavement and private access track at Armit Road, Greenfield, OL3 7LN	Unknown			Yes			Yes		Working site and access for construction
11-008	136.37 Square meters Woodland and private access track at Armit Road, Greenfield, OL3 7LN	Unknown			Yes			Yes		Working site and access for construction
11-009	178.78 Square meters Woodland, private access track and hardstanding parking area at Armit Road, Greenfield, OL3 7LN	Colin Smith			Yes			Yes		Working site and access for construction
11-010	1963.92 Square meters Grassland to the south of Armit Road, Greenfield, OL3 7LN	Salientpoint Limited			Yes			Yes		Working site and access for construction
11-011	614.84 Square meters Woodland, shrubland, vegetation, trees, and hardstanding to the west of Armit Road, Saddleworth, Grasscroft, Oldham, OL3 7LA	Unknown			Yes			Yes		Working site and access for construction
11-012A	1372.96 Square meters Grassland and woodland to the south east of Mossley Road (A670), Greenfield	Susan Thompson			Yes			Yes		Working site and access for construction
11-012B	189.06 Square meters Pedestrian railway bridge, railway infrastructure, grassland, vegetation, and trees to the northwest of Armit Road, Saddleworth, Grasscroft, Oldham, OL3 7LA	Unknown Network Rail Infrastructure Limited		Yes	Yes	Yes	Yes	Yes	Power to acquire ground anchor rights	Working site and access for construction
11-012C	29.43 Square meters Grassland, vegetation, and trees to the northwest of Armit Road, Saddleworth, Grasscroft, Oldham, OL3 7LA	Unknown Network Rail Infrastructure Limited		Yes	Yes	Yes	Yes	Yes	Power to acquire ground anchor rights	Working site and access for construction
11-013A	21.56 Square meters Footpath, shrubland, vegetation, and trees to the northwest of Armit Road, Saddleworth, Grasscroft, Oldham, OL3 7LA	Unknown		Yes	Yes	Yes	Yes	Yes	Power to acquire ground anchor rights	Working site and access for construction

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11-013B	9.62 Square meters Footpath, shrubland, vegetation, and trees to the northwest of Armit Road, Saddleworth, Grasscroft, Oldham, OL3 7LA	Michael Lee Jackson Julie Jackson		Yes	Yes	Yes	Yes	Yes	Power to acquire ground anchor rights	Working site and access for construction
11-014	187.78 Square meters Public Road and Footway at Armit Road, Greenfield, OL3 7LN	Unknown Oldham Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Access for construction
11-015	206.52 Square meters Woodland and verge alongside railway to the west of Grove Bank, Grasscroft, Oldham, OL4 4JU	Mark Thornton Haynes			Yes			Yes		Working site and access for construction
11-016	136.86 Square meters Woodland and private rear garden alongside railway (The Sycamores, Grove Bank, High Grove Road, Grasscroft, Oldham, OL4 4JU)	Richard Anthony Fitton Susan Clare Fitton			Yes			Yes		Working site and access for construction
11-017A	277.07 Square metres Public Road (Grove bank, High Grove Lane), public pavement	Unknown Oldham Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Working site and access for construction
11-017B	2.44 Square metres Public Road (Grove bank, High Grove Lane), public pavement adjacent to railway bridge MVL3/24 Charlotte Street	Unknown Oldham Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Working site and access for construction
11-018	35.04 Square meters Public Road, Walls and Footway beneath railway bridge at Grove Bank, High Grove Road, Grasscroft, Oldham, OL4 4JU	Unknown Network Rail Infrastructure Limited Oldham Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Working site and access for construction
11-019A	440.51 Square metres Public Road (Grove bank, High Grove Lane), public pavement	Unknown Oldham Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Working site and access for construction
11-019B	11.2 Square metres Public Road (Grove bank, High Grove Lane), public pavement adjacent to railway bridge MVL3/24 Charlotte Street	Unknown Oldham Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Working site and access for construction
12-001	56.42 Square meters Shrubland, trees, vegetation, and hardstanding, north of Church Road, Grasscroft, Oldham, OL3 7LQ	Unknown			Yes			Yes		Working site and access for construction
12-002	19.01 Square meters Shrubland, trees, vegetation, and hardstanding, north of Church Road, Grasscroft, Oldham, OL3 7LQ	Anthony George Littlewood			Yes			Yes		Working site and access for construction
12-003	163.33 Square meters Grassland, electricity substation, fence, vegetation, trees, pedestrian path, and Public Road (Church Road, grasscroft, Oldham, OL3 7LQ)	Oldham Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Working site and access for construction
12-004	6135.56 Square meters Public Road (Shaw Hall Bank Rd / B6175), Public Road (Church Road), Public Road (Well-I-Hole Road), pavement, grassland, trees, vegetation, electricity substation, fenceline, hedgerow, grassland, stone wall, and retaining wall (Shaw Hall Bank Road, Grasscroft, Oldham, OL3 7LD)	Unknown Oldham Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Working site and access for construction
12-005	572.24 Square meters Hardstanding, private car park, hedgerow, vegetation, and trees at Shaw Hall Bank Road, Grasscroft, Oldham, OL3 7LD	Oldham Metropolitan Borough Council			Yes			Yes		Working site and access for construction
12-006	670.46 Square meters Public Road (Oaklands Road), pavement, stone wall, graveyard, and grass verge (Oaklands Road, Grasscroft, Oldham, OL4 4AE)	Unknown Oldham Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Working site and access for construction
12-007	415.05 Square meters Public park, hedgerow, trees, vegetation, benches, footpath at Oaklands Road, Grasscroft, Oldham, OL4 4AE	Oldham Metropolitan Borough Council			Yes			Yes		Working site and access for construction
12-008	675.56 Square meters Private car park, hardstanding, stone wall, trees, and vegetation (Friedland Church Hall, Oaklands Road, Saddleworth, Grasscroft, OL4 4AE)	Unknown			Yes			Yes		Working site and access for construction
12-009	240.39 Square meters Private road, stone wall, grass verge, hardstanding, private pedestrian access, vegetation, and trees (Friedland Church Hall, Oaklands Road, Saddleworth, Grasscroft, OL4 4AE)	Unknown			Yes			Yes		Working site and access for construction
12-010	28.21 Square meters Grass verge, stone wall, retaining wall, pavement at Oaklands Road, Grasscroft, Oldham, OL4 4AE	Unknown			Yes			Yes		Working site and access for construction
12-011	24.22 Square meters Public Road (Oaklands Road), pavement, grass verge, stone wall, railway bridge and vegetation (Oaklands Road, Grasscroft, Oldham, OL4 4AE)	Unknown Oldham Metropolitan Borough Council (in respect of adopted highway)	Yes							
12-012A	13.22 Square metres Stone wall adjacent to railway bridge (MVL3/25 – Oaklands Road Underbridge), to the west of Oaklands Road, Grasscroft	Unknown			Yes			Yes		Working site and access for construction
12-012B	2.24 Square metres Stone wall adjacent to railway bridge (MVL3/25 – Oaklands Road Underbridge), to the west of Oaklands Road, Grasscroft	Unknown	Yes							
12-013	67.61 Square meters Railway bridge, railway infrastructure, shrubland, vegetation, fence line, stone wall, and trees to the west of Oaklands Road, Grasscroft, Oldham, OL4 4AE	Unknown Network Rail Infrastructure Limited	Yes							
12-014	112.47 Square meters Railway bridge, railway infrastructure, stone wall, grass verge, Public Road, and pavement (Oaklands Road, Grasscroft, Oldham, OL4 4AE)	Unknown Network Rail Infrastructure Limited Oldham Metropolitan Borough Council (in respect of adopted highway)	Yes							
12-015	0.28 Square meters Railway bridge, and railway infrastructure (Oaklands Road, Grasscroft, Oldham, OL4 4AE)	Unknown Network Rail Infrastructure Limited	Yes							
12-016	5.21 Square meters Shrubland, trees, and grass to the west of Oaklands Road, Grasscroft, Oldham, OL4 4AE	Unknown	Yes							
12-017	0.59 Square meters Shrubland, trees, and grass to the west of Oaklands Road, Grasscroft, Oldham, OL4 4AE	Unknown	Yes							
12-018	6.95 Square meters Public Road (Oaklands Road), pavement, grass verge, and vegetation (Oaklands Road, Grasscroft, Oldham, OL4 4AE)	Unknown Oldham Metropolitan Borough Council (in respect of adopted highway)	Yes							
12-019	24.71 Square meters Shrubland, trees, vegetation, and fence line to the west of Oaklands Road, Grasscroft, Oldham, OL4 4AE	Unknown			Yes			Yes		Working site and access for construction
12-020A	7.95 Square metres Public Road, (Oaklands Road), public pavement	Unknown Oldham Metropolitan Borough Council (in respect of adopted highway)	Yes							
12-020B	2.84 Square metres Public Road, (Oaklands Road), public pavement	Unknown Oldham Metropolitan Borough Council (in respect of adopted highway)	Yes							
12-021	1609.26 Square meters Public Road (Oaklands Road), pavement, grass verge, vegetation, trees, shrubland, stone wall, fence line, and gate (Oaklands Road, Grasscroft, Oldham, OL4 4AE)	Unknown Oldham Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Working site and access for construction
12-022	18.04 Square meters Grass verge, vegetation, trees, stone wall, pavement, and fence line (Oaklands Road, Grasscroft, Oldham, OL4 4AE)	Susan Fleming Unknown (in respect of mines and minerals)	Yes						Worksite and access for construction and maintenance compound	
12-023A	4.72 Square metres Scrubland to the east of Oaklands Road, Grasscroft	Unknown	Yes							
12-023B	1.11 Square metres Scrubland to the east of Oaklands Road, Grasscroft	Unknown	Yes							
12-024A	1141 Square metres Scrubland, vegetation, trees, to the south of Oaklands Road, Grasscroft	Unknown	Yes						Worksite and access for construction and maintenance compound	
12-024B	0.57 Square metres Scrubland to the south of Oaklands Road, Grasscroft	Unknown	Yes						Worksite and access for construction and maintenance compound	
12-025	32.82 Square meters Railway bridge (name), railway infrastructure, pavement, grass verge, stone wall, and fence line (Oaklands Road, Grasscroft, Oldham, OL4 4AE)	Unknown Network Rail Infrastructure Limited	Yes							
12-026	11.29 Square meters Railway bridge, railway infrastructure, stone wall, Public Road (Oaklands Road), and pavement (Oaklands Road, Grasscroft, Oldham, OL4 4AE)	Unknown Network Rail Infrastructure Limited Oldham Metropolitan Borough Council (in respect of adopted highway)	Yes							
12-027A	1.18 Square meters Grass verge, and vegetation at Friezland Church Hall, Oaklands Road, Saddleworth, Grasscroft, Oldham, OL4 4AE	Unknown	Yes							
12-027B	2.36 Square meters Grass verge, and vegetation at Friezland Church Hall, Oaklands Road, Saddleworth, Grasscroft, Oldham, OL4 4AE	Unknown	Yes							
12-028A	6.18 Square meters Grass verge, and vegetation at Friezland Church Hall, Oaklands Road, Saddleworth, Grasscroft, Oldham, OL4 4AE	Unknown Network Rail Infrastructure Limited	Yes							
12-028B	1.48 Square meters Grass verge, and vegetation at Friezland Church Hall, Oaklands Road, Saddleworth, Grasscroft, Oldham, OL4 4AE	Unknown Network Rail Infrastructure Limited	Yes							
12-029	123.09 Square meters Private car park, private accessway, hardstanding, building, and grass verge to the south of Oaklands Road, Saddleworth, Grasscroft, Oldham, OL4 4EQ	Nigel Leslie Clegg			Yes			Yes		Working site and access for construction
12-030	62.97 Square meters Residential building, private car park, private accessway, hardstanding, and grass verge to the south of Oaklands Road, Saddleworth, Grasscroft, Oldham, OL4 4EQ	Nigel Leslie Clegg			Yes			Yes		Working site and access for construction

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Plot Nos	Current Land Use	Freehold Owners	Permanent Acquisition	Permanent Rights	Temporary possession/use	Maintenance Access	Placing permanent infrastructure	Construction Activities & Mitigation Works	Explanation (permanent)	Explanation (temporary)
12-031	611.77 Square meters Shrubland, vegetation, trees, grass verge, hardstanding, and storage yard to the south of Oaklands Road, Saddleworth, Grasscroft, Oldham, OL4 4EQ	Network Rail Infrastructure Limited Unknown	Yes						Worksite and access for maintenance compound	
12-032A	5013.79 Square meters Shrubland, vegetation, trees, private access road, fence line, and stone wall to the south of Oaklands Road, Saddleworth, Grasscroft, Oldham, OL4 4EQ	Susan Fleming	Yes						Worksite and access for construction and maintenance compound	
12-032B	3326.57 Square meters Shrubland, vegetation, trees, private access road, fence line, and stone wall to the south of Oaklands Road, Saddleworth, Grasscroft, Oldham, OL4 4EQ	Susan Fleming	Yes						Environmental mitigation works	
12-033	894.87 Square meters Public Road (Oaklands Road), pavement, grass verge, vegetation, trees, and stone wall (Oaklands Road, Grasscroft, Oldham, OL4 4AE)	Unknown Oldham Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Access for construction
12-034	1.27 Square meters Public Road (Oaklands Road), pavement, grass verge, and stone wall (Oaklands Road, Saddleworth, Grasscroft, Oldham, OL4 4EQ)	Unknown Network Rail Infrastructure Limited Oldham Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Access for construction
12-035	289.60 Square meters Public footpath, hardstanding, stone wall, and vegetation to the north of Shaw Hall Bank Road, Saddleworth, Grasscroft, Oldham, OL3 7LD	Unknown			Yes			Yes		Access for construction
12-036	12.87 Square meters Private garden, and vegetation (16 Shaw Hall Bank Road, Saddleworth, Grasscroft, Oldham, OL3 7LD)	Unknown			Yes			Yes		Working site and access for construction
12-037	88.71 Square meters Private gardens, vegetation, and trees to the north of Shaw Hall Bank Road, Saddleworth, Grasscroft, Oldham, OL3 7LD	Unknown Network Rail Infrastructure Limited			Yes			Yes		Working site and access for construction
12-038	23.85 Square meters Private garden, and vegetation (16 Shaw Hall Bank Road, Saddleworth, Grasscroft, Oldham, OL3 7LD)	Salientpoint Limited			Yes			Yes		Working site and access for construction
12-039	49.40 Square meters Private garden, vegetation, and trees (14 Shaw Hall Bank Road, Saddleworth, Grasscroft, Oldham, OL3 7LD)	Rupert Hoare Gesine Hoare Unknown (in respect of mines and minerals)			Yes			Yes		Working site and access for construction
12-040	16.86 Square meters Private garden, vegetation, and trees (12 Shaw Hall Bank Road, Saddleworth, Grasscroft, Oldham, OL3 7LD)	Kevin Charles Sanders Amanda Louise Sanders Susanne Sharp			Yes			Yes		Working site and access for construction
12-041	11.83 Square meters Private garden, vegetation, and trees (10 Shaw Hall Bank Road, Saddleworth, Grasscroft, Oldham, OL3 7LD)	Iain Andrew Anderson Jacqueline Joseph Anderson			Yes			Yes		Working site and access for construction
12-042	27.86 Square meters Private garden, private accessway, driveway, hardstanding, vegetation, and trees (8 Shaw Hall Bank Road, Saddleworth, Grasscroft, Oldham, OL3 7LD)	Brenda Del Bate Unknown (in respect of mines and minerals)			Yes			Yes		Working site and access for construction
12-043	30.07 Square meters Private garden, private accessway, driveway, hardstanding, vegetation, and trees (6 Shaw Hall Bank Road, Saddleworth, Grasscroft, Oldham, OL3 7LD)	Maureen Cory Owen Unknown (in respect of mines and minerals)			Yes			Yes		Working site and access for construction
12-044	11.03 Square meters Private garden, vegetation, and trees (4 Shaw Hall Bank Road, Saddleworth, Grasscroft, Oldham, OL3 7LD)	Roberto Roso Jane Elizabeth Bevan			Yes			Yes		Working site and access for construction
12-045	73.13 Square meters Private garden, private accessway, driveway, hardstanding, vegetation, and trees (2 Shaw Hall Bank Road, Saddleworth, Grasscroft, Oldham, OL3 7LD)	Unknown			Yes			Yes		Working site and access for construction
12-046	0.38 Square meters Private garden, private accessway, driveway, hardstanding, vegetation, and trees (2 Shaw Hall Bank Road, Saddleworth, Grasscroft, Oldham, OL3 7LD)	Unknown			Yes			Yes		Working site and access for construction
12-047	2.28 Square meters Private driveway, hardstanding, and stone wall (2 Shaw Hall Bank Road, Saddleworth, Grasscroft, Oldham, OL3 7LD)	Stephanie Lauren Shuttleworth R.R Whitehead and Brothers Limited (in respect of mines and minerals)			Yes			Yes		Working site and access for construction
12-048	1.48 Square meters Private garden, private accessway, driveway, and hardstanding (2 Shaw Hall Bank Road, Saddleworth, Grasscroft, Oldham, OL3 7LD)	Stephanie Lauren Shuttleworth			Yes			Yes		Working site and access for construction
12-049	76.74 Square meters Shrubland, private garden, stone wall, vegetation, trees, and private driveway (2 Shaw Hall Bank Road, Saddleworth, Grasscroft, Oldham, OL3 7LD)	Stephanie Lauren Shuttleworth			Yes			Yes		Working site and access for construction
12-050	1.46 Square meters Private garden, private accessway, driveway, and hardstanding (2 Shaw Hall Bank Road, Saddleworth, Grasscroft, Oldham, OL3 7LD)	Roberto Roso Jane Elizabeth Bevan			Yes			Yes		Working site and access for construction
12-051	196.05 Square meters Shrubland, vegetation, trees, stone wall, hardstanding, and public footpath to the north of Shaw Hall Bank Road, Saddleworth, Grasscroft, Oldham, OL3 7LD	Unknown			Yes			Yes		Working site and access for construction
12-052	7.04 Square meters Public footpath, grass verge, hardstanding, shrubland, vegetation, and trees to the north of Shaw Hall Bank Road, Saddleworth, Grasscroft, Oldham, OL3 7LD	Unknown			Yes			Yes		Working site and access for construction
12-053	76.39 Square meters Railway bridge, railway infrastructure, public footpath, hardstanding	Unknown Network Rail Infrastructure Limited	Yes				Yes		Bridge alteration works	
13-001A	878.63 Square meters Private access road, hardstanding, grass verge, fence, gate, private car park to the south of Shaw Hall Bank Road, Saddleworth, Grasscroft, Oldham, OL3 7LD	Unknown			Yes					Access for temporary public parking
13-001B	106.61 Square meters Private access road, and hardstanding to the south of Shaw Hall Bank Road, Saddleworth, Grasscroft, Oldham, OL3 7LD	Hangate Limited			Yes					Access for temporary public parking
13-001C	86.34 Square meters Private access road, and hardstanding, grass verge, and vegetation to the south of Shaw Hall Bank Road, Saddleworth, Grasscroft, Oldham, OL3 7LD	Michael Timothy Jane Gascoyne			Yes					Access for temporary public parking
13-002	3750.51 Square meters Public Road (Oldham Road), pavement, stone wall, fenceline, and vegetation (Oldham Road, Saddleworth, Greenfield, Oldham, OL4 4HN)	Unknown Oldham Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Working site and access for construction
13-003	87.07 Square meters Stone wall, shrubland, and vegetation (Oldham Road, Saddleworth, Greenfield, Oldham, OL4 4HN)	Unknown			Yes			Yes		Working site and access for construction
13-004	1605.06 Square meters Shrubland, private access track, vegetation, hardstanding, stone wall, fence, gate, and trees to the north of Shaw Hall Bank Road, Saddleworth, Grasscroft, Oldham, OL3 7LD	Unknown Network Rail Infrastructure Limited			Yes			Yes		Working site and access for construction
13-005	114.95 Square meters Private access road, private car park, and hardstanding to the south of Shaw Hall Bank Road, Saddleworth, Grasscroft, Oldham, OL3 7LD	Oldham Metropolitan Borough Council			Yes					Access for temporary public parking
13-006	47.42 Square meters Private car park, and hardstanding to the south of Shaw Hall Bank Road, Saddleworth, Grasscroft, Oldham, OL3 7LD	Oldham Metropolitan Borough Council			Yes					Access for temporary public parking
13-007	1926.17 Square meters Private car park, hardstanding, and playing fields to the south of Shaw Hall Bank Road, Saddleworth, Grasscroft, Oldham, OL3 7LD	Oldham Metropolitan Borough Council			Yes					Provision of temporary public parking
13-008	181.69 Square meters Private access road, hardstanding, and private car park to the south of Shaw Hall Bank Road, Saddleworth, Grasscroft, Oldham, OL3 7LD	Oldham Metropolitan Borough Council			Yes					Access for temporary public parking
13-009	4.11 Square meters Hardstanding to the south of Shaw Hall Bank Road, Saddleworth, Grasscroft, Oldham, OL3 7LD	Oldham Metropolitan Borough Council			Yes					Access for temporary public parking
13-010	1134.78 Square meters Public Road (Shaw Hall Bank Road), pavement, stone wall, and private car park (Shaw Hall Bank Road, Saddleworth, Greenfield, Oldham, OL3 7JZ)	Unknown Oldham Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Working site and access for construction
13-011	3.56 Square meters Shrubland, vegetation, and trees (Shaw Hall Bank Road, Saddleworth, Greenfield, Oldham, OL3 7JZ)	Unknown			Yes			Yes		Working site and access for construction
13-012	5.78 Square meters Shrubland, vegetation, and trees (Shaw Hall Bank Road, Saddleworth, Greenfield, Oldham, OL3 7JZ)	Unknown			Yes			Yes		Working site and access for construction
13-013	97.97 Square meters Shrubland, vegetation, trees, and stone wall to the south of Oldham Road, Saddleworth, Greenfield, Oldham, OL4 4HN	Unknown Network Rail Infrastructure Limited	Yes							
13-014	433.87 Square meters Public Road (Oldham Road), pavement, stone wall, and fence (Oldham Road, Saddleworth, Greenfield, Oldham, OL4 4HN)	Unknown Oldham Metropolitan Borough Council (in respect of adopted highway)	Yes							
13-015	508.99 Square meters Railway infrastructure, platform, pedestrian footbridge, grass verge, vegetation, trees, hardstanding, and car park to the south of Oldham Road, Saddleworth, Greenfield, Oldham, OL4 4HN	Unknown Network Rail Infrastructure Limited	Yes							
13-016	3.11 Square meters Hardstanding, car park (Shaw Hall Bank Road, Saddleworth, Greenfield, Oldham, OL3 7JY)	Unknown	Yes							
13-017	18.11 Square meters Grass verge, shrubland, vegetation, and trees to the south of Shaw Hall Bank Road, Saddleworth, Greenfield, Oldham, OL3 7JY	Oldham Metropolitan Borough Council Unknown (in respect of mines and minerals)	Yes							

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Plot Nos	Current Land Use	Freehold Owners	Permanent Acquisition	Permanent Rights	Temporary possession/use	Maintenance Access	Placing permanent infrastructure	Construction Activities & Mitigation Works	Explanation (permanent)	Explanation (temporary)
13-018	50.09 Square meters Commercial building, grass verge, shrubland, vegetation, and trees (15 Chew Valley Rd, Greenfield, Oldham OL3 7BT)	Peter Shaw			Yes			Yes		Working site and access for construction
13-019	39.21 Square meters Grass verge, hardstanding, shrubland, commercial building, vegetation, trees, and pavement (15 Chew Valley Rd, Greenfield, Oldham OL3 7BT)	Unknown			Yes			Yes		Working site and access for construction
13-020	863.12 Square meters Public Road (Chapel Road), pavement, grass verge, stone wall, shrubland, trees and vegetation (Chapel Road, Saddleworth, Uppermill, Oldham, OL3 7FU)	Unknown Oldham Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Working site and access for construction
13-021	1.57 Square meters Vegetation and trees to the north of Ladcastle Road, Saddleworth, Uppermill, Oldham, OL3 6LU	Unknown			Yes			Yes		Working site and access for construction
13-022	67.73 Square meters Grass verge, shrubland, trees, vegetation, railway infrastructure, and pavement to the east of Oldham Road, Saddleworth, Greenfield, Oldham, OL3 7JY	Unknown Network Rail Infrastructure Limited	Yes							
13-023	890.29 Square meters Public Road (Ladcastle Road), pavement, stone wall, grassland, vegetation, trees (Ladcastle Road, Saddleworth, Uppermill, Oldham, OL3 6LU)	Unknown Oldham Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Working site and access for construction
13-024	286.08 Square meters Public Road (Oldham Road), pavement, railway bridge, and railway infrastructure (Oldham Road, Saddleworth, Greenfield, Oldham, OL3 7JY)	Unknown Network Rail Infrastructure Limited Oldham Metropolitan Borough Council (in respect of adopted highway)	Yes							
13-025	856.93 Square meters Public Roads (Oldham Road & Shaw Hall Bank Road), pavement, and stone wall (Oldham Road, Saddleworth, Uppermill, Oldham, OL3 6LU)	Unknown Oldham Metropolitan Borough Council (in respect of adopted highway)	Yes							
13-026	4233.55 Square meters Public Road (Oldham Road), pavement, stone wall, grass verge, shrubland, railway infrastructure, vegetation, and trees (Oldham Road, Saddleworth, Uppermill, Oldham, OL3 6LU)	Unknown Oldham Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Working site and access for construction
13-027	8367.38 Square meters Shrubland, vegetation, and trees to the south of Oldham Road, Saddleworth, Uppermill, Oldham, OL3 6LU	Oldham Metropolitan Borough Council			Yes			Yes		Working site and access for construction
13-028	371.30 Square meters Shrubland, vegetation, and trees to the south of Ladcastle Road, Saddleworth, Uppermill, Oldham, OL3 6LU	Mark Louis Demsteader Diane Demsteader			Yes			Yes		Working site and access for construction
13-029	76.42 Square meters Public Road (Ladcastle Road), stone wall, fence line, shrubland, vegetation, and trees (Ladcastle Road, Saddleworth, Uppermill, Oldham, OL3 6LU)	Mark Louis Demsteader Diane Demsteader Oldham Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Working site and access for construction
14-001	3.07 Square meters Shrubland, vegetation, and trees to the east of Oldham Road, Saddleworth, Uppermill, Oldham, OL3 6HY	Unknown			Yes			Yes		Working site and access for construction
14-002	146.57 Square meters Shrubland, vegetation, and trees to the east of Oldham Road, Saddleworth, Uppermill, Oldham, OL3 6HY	Oldham Metropolitan Borough Council			Yes			Yes		Working site and access for construction
14-003	33.12 Square meters Pavement (Oldham Road, Saddleworth, Uppermill, Oldham, OL3 6HY)	Unknown		Yes	Yes	Yes		Yes	Provision of maintenance access for the authorised works	Working site and access for construction
14-004	330.49 Square meters Shrubland, grass verge, vegetation, trees, stone wall and pavement to the west of Oldham Road, Saddleworth, Uppermill, Oldham, OL3 6HY	Unknown		Yes	Yes	Yes		Yes	Provision of maintenance access for the authorised works	Working site and access for construction
14-005	420.95 Square meters Shrubland, private garden, vegetation, trees, private driveway to the west of Oldham Road, Saddleworth, Uppermill, Oldham, OL3 6HY	Unknown			Yes			Yes		Working site and access for construction
14-006	20017.23 Square metres Grassland, vegetation, stone wall, gate, fence, and private access track to the east of Ladcastle Road, Saddleworth, Uppermill, Oldham, OL3 6LU	Richard Tetlow			Yes			Yes		Working site and access for construction
14-007A	4.45 Square meters Shrubland and vegetation to the east of Ladcastle Road, Saddleworth, Uppermill, Oldham, OL3 6LU	Unknown			Yes		Yes	Yes		Working site and access for construction and permanent footpath enhancement works
14-007B	1048.24 Square meters Shrubland, trees, and vegetation, and public footpath to the east of Ladcastle Road, Saddleworth, Uppermill, Oldham, OL3 6LU	Mark Noel Woodhouse Jane Hilary Mcavan			Yes		Yes	Yes		Working site and access for construction and permanent footpath enhancement works
14-008A	136.82 Square meters Railway infrastructure, railway tunnel, grass verge, shrubland, vegetation, and trees to the west of Oldham Road, Saddleworth, Uppermill, Oldham, OL3 6HY	Unknown Network Rail Infrastructure Limited	Yes				Yes		Bridge alteration works and culvert works	
14-008B	5.60 Square meters Grass verge, and vegetation to the west of Oldham Road, Saddleworth, Uppermill, Oldham, OL3 6HY	Unknown Network Rail Infrastructure Limited	Yes							
14-008C	5.67 Square meters Grass verge, and vegetation to the west of Oldham Road, Saddleworth, Uppermill, Oldham, OL3 6HY	Unknown Network Rail Infrastructure Limited	Yes							
14-009	287.12 Square meters Private garden, private driveway, stone wall, shrubland, vegetation, trees, and grass verge (6 Oldham Road, Saddleworth, Uppermill, Oldham, OL3 6HY)	Patricia Ann Byrne			Yes		Yes	Yes		Working site and access for construction and permanent footpath enhancement works
14-010	129.98 Square meters Public footpath (name), private driveway, private garden, hardstanding, and gate (6 Oldham Road, Saddleworth, Uppermill, Oldham, OL3 6HY)	Unknown			Yes		Yes	Yes		Working site and access for construction and permanent footpath enhancement works
14-021	451.12 Square meters Public footpath, stone wall, shrubland, vegetation, and trees to the east of Ladcastle Road, Wall Hill, Saddleworth, Dobcross, Oldham, OL3 5QU	Unknown		Yes	Yes	Yes		Yes	Provision of maintenance access for the authorised works	Working site and access for construction and provision of permanent maintenance access
15-001A	298.43 Square meters Public footpath, stone wall, shrubland, vegetation, and trees to the east of Ladcastle Road, Wall Hill, Saddleworth, Dobcross, Oldham, OL3 5QU	Unknown			Yes			Yes		Working site and access for construction
15-001B	818.90 Square meters Public footpath, stone wall, shrubland, vegetation, and trees to the east of Ladcastle Road, Wall Hill, Saddleworth, Dobcross, Oldham, OL3 5QU	Andrew Simon William Simpson Dawn Christine Scott			Yes			Yes		Working site and access for construction
15-001C	465.60 Square meters Public footpath, stone wall, shrubland, vegetation, and trees to the east of Ladcastle Road, Wall Hill, Saddleworth, Dobcross, Oldham, OL3 5QU	Unknown			Yes			Yes		Working site and access for construction
15-002	51.29 Square meters Shrubland, vegetation, trees, and hardstanding (Den Lane, Saddleworth, Uppermill, Oldham, OL3 6DL)	Unknown			Yes			Yes		Working site and access for construction
15-003	40.45 Square meters Shrubland, private driveway, vegetation, trees, and stone wall (Den Lane, Saddleworth, Uppermill, Oldham, OL3 6DL)	Network Rail Infrastructure Limited Unknown	Yes			Yes	Yes		Provision of railway maintenance parking area and access	
15-004	11.68 Square meters Public Road (Den Lane), private driveway, and hardstanding (Den Lane, Saddleworth, Uppermill, Oldham, OL3 6DL)	Network Rail Infrastructure Limited Unknown Oldham Metropolitan Borough Council (in respect of adopted highway)	Yes			Yes	Yes		Provision of railway maintenance parking area and access	
15-005	193.25 Square meters Shrubland, private driveway, hardstanding, vegetation, trees, stone wall, and grass verge (Den Lane, Saddleworth, Uppermill, Oldham, OL3 6DL)	Unknown			Yes			Yes		Working site and access for construction
15-006A	1715.03 Square meters Public Road (Den Lane), pavement, stone wall, private driveway, vegetation, grass verge, fence posts, trees, and shrubland (Den Lane, Saddleworth, Uppermill, Oldham, OL3 6DL)	Unknown Oldham Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Working site and access for construction
15-006B	136.14 Square meters Shrubland, vegetation, hardstanding, viaduct wall, and trees to the west of Den Lane, Saddleworth, Uppermill, Oldham, OL3 6DL	Unknown Network Rail Infrastructure Limited	Yes							
15-006C	747.25 Square meters Viaduct, railway infrastructure, and shrubland to the west of Den Lane, Saddleworth, Uppermill, Oldham, OL3 6DL	Unknown Network Rail Infrastructure Limited	Yes				Yes		Railway electrification and ancillary railway works	
15-006D	108.22 Square meters Viaduct, railway infrastructure, shrubland, vegetation and trees to the west of Den Lane, Saddleworth, Uppermill, Oldham, OL3 6DL	Unknown Network Rail Infrastructure Limited	Yes							
15-007	72.43 Square meters Shrubland, vegetation, and trees (Den Lane, Saddleworth, Uppermill, Oldham, OL3 6DL)	Steven Bardley			Yes			Yes		Working site and access for construction

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			Permanent Acquisition	Permanent Rights	Temporary possession/use	Maintenance Access	Placing permanent infrastructure	Construction Activities & Mitigation Works		
15-008A	208.10 Square meters Public footpath, shrubland, vegetation, and trees to the east of Ladcastle Road, Wall Hill, Saddleworth, Dobcross, Oldham, OL3 5QU	Unknown			Yes			Yes		Working site and access for construction
15-008B	6.78 Square meters Public footpath, shrubland, vegetation, retaining wall, and trees to the east of Ladcastle Road, Wall Hill, Saddleworth, Dobcross, Oldham, OL3 5QU	Unknown			Yes			Yes		Working site and access for construction
15-008C	57.82 Square meters Footpath and walls beneath railway line to the north off Moorgate Street, Uppermill	Unknown Network Rail Infrastructure Limited			Yes			Yes		Access for construction
15-009	351.42 Square meters Farm track and woodland to the east of Ladcastle Road, Uppermill	Unknown			Yes			Yes		Working site and access for construction
15-010A	0.79 Square meters Woodland to the south of Mow Halls Lane, Uppermill	Unknown			Yes			Yes		Access for construction
15-010B	1402.46 Square meters Woodland to the south of Mow Halls Lane, Uppermill	Oldham Metropolitan Borough Council Unknown (in respect of mines and minerals)			Yes			Yes		Access for construction
16-001	551.03 Square meters Woodland to the north of Mow Halls Lane, Uppermill	Oldham Metropolitan Borough Council			Yes			Yes		Access for construction
16-002	122.26 Square meters Woodland to the north of Mow Halls Lane, Uppermill	Charles Hugh Williams Alison Williams			Yes			Yes		Access for construction
16-003	131.84 Square meters Woodland to the north of Mow Halls Lane, Uppermill	Unknown			Yes			Yes		Access for construction
16-004	274.53 Square meters Public Road and walls at Mow Halls Lane, Uppermill	Unknown Oldham Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Access for construction
16-005	174.02 Square meters Woodland to the south of Mow Halls Lane, Uppermill	Unknown			Yes			Yes		Access for construction
16-006	44.52 Square meters Public Road and walls at Mow Halls Lane, Uppermill	Oldham Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Access for construction
16-007A	656.70 Square meters Public Road and walls at Mow Halls Lane, Uppermill	Unknown Oldham Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Access for construction
16-007B	16.83 Square meters Woodland to the southeast of Mow Halls Lane, Uppermill	Oldham Metropolitan Borough Council			Yes			Yes		Access for construction
16-008	16.12 Square meters Woodland to the south of Mow Halls Lane, Uppermill	Unknown			Yes			Yes		Access for construction
16-009	415.20 Square meters Public Road, walls and Woodland at Mow Halls Lane, Uppermill	Unknown Oldham Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Access for construction
16-010	157.35 Square meters Woodland to the north of Mow Halls Lane, Uppermill	Oldham Metropolitan Borough Council			Yes			Yes		Working site and access for construction
16-011A	7.91 Square meters Public Road, walls and woodland at Mow Halls Lane, Uppermill	Unknown Oldham Metropolitan Borough Council (in respect of adopted highway)		Yes	Yes	Yes	Yes	Yes	Attachment and maintenance of railway electrical equipment to the railway viaduct and imposition of restrictive covenants for the protection and maintenance of railway electrical equipment	Working site and access for construction
16-011B	10.11 Square meters Public Road, walls and woodland at Mow Halls Lane, Uppermill	Unknown Network Rail Infrastructure Limited Oldham Metropolitan Borough Council (in respect of adopted highway)	Yes				Yes		Railway electrification and ancillary railway works	
16-011C	121.01 Square meters Shrubland and viaduct walls adjacent to Uppermill Viaduct, Uppermill	Unknown Network Rail Infrastructure Limited		Yes		Yes	Yes		Attachment and maintenance of railway electrical equipment to the railway viaduct and imposition of restrictive covenants for the protection and maintenance of railway electrical equipment	
16-011D	0.4 Square meters Shrubland and viaduct walls adjacent to Uppermill Viaduct, Uppermill	Network Rail Infrastructure Limited Canal & River Trust Unknown (in respect of mines and minerals)		Yes		Yes	Yes		Attachment and maintenance of railway electrical equipment to the railway viaduct and imposition of restrictive covenants for the protection and maintenance of railway electrical equipment	
16-012A	56.15 Square meters Public Road (Den Lane), walls and woodland adjacent to Uppermill Viaduct, Uppermill	Network Rail Infrastructure Limited Unknown Oldham Metropolitan Borough Council (in respect of adopted highway)	Yes				Yes		Railway electrification and ancillary railway works	
16-012B	2.72 Square meters Public Road (Den Lane), walls and woodland adjacent to Uppermill Viaduct, Uppermill	Unknown Oldham Metropolitan Borough Council (in respect of adopted highway)	Yes				Yes		Railway electrification and ancillary railway works	
16-012C	13.46 Square meters Public Road (Den Lane), walls and woodland adjacent to Uppermill Viaduct, Uppermill	Unknown Oldham Metropolitan Borough Council (in respect of adopted highway)		Yes	Yes	Yes	Yes	Yes	Attachment and maintenance of railway electrical equipment to the railway viaduct and imposition of restrictive covenants for the protection and maintenance of railway electrical equipment	Working site and access for construction
16-012D	38.82 Square meters Public Road (Den Lane), walls and woodland Uppermill Viaduct, Uppermill	Unknown Network Rail Infrastructure Limited Oldham Metropolitan Borough Council (in respect of adopted highway)	Yes				Yes		Railway electrification and ancillary railway works	
16-013A	93.81 Square meters Canal, Towpath and Woodland adjacent to Uppermill Viaduct, Uppermill	Canal & River Trust			Yes			Yes		Working site and access for construction
16-013B	17.32 Square meters Shrubland and viaduct walls adjacent to Uppermill Viaduct, Uppermill	Canal & River Trust		Yes		Yes	Yes		Attachment and maintenance of railway electrical equipment to the railway viaduct and imposition of restrictive covenants for the protection and maintenance of railway electrical equipment	
16-013C	99.74 Square meters Shrubland and viaduct walls adjacent to Uppermill Viaduct, Uppermill	Unknown Network Rail Infrastructure Limited		Yes		Yes	Yes		Attachment and maintenance of railway electrical equipment to the railway viaduct and imposition of restrictive covenants for the protection and maintenance of railway electrical equipment	
16-013D	613.95 Square meters Railway Bridge (MVL3/31 Uppermill Viaduct), scrubland and woodland at Uppermill Viaduct	Unknown Network Rail Infrastructure Limited	Yes				Yes		Railway electrification and ancillary railway works	
16-013E	0.86 Square meters Shrubland and viaduct walls adjacent to Uppermill Viaduct, Uppermill	Canal & River Trust Network Rail Infrastructure Limited	Yes				Yes		Railway electrification and ancillary railway works	
16-013F	13.34 Square meters Shrubland and viaduct walls adjacent to Uppermill Viaduct, Uppermill	Canal & River Trust Network Rail Infrastructure Limited		Yes	Yes	Yes	Yes	Yes	Attachment and maintenance of railway electrical equipment to the railway viaduct and imposition of restrictive covenants for the protection and maintenance of railway electrical equipment	Working site and access for construction
16-014A	2.01 Square meters Railway Bridge (MVL3/31 Uppermill Viaduct), scrubland, canal and woodland at Uppermill Viaduct	Canal & River Trust	Yes				Yes		Railway electrification and ancillary railway works	
16-014B	127.02 Square meters Railway Bridge (MVL3/31 Uppermill Viaduct), scrubland, canal and woodland at Uppermill Viaduct	Canal & River Trust Network Rail Infrastructure Limited	Yes				Yes		Railway electrification and ancillary railway works	
16-014C	7.50 Square meters Railway Bridge (MVL3/31 Uppermill Viaduct), scrubland, canal and woodland at Uppermill Viaduct	Unknown Network Rail Infrastructure Limited	Yes				Yes		Railway electrification and ancillary railway works	
16-014D	2.30 Square meters Railway Bridge (MVL3/31 Uppermill Viaduct), scrubland, canal and woodland at Uppermill Viaduct	Canal & River Trust Network Rail Infrastructure Limited	Yes				Yes		Railway electrification and ancillary railway works	
16-014E	2.28 Square meters Railway Bridge (MVL3/31 Uppermill Viaduct), scrubland, canal and woodland at Uppermill Viaduct	Canal & River Trust Network Rail Infrastructure Limited	Yes				Yes		Railway electrification and ancillary railway works	
16-015	0.92 Square meters Railway Bridge (MVL3/31 Uppermill Viaduct), scrubland and woodland at Uppermill Viaduct	Unknown		Yes	Yes	Yes	Yes	Yes	Attachment and maintenance of railway electrical equipment to the railway viaduct and imposition of restrictive covenants for the protection and maintenance of railway electrical equipment	Working site and access for construction

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Plot Nos	Current Land Use	Freehold Owners	Permanent Acquisition	Permanent Rights	Temporary possession/use	Maintenance Access	Placing permanent Infrastructure	Construction Activities & Mitigation Works	Explanation (permanent)	Explanation (temporary)
16-016A	2.81 Square meters Railway Bridge (MVL3/31 Uppermill Viaduct), scrubland and woodland at Uppermill Viaduct	Canal & River Trust			Yes			Yes		Working site and access for construction
16-016B	3.56 Square meters Railway Bridge (MVL3/31 Uppermill Viaduct), scrubland, canal and woodland at Uppermill Viaduct	Canal & River Trust			Yes			Yes		Working site and access for construction
16-016C	19.49 Square meters Railway Bridge (MVL3/31 Uppermill Viaduct), scrubland, canal and woodland at Uppermill Viaduct	Canal & River Trust		Yes	Yes	Yes	Yes	Yes	Attachment and maintenance of railway electrical equipment to the railway viaduct and imposition of restrictive covenants for the protection and maintenance of railway electrical equipment	Working site and access for construction
16-017	8.01 Square meters Railway Bridge (MVL3/31 Uppermill Viaduct), scrubland, canal and woodland at Uppermill Viaduct	Canal & River Trust	Yes				Yes		Railway electrification and ancillary railway works	
16-018A	2.35 Square meters Railway Bridge (MVL3/31 Uppermill Viaduct), scrubland, canal and woodland at Uppermill Viaduct	Canal & River Trust		Yes		Yes	Yes		Attachment and maintenance of railway electrical equipment to the railway viaduct and imposition of restrictive covenants for the protection and maintenance of railway electrical equipment	
16-018B	5.26 Square meters Railway Bridge (MVL3/31 Uppermill Viaduct), scrubland, canal and woodland at Uppermill Viaduct	Canal & River Trust		Yes		Yes	Yes		Attachment and maintenance of railway electrical equipment to the railway viaduct and imposition of restrictive covenants for the protection and maintenance of railway electrical equipment	
16-019A	3065.04 Square meters Woodland, scrubland and River Tame to the west of south of A670, Dobcross	Unknown			Yes			Yes		Working site and access for construction
16-019B	52.40 Square meters River Tame, vegetation, trees, adjacent to the Uppermill Viaduct, Uppermill, to the south of A670, Dobcross	Unknown		Yes	Yes	Yes	Yes	Yes	Attachment and maintenance of railway electrical equipment to the railway viaduct and imposition of restrictive covenants for the protection and maintenance of railway electrical equipment	Working site and access for construction
16-019C	24.38 Square meters Vegetation, trees adjacent to the Uppermill Viaduct, Uppermill, to the south of A670, Dobcross	Network Rail Infrastructure Limited Unknown		Yes		Yes	Yes		Attachment and maintenance of railway electrical equipment to the railway viaduct and imposition of restrictive covenants for the protection and maintenance of railway electrical equipment	
16-019D	11.36 Square meters Vegetation, trees adjacent to the Uppermill Viaduct, Uppermill, to the south of A670, Dobcross	Unknown		Yes	Yes	Yes	Yes	Yes	Attachment and maintenance of railway electrical equipment to the railway viaduct and imposition of restrictive covenants for the protection and maintenance of railway electrical equipment	Working site and access for construction
16-019E	17.00 Square meters Railway works, railway bridge (MVL3/31 – Uppermill Viaduct), River Tame, Vegetation, trees to the north of A670, Dobcross	Unknown	Yes				Yes		Railway electrification and ancillary railway works	
16-019F	12.82 Square meters Railway works, railway bridge (MVL3/31 – Uppermill Viaduct), River Tame, Vegetation, trees to the north of A670, Dobcross	Unknown		Yes		Yes	Yes		Attachment and maintenance of railway electrical equipment to the railway viaduct and imposition of restrictive covenants for the protection and maintenance of railway electrical equipment	
16-020A	3.47 Square meters Vegetation, railway works, railway bridge (MVL3/31 – Uppermill Viaduct) to the south of A670, Dobcross	Unknown			Yes			Yes		Working site and access for construction
16-020B	29.93 Square meters Vegetation, adjacent to the Uppermill Viaduct, Uppermill to the south of A670, Dobcross	Unknown Network Rail Infrastructure Limited		Yes	Yes	Yes	Yes	Yes	Attachment and maintenance of railway electrical equipment to the railway viaduct and imposition of restrictive covenants for the protection and maintenance of railway electrical equipment	Working site and access for construction
16-020C	248.21 Square meters Vegetation to the south of A670, Dobcross	Unknown Network Rail Infrastructure Limited	Yes				Yes		Railway electrification and ancillary railway works	
16-020D	2.10 Square meters Vegetation to the south of A670, Dobcross	Unknown			Yes			Yes		Working site and access for construction
16-021A	79.88 Square meters River Tame, railway works, railway bridge (MVL3/31 – Uppermill Viaduct), vegetation, trees to the south of A670, Dobcross	Unknown Network Rail Infrastructure Limited	Yes				Yes		Railway electrification and ancillary railway works	
16-021B	0.94 Square meters River Tame, railway works, railway bridge (MVL3/31 – Uppermill Viaduct) to the south of A670, Dobcross	Unknown	Yes				Yes		Railway electrification and ancillary railway works	
16-021C	10.54 Square meters River Tame, adjacent to Uppermill Viaduct, to the south of A670, Dobcross	Unknown		Yes		Yes	Yes		Attachment and maintenance of railway electrical equipment to the railway viaduct and imposition of restrictive covenants for the protection and maintenance of railway electrical equipment	
16-021D	2.68 Square meters River Tame, adjacent to Uppermill Viaduct, Uppermill, to the south of A670, Dobcross	Unknown		Yes		Yes	Yes		Attachment and maintenance of railway electrical equipment to the railway viaduct and imposition of restrictive covenants for the protection and maintenance of railway electrical equipment	
16-022A	962.78 Square meters Public Road (A670), public pavement	Unknown Oldham Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Working site and access for construction
16-022B	17.56 Square meters Public Road (A670), public pavement, stone wall	Unknown Oldham Metropolitan Borough Council (in respect of adopted highway)		Yes	Yes	Yes	Yes	Yes	Attachment and maintenance of railway electrical equipment to the railway viaduct and imposition of restrictive covenants for the protection and maintenance of railway electrical equipment	Working site and access for construction
16-023A	499.14 Square meters Vegetation, stone wall, trees to the north east of A670, Dobcross	Sean Joseph Hicks Eliza Jane Williams			Yes			Yes		Working site and access for construction
16-023B	19.24 Square meters Vegetation, trees, stone wall, adjacent to the Uppermill Viaduct, Uppermill to the south of Brownhill Lane	Sean Joseph Hicks Eliza Jane Williams		Yes	Yes	Yes	Yes	Yes	Attachment and maintenance of railway electrical equipment to the railway viaduct and imposition of restrictive covenants for the protection and maintenance of railway electrical equipment	Working site and access for construction
16-024A	1649.56 Square meters Public Road (Brownhill Lane)	Unknown Oldham Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Working site and access for construction and highway improvement works

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Plot Nos	Current Land Use	Freehold Owners	Permanent Acquisition	Permanent Rights	Temporary possession/use	Maintenance Access	Placing permanent infrastructure	Construction Activities & Mitigation Works	Explanation (permanent)	Explanation (temporary)
16-024B	7.89 Square meters Public Road (Brownhill Lane) adjacent Uppermill Viaduct, Uppermill	Unknown Oldham Metropolitan Borough Council (in respect of adopted highway)		Yes	Yes	Yes	Yes	Yes	Attachment and maintenance of railway electrical equipment to the railway viaduct and imposition of restrictive covenants for the protection and maintenance of railway electrical equipment	Working site and access for construction and highway improvement works
16-025	13.23 Square meters Railway works, railway bridge (MVL3/31 – Uppermill Viaduct), Public Road (A670), public pavement	Unknown Oldham Metropolitan Borough Council (in respect of adopted highway)	Yes				Yes		Railway electrification and ancillary railway works	
16-026A	99.67 Square meters Railway works, railway bridge (MVL3/31 – Uppermill Viaduct), Public Road (A670), public pavement	Unknown Network Rail Infrastructure Limited Oldham Metropolitan Borough Council (in respect of adopted highway)	Yes							
16-026B	2.66 Square meters Public Road (A670), public pavement, adjacent to the Uppermill Viaduct, Uppermill	Unknown Network Rail Infrastructure Limited Oldham Metropolitan Borough Council (in respect of adopted highway)		Yes	Yes	Yes	Yes	Yes	Attachment and maintenance of railway electrical equipment to the railway viaduct and imposition of restrictive covenants for the protection and maintenance of railway electrical equipment	Working site and access for construction
16-026C	240.82 Square meters Railway works, railway bridge (MVL3/31 – Uppermill Viaduct), vegetation, trees to the south of A670, Dobcross	Unknown Network Rail Infrastructure Limited	Yes				Yes		Railway electrification and ancillary railway works	
16-026D	43.29 Square meters Part of property (utilities sub-station), vegetation, trees, River Tame adjacent to Uppermill Viaduct, to the south of A670, Dobcross	Unknown Network Rail Infrastructure Limited		Yes		Yes	Yes		Attachment and maintenance of railway electrical equipment to the railway viaduct and imposition of restrictive covenants for the protection and maintenance of railway electrical equipment	
16-026E	0.33 Square meters Part of Property (utilities sub-station), adjacent to Uppermill Viaduct, to the south of A670, Dobcross	United Utilities Water Limited		Yes		Yes	Yes		Attachment and maintenance of railway electrical equipment to the railway viaduct and imposition of restrictive covenants for the protection and maintenance of railway electrical equipment	
16-026F	4.25 Square meters Part of Property (utilities sub-station), adjacent to Uppermill Viaduct, to the south of A670, Dobcross	Electricity North West Limited		Yes		Yes	Yes		Attachment and maintenance of railway electrical equipment to the railway viaduct and imposition of restrictive covenants for the protection and maintenance of railway electrical equipment	
16-027	12.36 Square meters Railway works, railway bridge, (MVL3/31 – Uppermill Viaduct), Vegetation to the south of Brownhill Lane, Dobcross	Sean Joseph Hicks Eliza Jane Williams	Yes				Yes		Railway electrification and ancillary railway works	
16-028A	0.09 Square meters Vegetation adjacent to Uppermill Viaduct, to the south of Brownhill Lane, Dobcross	Unknown			Yes			Yes		Working site and access for construction
16-028B	1.91 Square meters Vegetation, trees adjacent to Uppermill Viaduct, Uppermill to the south of Brownhill Lane, Dobcross	Unknown		Yes	Yes	Yes	Yes	Yes	Attachment and maintenance of railway electrical equipment to the railway viaduct and imposition of restrictive covenants for the protection and maintenance of railway electrical equipment	Working site and access for construction
16-029	3.04 Square meters Railway works, railway bridge, (MVL3/31 – Uppermill Viaduct), vegetation, trees to the south of Brownhill Lane, Dobcross	Unknown	Yes				Yes		Railway electrification and ancillary railway works	
16-030	5.59 Square meters Railway works, railway bridge, (MVL3/31 – Uppermill Viaduct), Public Road (Brownhill Lane), vegetation, trees	Unknown Oldham Metropolitan Borough Council (in respect of adopted highway)	Yes				Yes		Railway electrification works, ancillary railway works and highway improvement works	
16-031A	14.23 Square meters Public Road (A670), public pavement adjacent to Uppermill Viaduct, Uppermill	Unknown Oldham Metropolitan Borough Council (in respect of adopted highway)		Yes	Yes	Yes	Yes	Yes	Attachment and maintenance of railway electrical equipment to the railway viaduct and imposition of restrictive covenants for the protection and maintenance of railway electrical equipment	Working site and access for construction
16-031B	0.77 Square meters Railway works, railway bridge (MVL3/31 – Uppermill Viaduct) to the north of the A670, Dobcross	Unknown	Yes				Yes		Railway electrification and ancillary railway works	
16-031C	3.09 Square meters Public Road (A670), public pavement, adjacent to Uppermill Viaduct, Uppermill	Unknown Oldham Metropolitan Borough Council (in respect of adopted highway)		Yes		Yes	Yes		Attachment and maintenance of railway electrical equipment to the railway viaduct and imposition of restrictive covenants for the protection and maintenance of railway electrical equipment	
16-032A	25.65 Square meters Railway works, railway bridge (MVL3/31 – Uppermill Viaduct), vegetation to the north of the A670, Dobcross	Unknown Network Rail Infrastructure Limited	Yes				Yes		Railway electrification and ancillary railway works	
16-032B	38.65 Square meters Railway works, railway bridge (MVL3/31 – Uppermill Viaduct), vegetation, trees to the north of A670, Dobcross	Unknown Network Rail Infrastructure Limited	Yes							
16-033A	7.46 Square meters Railway works, railway bridge (MVL3/31 – Uppermill Viaduct) vegetation to the north of the A670, Dobcross	Unknown		Yes	Yes	Yes	Yes	Yes	Attachment and maintenance of railway electrical equipment to the railway viaduct and imposition of restrictive covenants for the protection and maintenance of railway electrical equipment	Working site and access for construction
16-033B	0.26 Square meters Railway works, railway bridge (MVL3/31 – Uppermill Viaduct), vegetation to the north of A670, Dobcross	Unknown	Yes				Yes		Railway electrification and ancillary railway works	
16-033C	1.94 Square meters Vegetation adjacent to Uppermill Viaduct, Uppermill to the north of the A670, Dobcross	Unknown		Yes		Yes	Yes		Attachment and maintenance of railway electrical equipment to the railway viaduct and imposition of restrictive covenants for the protection and maintenance of railway electrical equipment	
16-034	37.95 Square meters Railway works, railway bridge (MVL3/31 – Uppermill Viaduct), Public Road, (Brownhill Lane)	Unknown Network Rail Infrastructure Limited Oldham Metropolitan Borough Council (in respect of adopted highway)	Yes				Yes		Railway electrification works, ancillary railway works and highway improvement works	
16-035A	9.30 Square meters Railway works, railway bridge (MVL3/31 – Uppermill Viaduct), vegetation to the north of Brownhill Lane	Unknown Network Rail Infrastructure Limited	Yes	Yes		Yes	Yes		Railway electrification works, ancillary railway works and highway improvement works Attachment and maintenance of railway electrical equipment to the railway viaduct and imposition of restrictive covenants for the protection and maintenance of railway electrical equipment	

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			Acquisition			Purpose				
			Permanent Acquisition	Permanent Rights	Temporary possession/use	Maintenance Access	Placing permanent Infrastructure	Construction Activities & Mitigation Works		
Plot Nos	Current Land Use	Freehold Owners							Explanation (permanent)	Explanation (temporary)
16-035B	22.48 Square meters Vegetation, trees to the north of Brownhill Lane, Dobcross	Unknown Network Rail Infrastructure Limited		Yes		Yes	Yes		Attachment and maintenance of railway electrical equipment to the railway viaduct and imposition of restrictive covenants for the protection and maintenance of railway electrical equipment	
16-036	6.62 Square meters Railway works, railway bridge (MVL3/31 – Uppermill Viaduct), Public Road (Brownhill Lane)	Unknown Oldham Metropolitan Borough Council (in respect of adopted highway)		Yes	Yes	Yes	Yes	Yes	Attachment and maintenance of railway electrical equipment to the railway viaduct and imposition of restrictive covenants for the protection and maintenance of railway electrical equipment	Working site and access for construction and highway improvement works
16-037	13.66 Square meters Public Road (Brownhill Lane), stone wall, vegetation, trees	Oldham Metropolitan Borough Council Unknown (in respect of mines and minerals) Oldham Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Working site and access for construction and highway improvement works
16-038A	0.68 Square meters Private footpath, adjacent to Uppermill Viaduct, Uppermill to the east of Wool Road, Dobcross	Unknown		Yes	Yes	Yes	Yes	Yes	Attachment and maintenance of railway electrical equipment to the railway viaduct and imposition of restrictive covenants for the protection and maintenance of railway electrical equipment	Working site and access for construction and highway improvement works
16-038B	0.07 Square meters Railway works, railway bridge (MVL3/31 – Uppermill Viaduct), private footpath to the east of Wool Road, Dobcross	Unknown	Yes				Yes		Railway electrification works, ancillary railway works, highway improvement works and railway fencing works	
16-039	0.07 Square meters Private footpath, adjacent to Uppermill Viaduct, Uppermill to the east of Wool Road, Dobcross	Unknown			Yes			Yes		Working site and access for construction and highway improvement works
16-040A	3.51 Square meters Private footpath, adjacent to Uppermill Viaduct, Uppermill to the east of Wool Road, Dobcross	Oldham Metropolitan Borough Council		Yes	Yes	Yes	Yes	Yes	Attachment and maintenance of railway electrical equipment to the railway viaduct and imposition of restrictive covenants for the protection and maintenance of railway electrical equipment	Working site and access for construction and highway improvement works
16-040B	0.16 Square meters Railway works, railway bridge (MVL3/31 – Uppermill Viaduct) to the east of Wool Road, Dobcross	Oldham Metropolitan Borough Council	Yes				Yes		Railway electrification works, ancillary railway works, highway improvement works and railway fencing works	
16-041A	0.96 Square meters Vegetation, private footpath adjacent to Uppermill Viaduct, Uppermill to the east of Wool Road, Dobcross	Unknown		Yes	Yes	Yes	Yes	Yes	Attachment and maintenance of railway electrical equipment to the railway viaduct and imposition of restrictive covenants for the protection and maintenance of railway electrical equipment	Working site and access for construction and highway improvement works
16-041B	0.10 Square meters Railway works, Railway bridge (MVL3/31 – Uppermill Viaduct) to the east of Wool Road, Dobcross	Unknown	Yes				Yes		Railway electrification works, ancillary railway works, highway improvement works and railway fencing works	
16-042	213.20 Square meters Public Roads (A670, Brownhill Lane), public pavement, vegetation	Unknown Oldham Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Working site and access for construction and highway improvement works
16-043	71.10 Square meters Private footpath, grass verge to the east of Wool Road, Dobcross	Oldham Metropolitan Borough Council			Yes			Yes		Working site and access for construction
16-044	0.70 Square meters Stone wall, grass verge to the east of Wool Road, Dobcross	Unknown			Yes			Yes		Working site and access for construction
16-045A	11.51 Square meters vegetation, adjacent to Uppermill Viaduct, Uppermill to the east of Wool Road, Dobcross	Unknown Network Rail Infrastructure Limited		Yes		Yes	Yes		Attachment and maintenance of railway electrical equipment to the railway viaduct and imposition of restrictive covenants for the protection and maintenance of railway electrical equipment	
16-045B	7.54 Square meters Railway works, railway bridge (MVL3/31 – Uppermill Viaduct) to the east of Wool Road, Dobcross	Unknown Network Rail Infrastructure Limited		Yes		Yes	Yes		Attachment and maintenance of railway electrical equipment to the railway viaduct and imposition of restrictive covenants for the protection and maintenance of railway electrical equipment	
16-045C	1.19 Square meters Railway works, railway bridge (MVL3/31 – Uppermill Viaduct) to the east of Wool Road, Dobcross	Unknown Network Rail Infrastructure Limited		Yes		Yes	Yes		Attachment and maintenance of railway electrical equipment to the railway viaduct and imposition of restrictive covenants for the protection and maintenance of railway electrical equipment	
16-046A	128.11 Square meters Railway works, railway bridge (MVL3/31 – Uppermill Viaduct) to the east of Wool Road, Dobcross	Unknown Network Rail Infrastructure Limited	Yes				Yes		Railway electrification and ancillary railway works	
16-046B	0.69 Square meters Railway works, railway bridge (MVL3/31 – Uppermill Viaduct) to the east of Wool Road, Dobcross	Unknown Network Rail Infrastructure Limited	Yes				Yes		Railway electrification and ancillary railway works	
16-047	10.94 Square meters Railway boundary to the east of Wool Road, Dobcross	Unknown Network Rail Infrastructure Limited		Yes		Yes	Yes		Attachment and maintenance of railway electrical equipment to the railway viaduct and imposition of restrictive covenants for the protection and maintenance of railway electrical equipment	
16-048	33.51 Square meters Saddleworth old station platform, Private property (Saddleworth Station, Wool Road, Dobcross, OL3 5NS)	Unknown Network Rail Infrastructure Limited	Yes							
16-049	1555.24 Square meters Private road, public pavement, vegetation, trees, grass verge to the east of Wool Road, Dobcross	Oldham Metropolitan Borough Council			Yes			Yes		Working site and access for construction
16-051	16.70 Square meters Private road, pavement to the east of Wool Road, Dobcross	Michael Lord Julie Lord			Yes			Yes		Working site and access for construction
16-052	27.79 Square meters Private road to the east of Wool Road, Dobcross	Oldham Metropolitan Borough Council			Yes			Yes		Temporary use of land for access
16-053	929.85 Square meters Private road, vegetation, grass verge to the east of Wool Road, Dobcross	Michael Lord Julie Lord			Yes			Yes		Temporary use of land for access
16-054	624.21 Square metres Private road, vegetation, trees to the east of Wool Road, Dobcross	Alan Rothwell Diane Rothwell			Yes			Yes		Temporary use of land for access
16-055	447.93 Square metres Vegetation, trees to the west of Brownhill Lane, Dobcross	Alan Rothwell Diane Rothwell			Yes			Yes		Working site and access for construction
16-056	8.17 Square metres Vegetation, trees, part of garden (Saddleworth Station, Wool Road, Dobcross, Oldham OL3 5NS)	Michael Lord Julie Lord			Yes			Yes		Working site and access for construction
16-057A	84.6 Square metres Vegetation, trees to the west of Brownhill Lane, Dobcross	Michael Lord Julie Lord	Yes				Yes		Railway electrification works, ancillary railway works and railway fencing works	
16-057B	1.62 Square metres Vegetation, trees, part of Saddleworth disused station platform to the west of Brownhill Lane, Dobcross	Michael Lord Julie Lord	Yes				Yes		Railway electrification works, ancillary railway works and railway fencing works	
16-057C	76.28 Square metres Vegetation, trees, part of Saddleworth disused station platform to the west of Brownhill Lane, Dobcross	Michael Lord Julie Lord	Yes				Yes		Railway electrification works, ancillary railway works and railway fencing works	

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			Permanent Acquisition	Permanent Rights	Temporary possession/use	Maintenance Access	Placing permanent infrastructure	Construction Activities & Mitigation Works		
16-058	289.55 Square metres Vegetation, trees, part of property (Higher Brownhill, Brownhill Lane, Dobcross, OL3 6BZ)	Michael Andrew Illingworth Susan Mary Illingworth			Yes			Yes		Working site and access for construction
16-059	38.5 Square metres Vegetation, trees, part of garden (Higher Brownhill, Brownhill Lane, Dobcross, OL3 6BZ)	Unknown			Yes			Yes		Working site and access for construction
16-060	217.79 Square metres Vegetation, trees, grass field to the south of Brownhill Lane, Uppermill	Michael Andrew Illingworth Susan Mary Illingworth			Yes			Yes		Working site and access for construction
16-061	9.14 Square metres Private front driveway and garden (24 Brownill Lane, Uppermill, OL3 6BZ), to the north of Brownhill Lane, Uppermill	Richard Andrew Ball Jennifer Ball			Yes			Yes		Working site and access for construction and highway improvement works
16-062	1.96 Square metres Private front driveway (24 Brownhill Lane, Uppermill, OL 6BZ), to the north of Brownhill Lane, Uppermill	Richard Andrew Ball Jennifer Ball			Yes			Yes		Working site and access for construction and highway improvement works
16-063	5.12 Square metres Private front driveway (24 Brownhill Lane, Uppermill, OL3 6BZ), to the north of Brownhill Lane, Uppermill	Richard Andrew Ball Jennifer Ball			Yes			Yes		Working site and access for construction and highway improvement works
16-065A	4692.25 Square metres Agricultural field, public footpath (100 SADD), hedgerow, double access gate, fenceline to the east of Wool Road, Dobcross	Samuel Howarth Christine Cary Jane Howarth			Yes			Yes		Working site and access for construction
16-065B	33.34 Square metres Agricultural field, vegetation to the east of Wool Road, Dobcross	Samuel Howarth Christine Cary Jane Howarth Network Rail Infrastructure Limited			Yes			Yes		Working site and access for construction
16-065C	73.96 Square metres Fenceline, vegetation, trees to the east of Wool Road, Dobcross	Samuel Howarth Christine Cary Jane Howarth Network Rail Infrastructure Limited			Yes			Yes		Working site and access for construction
16-066A	128.28 Square metres Public footpath (100 SADD), Public footbridge (MVL3/31A – Butterhouse Lane Footbridge), Railway to the east of Wool Road, Dobcross	Unknown Network Rail Infrastructure Limited			Yes			Yes		Working site and access for construction
16-066B	10.17 Square metres Public footpath (100 SADD), agricultural field, vegetation, trees to the east of Wool Road, Dobcross	Samuel Howarth Christine Cary Jane Howarth Network Rail Infrastructure Limited			Yes			Yes		Working site and access for construction
16-067A	78.33 Square metres Public footpath, private road (Old Lane), vegetation, trees to the east of Wool Road, Dobcross	Unknown			Yes			Yes		Working site and access for construction
16-067B	151.25 Square metres Public footpath, vegetation, trees to the east of Wool Road, Dobcross	Canal & River Trust			Yes			Yes		Working site and access for construction
16-067C	131.82 Square metres Public footpath, vegetation, trees to the east of Wool Road, Dobcross	Unknown			Yes			Yes		Working site and access for construction
16-068A	229.99 Square metres Public footpath (100 SADD), Public Road (Wool Road), and pavement at Wool Road, Dobcross	Canal & River Trust Oldham Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Temporary use of land for access
16-068B	503.37 Square metres Public footpath (100 SADD), private road (Old Lane), vegetation, trees to the east of Wool Road, Dobcross	Unknown			Yes			Yes		Working site and access for construction
17-001A	3073.70 Square metres Agricultural field, tree, to the east of Wool Road, Dobcross	Samuel Howarth Christine Cary Jane Howarth Unknown (in respect of mines and minerals)			Yes			Yes		Working site and access for construction
17-001B	42.68 Square metres Vegetation, trees, fenceline to the east of Wool Road, Dobcross	Samuel Howarth Christine Cary Jane Howarth Network Rail Infrastructure Limited			Yes			Yes		Working site and access for construction
17-002	2399.88 Square metres Vegetation, trees, private track to the east of Huddersfield Road, Diggle	Oldham Metropolitan Borough Council Unknown (in respect of mines and minerals)			Yes			Yes		Working site and access for construction
17-003	4617.38 Square metres Vegetation, trees, public footpath (106 SADD) to the east of Huddersfield Road, Diggle	Oldham Metropolitan Borough Council			Yes			Yes		Working site and access for construction
17-004A	1283.55 Square metres Canal footpath (76 SADD) to the east of Huddersfield Road, Diggle	Canal & River Trust			Yes			Yes		Working site and access for construction
17-004B	1241.14 Square metres Public footpath, vegetation, trees to the east of Saddleworth School, Huddersfield Rd, Diggle, Oldham, OL3 5NU	Canal & River Trust			Yes			Yes		Working site and access for construction
17-005	535.02 Square metres Railway footbridge to the southeast of Saddleworth School, Diggle	Unknown Network Rail Infrastructure Limited			Yes			Yes		Working site and access for construction
18-001	1329.63 Square metres Vegetation, trees, fenceline to the south of Ward Lane, Diggle	Oldham Metropolitan Borough Council			Yes			Yes		Working site and access for construction
18-002A	89.59 Square metres Public footpath (107 SADD), railway footbridge to the southwest of Ravenstones Drive, Diggle	Unknown			Yes			Yes		Working site and access for construction
18-002B	161.55 Square metres Public footpath (107 SADD) to the southwest of Ravenstones Drive, Diggle	Unknown Network Rail Infrastructure Limited			Yes			Yes		Working site and access for construction
18-003	73.9 Square metres Public pavement, Public Road (Ravenstones Drive, Diggle)	Unknown Oldham Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Working site and access for construction
18-004A	56.21 Square metres Vegetation, fenceline, railway to the south of Ward Lane, Diggle	Unknown Network Rail Infrastructure Limited	Yes							
18-004B	109.40 Square metres Public bridge (MVL3/36), Public Road (Ward Lane), railway, vegetation, fenceline	Unknown Network Rail Infrastructure Limited Oldham Metropolitan Borough Council (in respect of adopted highway)	Yes							
18-005	16.7 Square metres Public bridge (MVL/36), to the south of Ward Lane, Diggle	Oldham Metropolitan Borough Council	Yes							
18-006	3.87 Square metres Public bridge, (MVL3/36), vegetation, Public Road (Ward Lane, Diggle)	Roy Cragg Oldham Metropolitan Borough Council (in respect of adopted highway)	Yes							
18-007	127.45 Square metres Public highway (Ward Lane, Diggle), public bridge (MVL3/36) and vegetation	Unknown Oldham Metropolitan Borough Council (in respect of adopted highway)	Yes							
18-008	157.7 Square metres Public highway (Ward Lane, Diggle)	Unknown Oldham Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Working site and access for construction
18-009	200.40 Square metres Public highway (Ward Lane, Diggle), public pavement	Unknown Oldham Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Working site and access for construction
18-010A	3.78 Square metres Trees, verge of private road to the north of Ward Lane, Diggle OL3 5JU	Stephen Garry Scholes & Carole Anne Scholes	Yes							
18-010B	160.92 Square meters Public Road, bridge, stone wall, fence and grass at Ward Lane, Diggle, OL3 5JU	Unknown Oldham Metropolitan Borough Council (in respect of adopted highway)	Yes							
18-011	52.57 Square meters Bridge and railway at Ward Lane, Diggle, OL3 5JU	Unknown Network Rail Infrastructure Limited	Yes							
18-012	23.51 Square meters Shrubland and trees of land comprising part of the Diggle Branch Railway, Oldham, OL3 5JU	Oldham Metropolitan Borough Council	Yes							
18-013	64.25 Square meters Bridge, stone wall, Public Road, trees and stairs at land comprising part of the Diggle Branch Railway, Oldham, OL3 5JU	Oldham Metropolitan Borough Council Oldham Metropolitan Borough Council (in respect of adopted highway)	Yes							
18-014	2.58 Square metres Part of café premises (Grandpa Greens) to the north of Ward Lane, Diggle	Unknown			Yes			Yes		Access for construction
18-015	83.69 Square metres Part of café premises (Grandpa Greens) to the north of Ward Lane, Diggle	Stephen Garry Scholes Carole Anne Scholes			Yes			Yes		Access for construction
18-016	31.44 Square metres Part of café premises (Grandpa Greens) to the north of Ward Lane, Diggle	Stephen Garry Scholes Carole Anne Scholes			Yes			Yes		Access for construction
18-017	168.15 Square metres Trees, stoned private road to the north of Ward Lane, Diggle	Oldham Metropolitan Borough Council	Yes							
18-018	21.84 Square metres Fenceline, grass verge to north of Ward Lane, Diggle	Oldham Metropolitan Borough Council			Yes			Yes		Working site and access for construction
18-019	1490.57 Square metres Grass verge, trees, private road and parking to the north of Ward Lane, Diggle	Oldham Metropolitan Borough Council			Yes			Yes		Working site and access for construction
18-020	95.63 Square metres Vegetation, trees to the north of Ward Lane, Diggle	Oldham Metropolitan Borough Council		Yes	Yes	Yes		Yes	Provision of maintenance access for the authorised works	Working site and access for construction
18-021A	175.98 Square metres Vegetation, trees to the north of Ward Lane, Diggle	Oldham Metropolitan Borough Council			Yes			Yes		Working site and access for construction
18-021B	15945.78 Square metres Vegetation, trees, private road and railway working area to the north of Ward Lane, Diggle	Oldham Metropolitan Borough Council			Yes			Yes		Working site and access for construction
18-022	6779.15 Square meters Scrubland, trees, vegetation, unofficial footpaths to the north of Ward Lane, Diggle	Oldham Metropolitan Borough Council			Yes			Yes		Working site and access for construction
19-001	667.78 Square meters Canal Footpath (76 SADD) to the east of Huddersfield Road, Diggle	Canal & River Trust The British Waterways Board (in respect of mines and minerals)			Yes			Yes		Working site and access for construction
19-002	31.83 Square meters Grass verge, telecommunications post to the west of Lee Side, Diggle	Oldham Metropolitan Borough Council			Yes			Yes		Working site and access for construction
19-003A	1397.12 Square meters Public car park, trees, vegetation, access gate to the south of Sam Road	Oldham Metropolitan Borough Council			Yes			Yes		Working site and access for construction
19-003B	58.38 Square meters Public car park, trees, vegetation, access gate to the south of Sam Road	Oldham Metropolitan Borough Council			Yes		Yes	Yes		Working site and access for construction and permanent canal tunnel strengthening works
19-004	124.75 Square meters Grass verge, canal tunnel entrance, trees, to the south of Sam Road, Diggle	Canal & River Trust			Yes		Yes	Yes		Working site and access for construction and permanent canal tunnel strengthening works
19-005	131.74 Square meters Grass verge, trees, railway boundary fenceline to the south of Sam Road, Diggle	Unknown			Yes			Yes		Working site and access for construction
19-006	2563.50 Square meters Private tracks, roundabout, grass verge to the west of Lee Side, Diggle	Oldham Metropolitan Borough Council			Yes			Yes		Working site and access for construction

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			Acquisition			Purpose				
Plot Nos	Current Land Use	Freehold Owners	Permanent Acquisition	Permanent Rights	Temporary possessory/use	Maintenance Access	Placing permanent infrastructure	Construction Activities & Mitigation Works	Explanation (permanent)	Explanation (temporary)
19-007	1377.18 Square meters Public Road (Sam Road & Station Road) and public footpath.	Unknown Oldham Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Working site and access for construction
19-008	29.73 Square metres Public Road junction of Clydesdale Rise and Sam Road	Wallace Estates Limited Oldham Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Working site and access for construction
19-009	0.96 Square metres Pavement and Public Road junction of Clydesdale Rise and Sam Road	David William Arthur Scott Kate Mary Scott Oldham Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Working site and access for construction
19-010	592.69 Square meters Public Road (Harrop Green Lane) and grass.	Unknown Oldham Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Working site and access for construction
19-011	1379.24 Square meters Grass, shrubs, trees, stone wall to the east of Harrop Green Lane, Diggle.	Sara Louise Walker			Yes			Yes		Working site and access for construction
19-012	60.47 Square meters Hardstanding front-driveway (4 Station Cottages, Oldham, Diggle, OL3 5JZ), to the west of Lee Side, Diggle	Unknown			Yes			Yes		Working site and access for construction
19-013	785.17 Square meters Public Road (Station Road & Lee Side), Part of house (Hawthorn Cottage Diglea, Oldham, Diggle, OL3 5LA)	Unknown Oldham Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Working site and access for construction and highway improvement works
19-014	156.83 Square meters Public Road (Station Road), stone wall, grass.	Sara Louise Walker Oldham Metropolitan Borough Council (in respect of adopted highway)	Yes							
19-015	255.84 Square meters Public Road (Station Road) and public footpath	Unknown Oldham Metropolitan Borough Council (in respect of adopted highway)	Yes							
19-016	51.60 Square meters Stone wall, trees, public footpath and Railway bridge (MVL3/39 – Diggle Road) grass to the east of Station Road, Diggle	Unknown Network Rail Infrastructure Limited	Yes							
19-017	7.19 Square meters Stone wall, trees, public footpath, Railway bridge (MVL3/39 – Diggle Road) grass to the south Station Road, Diggle	Network Rail Infrastructure Limited Canal & River Trust Unknown (in respect of mines and minerals)	Yes							
19-018	25.43 Square meters Railway, Stone wall, trees, public footpath, Railway bridge (MVL3/39 – Diggle Road) to the south of Station Road, Diggle	Network Rail Infrastructure Limited Unknown	Yes							
19-019	127.39 Square meters Public Road (Station Road), Railway bridge (MVL3/39 – Diggle Road)	Network Rail Infrastructure Limited Unknown Oldham Metropolitan Borough Council (in respect of adopted highway)	Yes							
19-020	17.79 Square meters Railway Bridge (MVL3/39 – Diggle Road), Grass verge, fenceline to the south of Station Road, Diggle	Oldham Metropolitan Borough Council	Yes							
19-021	316.71 Square meters Railway Bridge (MVL3/39 – Diggle Road), Public Road (Station Road) and public footpath	Unknown Network Rail Infrastructure Limited Oldham Metropolitan Borough Council (in respect of adopted highway)			Yes			Yes		Working site and access for construction
19-022	162.84 Square meters Stone Wall, Public Road (Harrop Court Road) and grassed area	Unknown Oldham Metropolitan Borough Council (in respect of adopted highway)	Yes							
19-023	66.83 Square meters Grass, trees, to the north of Station Road, Diggle	Unknown Network Rail Infrastructure Limited	Yes							
19-024	88.76 Square meters Public Road (Station Road), Railway Bridge, (BVL3/39 – Diggle Road)	Unknown Network Rail Infrastructure Limited Oldham Metropolitan Borough Council (in respect of adopted highway)	Yes							
19-025	7.71 Square meters Railway to the north of Station Road, Diggle	Network Rail Infrastructure Limited Canal & River Trust	Yes							
19-026	19.92 Square meters Public Road (Station Road), Railway Bridge, (BVL3/39 – Diggle Road)	Network Rail Infrastructure Limited Canal & River Trust Oldham Metropolitan Borough Council (in respect of adopted highway)	Yes							
19-027	51.21 Square meters Railway, grass, private track, to the north of Station Road, Diggle	Network Rail Infrastructure Limited Unknown	Yes							
19-028	4.30 Square metres Vegetation, trees, fence and stone wall to the north of Station Road, Diggle, Oldham	Unknown			Yes			Yes		Working site and access for construction and temporary utility diversions
19-029A	80.76 Square meters Private car park (Diggle Hotel), grass verge and trees to the north of Station Road, Diggle	Leased And Tenanted Pubs 2 Ltd			Yes			Yes		Working site and access for construction and temporary utility diversions
19-029B	9.11 Square meters Trees to the north of Station Road, Diggle	Leased And Tenanted Pubs 2 Ltd Network Rail Infrastructure Limited			Yes			Yes		Working site and access for construction and temporary utility diversions
19-030A	1.06 Square meters Landowner owned road (Diggle Hotel)	Leased And Tenanted Pubs 2 Ltd Network Rail Infrastructure Limited			Yes			Yes		Working site and access for construction
19-030B	15.82 Square meters Landowner owned road (Diggle Hotel)	Leased And Tenanted Pubs 2 Ltd			Yes			Yes		Working site and access for construction
19-031	508.25 Square meters Unadopted road (Harrop Court Road), unadopted footpath, private track, vegetation, trees	Unknown			Yes			Yes		Access for construction
19-032A	19.22 Square meters Unadopted road (Harrop Court Road), Stone wall	Ian Leslie Grisdale			Yes			Yes		Access for construction
19-032B	27.93 Square metres Grass and shrubs off track at land east of Harrop Court Road, Diggle, Oldham, OL3 5LJ	Unknown			Yes			Yes		Access for construction
19-033	29.38 Square meters Unadopted road (Harrop Court Road), Stone wall	Arthur Ashton Richard Smith Ainscough (in respect of mines and minerals)			Yes			Yes		Access for construction
19-034	25.27 Square meters Unadopted road (Harrop Court Road), Stone wall	Unknown Unknown (in respect of mines and minerals)			Yes			Yes		Access for construction
19-035	30.51 Square meters Unadopted road (Harrop Court Road), Stone wall	Unknown Unknown (in respect of mines and minerals)			Yes			Yes		Access for construction
19-036	12.67 Square meters Vegetation, stone wall to the east of Harrop Court Road, Diggle	Unknown			Yes			Yes		Working site and access for construction
19-037	129.83 Square meters Vegetation, trees to the east of Harrop Court Road, Diggle	Unknown Network Rail Infrastructure Limited	Yes				Yes		Provision of railway infrastructure	
19-038	14.66 Square meters Vegetation, metal barrier to the east of Harrop Court Lane, Diggle	Canal & River Trust Network Rail Infrastructure Limited	Yes				Yes		Provision of railway infrastructure	
19-039	80.88 Square meters Vegetation, fenceline, railway to the north of Station Road, Diggle	Unknown Network Rail Infrastructure Limited	Yes				Yes		Provision of railway infrastructure	
19-040A	390.64 Square metres Grass, shrubs and access track at last west of Boat Lane, Diggle, Oldham	Unknown			Yes			Yes		Working site and access for construction
19-040B	106.66 Square metres Grass, shrubs and access track at last west of Boat Lane, Diggle, Oldham	Unknown			Yes			Yes		Working site and access for construction
19-040C	239.26 Square meters Unadopted road (Boat Lane), Part of property (The Diggle Hotel OL3 5GH)	Leased And Tenanted Pubs 2 Ltd			Yes			Yes		Working site and access for construction
19-041	446.34 Square meters Agricultural field, stone wall, driveway, outhouse building and part of garden (Heaven Barn, OL3 5GH)	Paul Merrington			Yes			Yes		Working site and access for construction and temporary highway widening works
19-042A	1992.88 Square metres Unadopted road (Boat Lane, Diggle), public footpath (65/SADD), vegetation, trees, agricultural field, fenceline,	Unknown			Yes			Yes		Working site and access for construction and temporary highway improvement works
19-042B	197.68 Square meters Unadopted road (Boat Lane, Diggle), stone wall, Grass verge, agricultural field	Network Rail Infrastructure Limited Joseph Smedley Jane Elizabeth Parkin			Yes			Yes		Working site and access for construction and temporary highway widening works
19-042C	102.49 Square metres Unadopted road (Boat Lane, Diggle)	Network Rail Infrastructure Limited Unknown			Yes			Yes		Working site and access for construction and temporary highway widening works
19-043	14.29 Square meters Unadopted track, vegetation to the south of Station Road, Diggle.	Canal & River Trust			Yes			Yes		Access for construction
19-044	38.65 Square meters Unadopted track, vegetation to the south of Station Road, Diggle.	Unknown			Yes			Yes		Access for construction
19-045	1975.20 Square metres Unadopted road (Harrop Court Road, Diggle), Agricultural field, fenceline	Unknown			Yes			Yes		Working site and access for construction and temporary highway improvement works
19-046	53.93 Square meters Unadopted track, vegetation, stone wall to the south of Station Road, Diggle.	Network Rail Infrastructure Limited Unknown			Yes			Yes		Access for construction
20-001	986.56 Square metres Agricultural field, vegetation and private access track to the south of Harrop Court Road	Unknown			Yes			Yes		Working site and access for construction and temporary highway works
20-002	252.53 Square meters Agricultural field, stone wall, vegetation to the east of Boat Lane, Diggle.	Jonathan David Betts Paivi Hannele Merilainen			Yes			Yes		Working site and access for construction and temporary highway widening works
20-003A	559 Square metres Agricultural field, fenceline, public footpath, (65 SADD) and adopted road (Boat Lane), Diggle	Brian Taylor Pamela Jane Taylor			Yes			Yes		Working site and access for construction and temporary highway widening works
20-003B	100.94 Square metres Agricultural field, fenceline, public footpath (65 SADD) and unadopted road (Boat Lane) Diggle	Joseph Smedley Jane Elizabeth Parkin			Yes			Yes		Working site and access for construction and temporary highway widening works
20-004	104.42 Square meters Stone wall, unadopted road (Harrop Court Road), Diggle	Norman Vernon (Engineering) Limited			Yes			Yes		Working site and access for construction and temporary highway widening works
20-005	307.28 Square meters Stone wall, vegetation, Agricultural field to the east of Boat Lane, Diggle	Brian Taylor Pamela Jane Taylor			Yes			Yes		Working site and access for construction and temporary highway widening works

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			Acquisition			Purpose				
Plot Nos	Current Land Use	Freehold Owners	Permanent Acquisition	Permanent Rights	Temporary possession/use	Maintenance Access	Placing permanent Infrastructure	Construction Activities & Mitigation Works	Explanation (permanent)	Explanation (temporary)
20-006	146.21 Square meters Agricultural field to the west of Boat Lane, Diggle	Brian Taylor Pamela Jane Taylor			Yes			Yes		Working site and access for construction and temporary highway widening works
20-007	527.25 Square meters Grass verge, stone wall, agricultural field to the east Boat Lane, Diggle	Colin Herbert Burrows			Yes			Yes		Working site and access for construction and temporary highway widening works
20-008	207.11 Square meters Agricultural field, trees, hedgerow, to the east of Boat Lane, Diggle	Joseph Smedley Jane Elizabeth Parkin			Yes			Yes		Working site and access for construction and temporary highway widening works
20-009A	153.21 Sqauare metres Agricultural field, hedgerow to the east of Boat Lane, Diggle	Unknown Network Rail Infrastructure Limited			Yes			Yes		Working site and access for construction and temporary highway works
20-009B	11.69 Square metres Agricultural field, hedgerow to the east of Boat Lane, Diggle	Network Rail Infrastructure Limited Joseph Smedley Jane Elizabeth Parkin			Yes			Yes		Working site and access for construction and temporary highway works
20-010A	26.5 Square metres Agricultural field, hedgerow, underground canal tunnel to the west of Boat Lane, Diggle	Network Rail Infrastructure Limited Canal & River Trust Unknown (in respect of mines and minerals)			Yes			Yes		Working site and access for construction and temporary highway works
20-010B	0.96 Square metres Agricultural field, hedgerow, underground canal tunnel to the west of Boat Lane, Diggle	Network Rail Infrastructure Limited Joseph Smedley Jane Elizabeth Parkin Canal & River Trust			Yes			Yes		Working site and access for construction and temporary highway works
20-011	214.8 Square meters Agricultural field, hedgerow to the southeast of Harrop Court Road, Diggle	Network Rail Infrastructure Limited Unknown			Yes			Yes		Working site and access for construction and temporary highway works
20-012	986.56 Square metres Agricultural field, vegetation and private access track to the south of Harrop Court Road	Unknown			Yes			Yes		Working site and access for construction and temporary highway works

**The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order
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**Appendix 3 – Moorgate Halt Level and Stockport Road Level Crossing Risk
Assessments**

**The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order
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**North West & Central (NW&C) Region
North West Route
Level Crossing Risk Assessment**

Moorgate Halt
Footpath with Wicket Gates
15th August 2024



North West Route Risk Assessment

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order Statement of Case (NR30)

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North West Route Risk Assessment

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

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1 INTRODUCTION

1.1 Reason for the risk assessment

- 1.1.1 Network Rail has a responsibility and legal duty under the Health and Safety at Work Act 1974 for the health, safety, and welfare of its employees and for protecting others against risk.
- 1.1.2 Network Rail also has a legal responsibility under the Management of Health and Safety at Work Regulations 1999. Section 3 focuses on the requirement for suitable and sufficient assessments of risk to health and safety of employees and others in connection with their undertaking.
- 1.1.3 Network Rail is committed to reducing the risk on the railway and has identified that one of its greatest public risks is at level crossings. This is where the railway has a direct interface with other elements e.g. vehicles and/or pedestrians. Network Rail is working to reduce this risk to as low as is reasonably practicable.
- 1.1.4 This risk assessment has been undertaken following a series of safety events.

2 DESCRIPTION OF THE SITE

2.1 Level Crossing Details

Name of crossing	Moorgate Halt
Hybrid crossing	No
Type	FPW
Engineers Line Reference (ELR)	MVL3
Mileage	13m 26ch / 13m 0572y
Region / Route	NW&C Region / North West Route
OS grid reference	SD998066
What3words	verb.siesta.foresight
Number of lines crossed	2
Line speed (mph)	65mph
Electrification	Non – electrified
Signal box	Manchester East Signalling Centre
ALCRM next due date	14/11/2026
Risk assessment next due date	03/04/2027

- 2.1.1 As part of a level crossing risk assessment, data is entered into the industry accepted risk modelling support tool (All Level Crossing Risk Model - ALCRM) which enables Network Rail to compare risk at all level crossings throughout the network. Results for this level crossing are provided below; see Appendix A for further details on how this is calculated.

2.1.2 ALCRM Risk Details

Risk Score	B3
Fatality Weighted Index (FWI)	0.006539395
Risk Per Traverse Score (RPT)	0.000000424

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- 2.1.3 Moorgate Halt level crossing is an unprotected crossing. This means the crossing is not protected from train movements and therefore trains can traverse the crossing whether it is clear or not.
- 2.1.4 Moorgate Halt level crossing is also known as a passive crossing as there is no method of warning of an approaching train. The crossing relies upon users actively stopping, looking and listening for approaching trains before deciding if it is safe to cross.
- 2.1.5 At the time of writing this risk assessment there are 457 operational level crossings in the North West Route. Out of this figure Moorgate Halt level crossing is currently ranked number 23 in terms of risk. If you compare this level crossing to other crossings of a similar type it is ranked 5 out of 75.

2.2 Crossing Imagery of Moorgate Halt

2.2.1



Aerial view

2.2.2



Google View

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2.2.3



Ordnance Survey Map

2.2.4



Up side approach

2.2.5



Down side approach

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2.3 Crossing Environment and Operation

- 2.3.1 Footpath crossing: These are designed primarily for pedestrians and usually include stiles or wicket gates to restrict access. The crossing user is responsible for making sure that it is safe to cross before doing so. In cases where sufficient sighting time is not available, the railway may provide a 'whistle' board, instructing drivers to sound the horn to warn of their train's approach, or miniature stop lights. A variant is the brideway crossing, which is usually on a public right of way, although some are private and restricted to authorised users.
- 2.3.2 Moorgate Halt is a public footpath level crossing that is located in the village of Uppermill which has an approximate population of 11,191 according to the 2021 census. Uppermill is part of the parish of Saddleworth which has an approximate overall population of 25,441 according to the 2021 census. The surrounding area is a mixture of rural land and urban land.
- 2.3.3 To the north of the crossing, the railway leads north towards Marsden railway station which has an approximate footfall of 184,000 according to the ORR 2022/23 figures. The surrounding area to the north of the crossing is a mixture of rural and urban land. The Huddersfield narrow canal runs parallel to the crossing down a steep embankment.

To the east of the crossing the surrounding area is urban with many dwellings and local businesses such as Saddleworth museum, cafes and pubs. The centre of Uppermill village is located to the east of the crossing with easy access provided to Moorgate Halt crossing. From the level crossing, footpath SADD 209 leads east into the village of Uppermill and then splits in a number of directions leading to various destinations.

To the south of the crossing, the railway leads south towards Greenfield station which has an approximate footfall of 247,000 according to the ORR 2022/23 figures. The surrounding area is a mixture of rural and urban with dwellings and large open fields. Further south, the A670 road runs parallel to the railway, along with the river Tame.

To the west of the crossing, the surrounding area is rural with large open fields and woodland areas located close by. Saddleworth Golf Club is located approximately 250m west of the crossing and there is also a large Nature Reserve that is located approximately 420m west of the crossing. Footpath SADD 209 leads west over the crossing and then splits in a number of directions leading to various destinations.

- 2.3.4 Fog and mist can reduce visibility for crossing users at certain times of year. The Network Rail Fog Data Analysis Tool provides data on the number of fog days based on information provided from weather stations. For Moorgate Halt the nearest weather stations are Bingley to the north east and Rostherne to the south west. Both weather stations are located over 30km away from the crossing. The assessor feels that no reliable fog and mist data is available for this crossing.

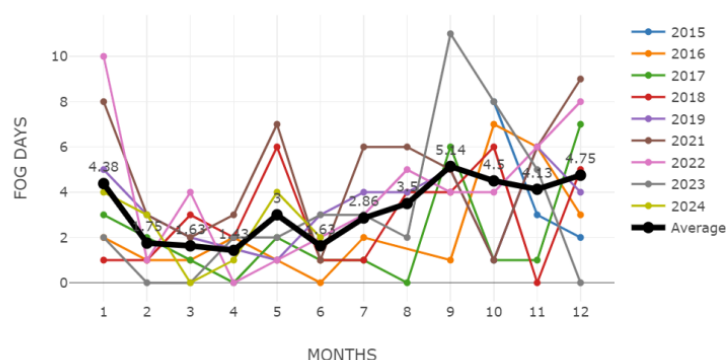
Stockport Road level crossing is located on the same ELR approximately 1.9 miles from Moorgate Halt level crossing, the nearest weather station is Rostherne. The information from this weather station will be used for this risk assessment but cannot be taken as accurate.

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	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
2015	/	/	/	/	/	/	/	/	/	8	3	2	13
2016	2	1	1	2	1	0	2	/	1	7	6	3	26
2017	3	2	1	0	2	1	1	0	6	1	1	7	25
2018	1	1	3	2	6	1	1	4	4	6	0	5	34
2019	5	3	2	/	1	3	4	4	5	1	6	4	38
2021	8	3	2	3	7	1	6	6	5	1	6	9	57
2022	10	1	4	0	1	2	3	5	4	4	6	8	48
2023	2	0	0	2	2	3	3	2	11	8	5	0	38
2024	4	3	0	1	4	2	/	/	/	/	/	/	14
Average	4.38	1.75	1.63	1.43	3	1.63	2.86	3.5	5.14	4.5	4.13	4.75	

Rostherne Weather Station Fog Days



2.4 Approach to crossing

2.4.1 This crossing is located between Greenfield station and Marsden station. At this location the crossing spans two lines with a maximum line speed of 65 mph. Due to deficient sighting for vulnerable users, a temporary speed restriction has been placed on the down line at 55 mph. The railway is orientated from north to south.

2.4.2 Approaching the crossing from the east you arrive on the up side. Users approaching from the east will access from the village of Uppermill via Moorgate Street or Den Lane. The user is met with a cobbled footpath on a steep incline up to the crossing. This incline could be difficult to navigate for some users. Once at the crossing, the user is met with a wooden wicket gate where they will gain access to the railway. There is then a short, gravelled walkway guided by a wooden fence to the decision point where the user must stop, look and listen before crossing quickly, exiting the railway via the second wooden wicket gate. The user can then continue their journey up Dark Lane and onto Ladcastle Road.

Approaching the crossing from the west you arrive on the down side. Users approaching from the west will obtain access to the crossing via Ladcastle Road, leading down a sign posted right of way. The user will then travel along Dark Lane towards the crossing. The access at Dark Lane is a steep decline and uneven in some places, which could make it difficult to navigate for some users. Once at the

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crossing, the user is met with a wooden wicket gate where they will gain access to the railway. It is then a short walk to the decision point where the user must stop, look and listen before crossing quickly, exiting the railway via the second wooden wicket gate. The user can then continue their journey towards the village of Uppermill.

- 2.4.3 At this location the crossing surface is of rubber construction known as a Holdfast unit; the surface has built in anti-slip properties and LED Deck Lights are also installed which illuminate the edges of the crossing surface. Whilst both crossing approaches are steep, the crossing surface is level and there are no obstructions which would slow a user traversing the crossing. There is a slight step up on the up side, which has been accounted for on the traverse times for a pedestrian.

Due to the rural location, there is no lighting nearby therefore during hours of darkness the signage is not illuminated. Instead, users are required to use their own personal light source during these periods.

The signage provided on either side of the crossing consists of CC03Z (Stop, Look and Listen), 512 (Do not trespass), ATC (Another Train Coming) and Samaritans. All signage is clearly visible in daylight hours and in good condition.

2.5 Crossing usage

- 2.5.1 Normal passenger services run between the hours of 0600 and midnight with approximately 150 services per day. Freight services also traverse this line with approximately 21 services running through the full 24 hours. The number and frequency of services can fluctuate depending on operational requirements, engineering works or during times of disruption.
- 2.5.2 At some level crossings, there is a chance that a second train may pass the crossing within 20 seconds of the first train. At this location, there is a chance this will happen sometimes.
- 2.5.3 Additionally, the chance that a second approaching train may not be seen until the first train has passed is possible. Another train coming warning signs have been fitted to both sides of the crossing to remind users of the potential risk.
- 2.5.4 At this location, no train warning is provided. As such, users should always take extra care to ensure no trains are approaching, especially if a second train may be hidden from view. To mitigate against this, decision points are positioned as such to give users optimal views of both approaches, vegetation is managed to ensure best achievable sighting and the crossing layout is compliant with Office for Rail and Road Guidance.
- 2.5.5 A census camera was placed at the crossing on 29/07/2024. Unfortunately, only 5 days of footage was captured due to a fault with the camera. From the 5 days of footage reviewed, it showed similar usage to the last census that was completed in 2022 and there have been no new developments near to the crossing in this time. Therefore, the last census information will be used in this risk assessment.

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An 11-day census was undertaken from 25/03/2022 to 04/04/2022. During this period there were 418 adult pedestrians, 8 unaccompanied children, 8 accompanied children, 13 cyclists, 82 dogs on a lead and 2 dogs not on a lead. For the purpose of ALCRM, this has been averaged to a daily figure of 40 pedestrians and 2 cyclists.

2.5.6	User Type	Number during Census	Daily Average
	Pedestrians	481	38
	Cyclists	13	2
	Accompanied Children	8	1
	Unaccompanied Children	8	1
	Dogs on a lead	82	8
	Dogs not on a lead	2	1

2.5.7 Vulnerable level crossing users can be defined as people who, when compared with typical users:

- are likely to take an extended time to traverse due to disability or distraction; and/or
- might be at greater risk of harm due to their perception of risk.

Both the previous and most recent census visually identified vulnerable users such as unaccompanied children and elderly users. However, it must be noted that a visual census does not fully identify all users with protected characteristics. As such the traverse has been increased by 50 %.

2.5.8 During the census there was no evidence to suggest that a higher than usual number of irregular users were utilising the level crossing. There are no attractions nearby which would likely lead to an increase in irregular users.

2.5.9 During the census there were users observed during the night time quiet period (NTQP). The NTQP is between midnight and 06:00 hours. If users cross during the hours of darkness the user would require their own personal light source. LED solar deck lights have been installed to demarcate the footpath during the hours of darkness.

3 SIGHTING AND TRAVERSE TIME REQUIREMENTS

3.1 Sighting and traverse

- 3.1.1 A decision point is a position where an individual would reasonably make a decision to cross the railway.
- 3.1.2 Sighting is the distance that can be seen in both directions for approaching trains. At this crossing the sighting is less than required for the time needed to allow a person to traverse the crossing when crossing from the down side but greater when crossing from the up side.
- 3.1.3 As a high number of vulnerable people have been observed using this crossing, the crossing time has been increased by 50 %. A temporary speed restriction has

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been implemented on the down side due to deficient sighting for vulnerable users. The speed on the down side has been downgraded from 65mph to 55mph which allows the required sighting distance to be achieved.

- 3.1.4 The length of the crossing from a safe place on one side of the railway to a safe place on the other side of the crossing is 9 metres when crossing from either side.
- 3.1.5 The time required to traverse the crossing from the up side is 13.50 seconds for a pedestrian. This time is greater due to a step up to the crossing deck. The time required to traverse the crossing from the down side is 11.35 seconds for a pedestrian. These times have been calculated using the Network Rail sighting calculation tool. This is based on a 2-metre decision point.

3.2. Sighting Calculations

	Decision point (m)	Traverse length (m)	Measured from
Up side	2	9	2m from nearest running rail.
Down side	2	9	2m from nearest running rail.

	Traverse Time Up Side (seconds)	Traverse Time Down Side (seconds)
Pedestrians	13.50	11.35

	Minimum sighting distance required (m)	Available sighting distance (m)	Measured to:	Warning time provided by sighting distance (seconds)
Up side looking at trains travelling in the up direction	392	466	Track curve at bridge	16.04
Up side looking at trains travelling in the down direction	332	430	Track curve	17.49
Down side looking at trains travelling in the up direction	392	482	Track curve at bridge	16.59
Down side looking at trains travelling in the down direction	279	307	Front of oncoming train	12.49

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3.3 Identified hazards and risks

Hazard	Potential impact	Mitigations
Trains	Fatality or serious injury	<ul style="list-style-type: none"> Level crossing signage. Minimum required sighting available for pedestrians. 55mph TSR in place on down line to mitigate vulnerable usage.
Underfoot conditions	Fatality or serious injury	<ul style="list-style-type: none"> Appropriate crossing decking for crossing type and location. Regular crossing inspections and maintenance regime in place. Vegetation checked during inspections.
Difficulty on hearing or seeing approaching trains due to inclement weather	Fatality or serious injury	<ul style="list-style-type: none"> Level crossing signage. Vegetation checked during inspections.
Darkness	Fatality or serious injury	<ul style="list-style-type: none"> Review of night time usage completed midnight to 06:00 hours - 6 users during NTQP. LED solar deck lights provided.
Vegetation growth between visits reducing the ability to see trains approaching crossing	Fatality or serious injury	<ul style="list-style-type: none"> Vegetation checked during inspections. Regular inspection and maintenance regime in place.
Vulnerable users	Fatality or serious injury	<ul style="list-style-type: none"> Standard crossing layout, compliant with ORR (Office of Rail and Road) guidance. Instructional signage at crossing. Increased traverse time (by 50 %). 55mph TSR in place on down road to mitigate vulnerable usage. Level crossing safety awareness days.
Irregular users	Fatality or serious injury	<ul style="list-style-type: none"> Standard crossing layout, compliant with ORR (Office of Rail and Road) guidance. Instructional signage at crossing Level crossing safety awareness days.
Increased usage due to future developments	Fatality or serious injury	<ul style="list-style-type: none"> Review and update this risk assessment appropriately - no known nearby developments at the time of assessment.
Decision point not highlighted	Fatality or serious injury	<ul style="list-style-type: none"> Stop look listen signage available and clearly visible.

The risk assessment is based on data collected at the crossing and entered into ALCRM. This is a computer-based application used by Network Rail to assist in the risk management of level crossings. The risk result consists of a 'letter' and 'number' classification of safety risk, giving the 'letter' (A-M for individual risk) or 'number' (1-13 for collective risk) band. These rankings represent the range of risk across all types of crossings where A and 1 are the highest and M and 13 are the lowest.

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FWI Total	0.006539395	Risk Per Traverse User	0.000000424
Collective Risk Number	3	RPT Letter	B
Collision Frequency	0.008298725	Average Consequence	0.788
Risk Group	Z04	Reassessment Colour	Yellow
Reassessment Frequency (years)	2.25	Calculation Date	15/08/2024
Next Due Date	14/11/2026	Crossing Type	FPW
Core Type	FP		

4 SAFETY MANAGEMENT INFORMATION SYSTEM

- 4.1 Network Rails internal safety management information systems have been interrogated and revealed that during the previous 5 years there have been 23 reported incidents at the crossing, see details in Appendix D.

5 OTHER FACTORS AFFECTING THE CROSSING

5.1 Changes affecting the crossing

- 5.1.1 TransPennine Route Upgrade phase W2B are upgrading the line in this area which has an effect on the risk at Moorgate Halt level crossing. As part of the TRU upgrades, the railway line will see improvements such as an increase in line speed from 65mph to 80mph and an increased train frequency to 3 passenger trains per hour in each direction.

The above-mentioned TRU improvements increase the FWI at the crossing to 0.008830735 and the risk at the crossing by 35 %, moving Moorgate Halt to 13th in the highest risk crossings in the North West. As a result, the risk increase at the crossing would be intolerable.

In addition, a temporary speed restriction has already been placed on the down line on approach to Moorgate Halt due to deficient sighting for vulnerable users. TRU would not achieve their improvement in line speed over the crossing in its current state as the speed restriction would need to remain so that vulnerable users would have enough warning time of an approaching train. If they were to achieve their improvements, users would not receive enough warning of an approaching train which could lead to a fatal incident. Merging this with the regular near misses/misuse, the crossing should not be reopened in its current state.

An evaluation of options and costs is discussed below.

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6 OPTIONS EVALUATED AFTER TRU IMPROVEMENTS

6.1 Detailed below are a number of options that have been considered to reduce the risk at the crossing.

Option	Original ALCRM risk score	New ALCRM risk score	New ALCRM FWI	Safety benefit %	Indicative Costs	Cost Benefit Ratio
Closure by Diversion of Public Right of Way	B3	M13	0.000	100 %	£239,000 - £288,000	3.7872 - 3.1428
Closure by Pedestrian Over Bridge	B3	M13	0.000	100 %	£3,790,000 - £4,559,200	0.2388 - 0.1985
Closure by Pedestrian Underpass	B3	M13	0.000	100 %	Unknown	Discounted
Installation of Miniature Stop Lights (MSL)	B3	C4	0.001355844	84.64 %	£1,200,000	0.2156
Installation of VAMOS (OMSL)	B3	C4	0.001355844	84.64 %	£350,000	Discounted
Installation of FLEX (IOMSL)	B3	C4	0.001355844	84.64 %	£950,000	0.2901

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6.2 Gross Disproportion Factor (see Appendix C)

Option	CBR	GDF value (CBR 2.5)	Outcome
Closure by Diversion of Public Right of Way	3.7872 - 3.1428	9.4679 - 7.8571	GREEN
Closure by Pedestrian Over Bridge	0.2388 - 0.1985	0.5971 - 0.4963	AMBER - RED
Installation of Miniature Stop Lights (MSL)	0.2156	0.5389	AMBER
Installation of FLEX (IOMSL)	0.2901	0.7252	AMBER

NOTES

The following CBA criteria are used as a support to decision making:

- benefit to cost ratio is ≥ 1 : positive safety and business benefit established;
- benefit to cost ratio is between 0.99 and 0.5: reasonable safety and business benefit established where costs are not grossly disproportionate against the safety benefit; and
- benefit to cost ratio is between 0.49 and 0.0: weak safety and business benefit established.

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7 CONCLUSIONS AND RECOMMENDATIONS

7.1 Conclusions

7.1.1 Closure by Diversion of Public Right of Way

The first option at this location would be to divert the right of way over the level crossing using the alternative route FP SADD 244 to the south. This option would eliminate the risk at the crossing and would allow users to access either side of the railway without having to traverse the level crossing.

The existing footpath SADD 244 via underbridge MVL3/29 is in a poor condition making it difficult for the majority of users to utilise this access. However, the project is proposing to improve this route considerably through de-vegetation, installation of new steps and further repair works on the entirety of the right of way. If the route was to be improved significantly making it accessible for users, this option should be taken forward. In addition, this option has a very strong cost benefit analysis result

7.1.2 Closure by Pedestrian Over Bridge

The next option considered for this location would be the installation of a pedestrian over bridge, which would also eliminate the risk at the crossing and would allow users to traverse from one side of the railway to the other without having to use the level crossing.

This option comes at a considerable cost of £4.5million and performs poorly on the cost benefit analysis. In addition, the erection of a bridge has the possibility to affect a lineside neighbour. At this time, this option has been discounted for the more favourable option of a diversion.

7.1.3 Closure by Pedestrian Underpass

Installation of a pedestrian underpass would allow closure of the crossing. This option would completely remove risk at the crossing and would allow users to reach either side of the railway without having to traverse the level crossing.

However, an underpass introduces new risks such as potential flooding and antisocial behaviour issues, this is likely with the reported misuse at Moorgate Halt level crossing. An underpass may also require land purchase in order to correctly gradient the structure. At this particular location, the steep gradients on either side of the crossing would likely cause major issues with the construction of an underpass.

Due to these constraints and additional risks, this option has been discounted, as the cost of the project significantly outweighs the safety benefit.

7.1.4 Installation of Miniature Stop Lights (MSL)

The installation of miniature stop lights has been considered. However, it should be noted that pedestrian users may ignore the lights if a train is not visible on approach.

The introduction of MSLs assumes that all users of the crossing pay attention to the warning given by the lights and that they are not ignored. Research from the RSSB states that:

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'When in a group of people, individuals are prone to following the 'herd mentality', paying less attention to their surroundings and following the decision-making of the group as a whole. This may be particularly problematic at footpath and bridleway crossings on routes used often by ramblers. Young people in groups also exhibit more risky behaviour. A young person's attitude to risk tends to be one of a 'risk adopter'. Although most young people will not engage in extremely dangerous behaviour, peer group dynamics can encourage them to behave more dangerously than they would when on their own'.

This option provides an 84.64 % risk reduction at this location and would serve as mitigation for users by providing an active warning of an approaching train. However, due to new signals in the area of Moorgate Halt level crossing, there is a risk of a train straddling the level crossing. This could lead to user confusion and someone attempting to traverse the crossing whilst a train is on approach in the other direction, with the straddling train blocking sighting.

In addition, the option does not remove the risk in comparison to the two previous but still comes at a considerable cost. The option performs poorly on the cost benefit analysis and has therefore been discounted.

7.1.5 Installation of VAMOS (OMSL)

VAMOS is an overlay system which is similar to the Miniature Stop Light (MSL) system. VAMOS provides a visual indication of a train approach via a red or green light; if the system displays a red indication, a train is approaching meaning it is not safe to cross, whereas if the system displays a green indication there are no trains in section meaning it is safe for a user to cross.

The system is similar to MSL, however is far more cost effective as it does not link into the signalling system. Instead, treadles are overlaid onto the track allowing a train to 'strike in' at a designated point. Once a train strikes in the system will display a red indication which shows a user it is not safe to cross. After the train has passed over the level crossing, it will 'strike out' changing the indication to green, showing a user it is safe to cross.

However, a VAMOS system is not technically feasible at this location. Due to the new signalling, a signal would be located within the 'strike in' point. This means that there is a possibility that a train could be held at a danger signal whilst the VAMOS system is showing a red aspect. If this were to happen, the VAMOS system would fail and go into 'dark mode'. This would cut all aspects from the system, and a colour aspect would not be shown.

This would lead to confusion on whether it is safe to cross or not. A user may cross whilst the system is in dark mode and a train on approach. Also, the risk of a train straddling the crossing remains with this option. This increases the risk of a collision between a user and a train greatly and should not be considered further.

7.1.6 Installation of FLEX (IOMSL)

Flex is also an overlay system and very similar to a VAMOS installation. However, a flex has less restrictions and are able to be installed close to stations, cross overs and signals. The system works the same as a VAMOS by providing an active warning of an approaching train.

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A flex system does not remove the risk of a train straddling Moorgate Halt level crossing. The same risk of confusion to a user would remain alongside the potential of a dark mode scenario. The system also has a significant cost whilst not removing the entire risk at the crossing, the CBA result is poor. As a result, this option should be discounted.

7.2 Recommendations

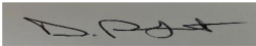
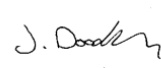
- 7.2.1 Network Rail is subject to the requirements of the Health and Safety at Work Act etc. 1974 to reduce risk 'so far as is reasonably practicable'. In simple terms this means that the cost, time and effort required in providing a specific risk reduction measure needs to be commensurate with the safety benefit that will be obtained as a result of its implementation.
- 7.2.2 Following the completion of the risk assessment and having reviewed all relevant information and options, the assessor recommends that closure of the crossing by diversion of right of way. Following the recent near misses which triggered this new risk assessment, the assessor feels that this would be the best way forward, by completely removing the risk from the railway whilst still providing access for the public.

8 TACTICAL GROUP REVIEW

- 8.1 This assessment has been discussed at Tactical Group on 19/09/2024.

At this stage no additions are required to be made in this Narrative Risk Assessment.

9 APPROVAL

Prepared by: Daniel Prendergast	Signature: 
Job Title:	Network Rail Level Crossing Manager
Date:	21 st August 2024
Reviewed by: James Doodson	Signature: 
Job Title:	Network Rail Route Level Crossing Manager
Date:	27 th August 2024

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10 APPENDIX A

ALCRM provides an output estimate of both the risk per traverse and collective risks at a level crossing.

The risk per traverse and collective risk is expressed in Fatalities and Weighted Injuries (FWI). The following values help to explain this:

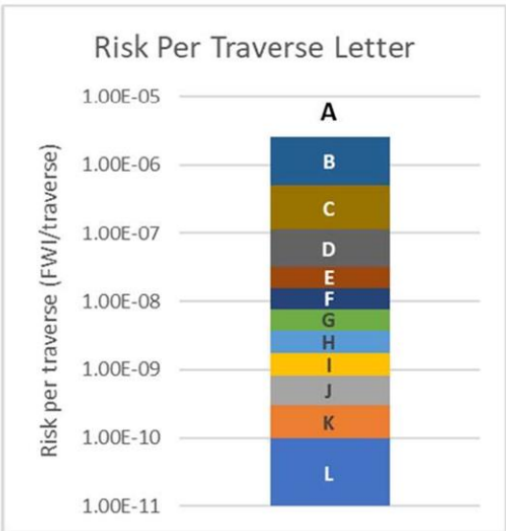
- **1** = 1 fatality per year or 10 major injuries or 200 minor RIDDOR events or 1000 minor non-RIDDOR events
- **0.1** = 20 minor RIDDOR events or 100 minor non-RIDDOR events
- **0.005** = 5 minor non-RIDDOR events

RISK PER TRAVERSE

This is the level of calculated risk to an individual crossing user. It applies to a single traverse of the level crossing or each time the crossing is used by an individual.

Risk per traverse:

- Can be calculated for crossing users, train staff and passengers. Ranking is based on the risk to users only.
- Does not increase with the number of users.
- Is presented as a simplified ranking A to M. A is highest, L is lowest, and M is 'zero risk' e.g. temporary closed, dormant or crossings on mothballed lines.
- Allows risks to individuals on a per traverse basis to be assessed even if usage and Collective Risk is low.
- Can help in the prioritisation of risk mitigation and investment in safety.



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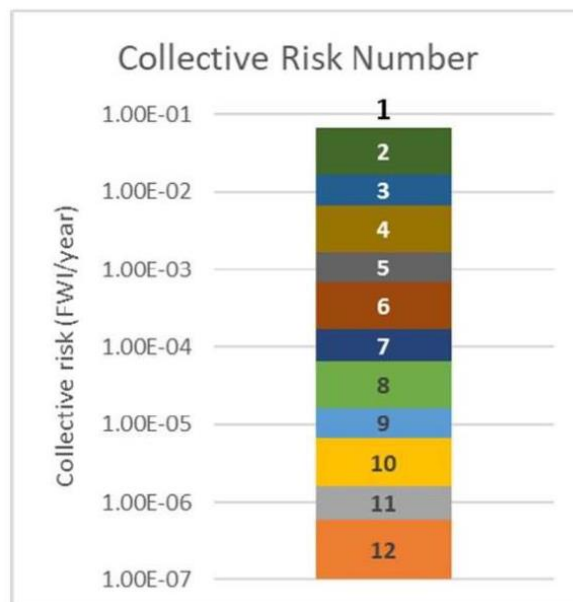
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COLLECTIVE RISK

This is the total risk for the crossing and includes the risk to users (pedestrian and vehicle), train staff and passengers.

Collective risk:

- Is presented as a simplified ranking:
 - Allocates collective risk into rankings 1 to 13 (1 is highest, 12 is lowest, and 13 is 'zero risk' e.g. temporary closed, dormant or crossings on mothballed lines)
 - Can easily compare collective risk between any two crossings on the network



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11 APPENDIX B

Additional photographs of crossing environment.



Up side across crossing



Down side across crossing



Up side looking up



Down side looking up



Up side looking down



Down side looking down

Up side signage

Down side signage

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12 APPENDIX C

GDF question set tool to support level crossing cost benefit analysis

Crossing name	Moorgate Halt			
ELR	MVL3	Miles & Chain	13m 26ch	Crossing Type
Name of Assessor	James Doodson			
Date of completion	15/01/2026	FWI Score	0.008830735	GDF result
				High

Clear Form

Version 1.3

Culpability - accounting for suicides, deliberate misuse and user errors						Comments
What is the level crossing incident history since the last risk assessment?	Suicide events only	0 - 5 incidents	6 - 25 incidents	>25 incidents	GDF Score	
	Medium	Medium	High	Exceptional	Medium	
Vulnerability - a greater responsibility exists for those less able to protect themselves						
Who uses the level crossing?	No vulnerable users identified	Vulnerable User CAT 1 <i>Cyclists and dog walkers only</i>	Vulnerable User CAT 2 <i>Those with protected characteristics, e.g. children, elderly, encumbered, disabled, parents with young children</i>		GDF Score	
	Medium	Medium	High		High	
Societal Aversion - addressing the absence of public appetite for credible mass casualty events						
What is the worst-case consequence in the most likely scenario for a single event involving a train?	Event with the potential of a single specified injury to 5 specified injuries	Event with the potential of between 5 specified injuries and 2 fatalities	Event with the potential of between 2 and 10 fatalities	Event with the potential of greater than 10 fatalities or 10 FWI	GDF Score	
	<i>Between 0.1 and 0.5 FWI</i>	<i>Between 0.5 and 2 FWI</i>	<i>Between 2 and 10 FWI</i>			
	Medium	Medium	High	Exceptional	Medium	
Uncertainty - how confident are we that we understand crossing usage correctly?						
Does the level crossing currently have a passive or active warning?	Active	Passive	GDF Score			
	Medium	High	High			
Does the local environment create uncertainty about how the crossing is used and by whom?	No	Yes	GDF Score			
	Medium	High	Medium			
Uncertainty for private level crossings						
Who uses the crossing?	Authorised users or regular, controlled users only	Irregular/unfamiliar users (delivery drivers etc.)	GDF Score			
	Medium	High	N/A			
Can we be certain about the types of vehicles that use the crossing?	Confirmed by census and other smart sources of information	Described and confirmed by authorised users	Unable to confirm through census or discussion with authorised users	GDF Score		
	Medium	High	Exceptional	N/A		
Uncertainty for public road level crossings						
What level of protection is provided at the crossing?	Full barrier	Half barrier <i>(or open crossing if the speed is equal to or less than 25mph)</i>	Open crossing <i>(if the speed is greater than 25mph)</i>	GDF Score		
	Medium	High	Exceptional	N/A		

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13 APPENDIX D

09-May-2025	LC Misuse – a couple of gentleman's poor use of the foot crossing with a train approaching.
09-Aug-2024	MROC SSM advises that the Driver of TPE 2M76 11454 Huddersfield - Manchester Piccadilly reported children messing around on Moorgate Halt Level Crossing.
25-Jul-2024	Near miss - Member of public started to walk across crossing and jumped back when train approached. Moorgate Halt
17-Jul-2024	Near miss - Member of public crossed in front of a train, caused the driver to apply emergency brakes. Moorgate Halt
25-Mar-2024	LC Misuse - Six youths playing chicken at Moorgate Halt LC
19-Nov-2023	LC Near Miss: 2M66 (14:23 Huddersfield - Manchester Piccadilly) reported a near miss at Moorgate Halt LC.
02-Jul-2023	LC Misuse - Youths playing on Moorgate Halt foot crossing
22-May-2023	LC Near Miss: 9E06 (06:24 Liverpool Lime St - Newcastle) reported a near miss with member of public crossing at Moorgate Halt LC
10-Mar-2023	LC Misuse - Users playing chicken at Moorgate LC
11-Aug-2022	LC Near Miss / LC Misuse: 1P17 (07:54 Liverpool Lime Street - Newcastle) reported having to apply the emergency brake due to a pedestrian strolling across Moorgate Halt LC
13-Apr-2022	Near miss/LC Misuse: 1P78 (15:07 Redcar Central - Manchester Airport) made an emergency brake approaching Moorgate Halt LC due to two male youths
26-Aug-2021	LC Near Miss / LC Misuse - 1P85 (1738 Manchester Airport - York) reported a near miss with four youths at Moorgate Halt LC.
14-Jun-2021	LC Misuse - 1K34 (20:08 Hull - Manchester Piccadilly) reported a person running across the crossing as the train approached Moorgate LC.
05-Oct-2020	LC Near Miss / LC Misuse - 1K23 (14:35 Manchester Piccadilly - Hull) reported making an emergency brake application due to a person stepping out onto Moorgate Halt LC.
18-Sep-2020	TSBS: TPE 1P39 (18:54 Liverpool LS to York) reported striking an object on the crossing at Moorgate Halt LC.
09-Aug-2020	LC Near Miss / LC Misuse - 1K22 (14:06 Hull - Manchester Piccadilly) reported a near miss with an elderly couple at Moorgate Halt LC.
09-Jul-2020	LC Misuse / Trespass - 1K27 (16:30 Manchester Piccadilly - Hull) reported two males taking photographs on the line at Moorgate Halt LC.

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08-Jul-2020	Object / LC Misuse / Trespass - 1K26 (16:08 Hull - Manchester Piccadilly) reported youths placing ballast on the line at Moorgate Level Crossing.
17-Mar-2020	LC Near miss: 2M74 1353 Huddersfield to Manchester Piccadilly reported a near miss with four youths at Moorgate Halt Level Crossing
11-Dec-2019	LC Near Miss / LC Misuse - 1P75 (12:47 Manchester Airport - Middlesbrough) reported having to apply the emergency brake due to an elderly female crossing at Moorgate Halt LC.
28-Oct-2019	LC Misuse - 1P73 (1147 Manchester Airport to Middlesbrough) reported two girls loitering at Moorgate Halt foot crossing.
21-Oct-2019	LC Near Miss / LC Misuse - 9M12 (1403 Newcastle Central - Liverpool Lime Street) reported a near miss with two young females at Moorgate Halt LC.
29-May-2019	LC Near Miss / LC Misuse - 9M12 (14:03 Newcastle Central - Liverpool Lime Street) reported a near miss with a pedestrian at Moorgate Halt Level Crossing.
25-Apr-2019	LC Misuse: 2M81 1617 Manchester Piccadilly to Huddersfield reported four school children playing chicken at Moorgate FP crossing

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**North West & Central (NW&C) Region
North West Route
Level Crossing Risk Assessment**

**Stockport Road
Footpath Crossing with Wicket Gates
14th November 2024**



North West Route Risk Assessment

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order Statement of Case (NR30)

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North West Route Risk Assessment

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1 INTRODUCTION

1.1 Reason for the risk assessment

- 1.1.1 Network Rail has a responsibility and legal duty under the Health and Safety at Work Act 1974 for the health, safety, and welfare of its employees and for protecting others against risk.
- 1.1.2 Network Rail also has a legal responsibility under the Management of Health and Safety at Work Regulations 1999. Section 3 focuses on the requirement for suitable and sufficient assessments of risk to health and safety of employees and others in connection with their undertaking.
- 1.1.3 Network Rail is committed to reducing the risk on the railway and has identified that one of its greatest public risks is at level crossings. This is where the railway has a direct interface with other elements e.g. vehicles and/or pedestrians. Network Rail is working to reduce this risk to as low as is reasonably practicable.
- 1.1.4 This risk assessment has been undertaken as part of a scheduled risk assessment frequency.

2 DESCRIPTION OF THE SITE

2.1 Level Crossing Details

Name of crossing	Stockport Road
Hybrid crossing	No
Type	Footpath Crossing with Wicket Gates
Engineers Line Reference (ELR)	MVL3
Mileage	11m 35ch / 11m 0770y
Region / Route	NW&C Region / North West Route
OS grid reference	SD978033
What3words	heats.mostly.regularly
Number of lines crossed	2
Line speed (mph)	65 mph
Electrification	Non – electrified
Signal box	Manchester ROC North
ALCRM next due date	13/02/2027
Risk assessment next due date	03/07/2027

- 2.1.1 As part of a level crossing risk assessment, data is entered into the industry accepted risk modelling support tool (All Level Crossing Risk Model - ALCRM) which enables Network Rail to compare risk at all level crossings throughout the network. Results for this level crossing are provided below; see Appendix A for further details on how this is calculated.

2.1.2 ALCRM Risk Details

Risk Score	C6
Fatality Weighted Index (FWI)	0.000427083
Risk Per Traverse Score (RPT)	0.000000233

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- 2.1.3 Stockport Road level crossing is an unprotected crossing. This means the crossing is not protected from train movements and therefore trains can traverse the crossing whether it is clear or not.
- 2.1.4 Stockport Road level crossing is also known as a passive crossing as there is no method of warning of an approaching train. The crossing relies upon users actively stopping, looking and listening for approaching trains before deciding if it is safe to cross.
- 2.1.5 At the time of writing this risk assessment there are 457 operational level crossings in the North West Route. Out of this figure Stockport Road crossing is currently ranked number 158 in terms of risk. If you compare this level crossing to other crossings of a similar type it is ranked 33 out of 75.

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2.2 Crossing Imagery of Stockport Road

2.2.1



Aerial view

2.2.2



Google View

2.2.3



Ordnance Survey Map

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2.2.4



Up side approach

2.2.5



Down side approach

2.2.6 Additional photographs of the surrounding environment are provided in Appendix B

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2.3 Crossing Environment and Operation

2.3.1 Footpath crossing: These are designed primarily for pedestrians and usually include stiles or wicket gates to restrict access. The crossing user is responsible for making sure that it is safe to cross before doing so. In cases where sufficient sighting time is not available, the railway may provide a 'whistle' board, instructing drivers to sound the horn to warn of their train's approach, or miniature stop lights. A variant is the bridleway crossing, which is usually on a public right of way, although some are private and restricted to authorised users.

2.3.2 Stockport Road is a public footpath level crossing that is located on the outskirts of Mossley, a town and civil parish in Tameside, Greater Manchester which has an approximate population of 11,407 according to the 2021 census. The surrounding area is a mixture of rural land and urban area with local amenities and businesses.

2.3.3 To the north of the crossing, the railway leads north towards Greenfield Station. The land to the north of the crossing is highly rural with large open fields and pockets of woodland areas. There is an underpass located approximately 165m north of the crossing which appears to be for farming use. Located approximately 275m and 360m north of the crossing respectively, there are two over bridges which form part of the route of rights of way in the area.

To the east of the crossing, the area is rural with pockets of woodland areas as well as open farmland. The River Tame is located approximately 150m to the east of the crossing and runs parallel to the railway at this location, the river also separates the rural and urban area which lies further east. The crossing can be accessed from the east via Heron Lane.

To the south of the crossing, the railway leads south towards Mossley railway station. The surrounding area is a mixture of rural land used for farming and a residential area with some dwellings and local businesses. There is also a pedestrian over bridge located approximately 575m to the south of the crossing, which again links a number of rights of way within the area. Further south you will find the centre of Mossley approximately 1.40km from the crossing.

To the west of the crossing, the area is rural with vast open fields and woodland areas located close to the crossing. The A670, Mossley Road, can be found located approximately 225m west of the crossing. To the west, the right of way splits in two directions, either leading south toward the suburban area or leading directly west toward the A670.

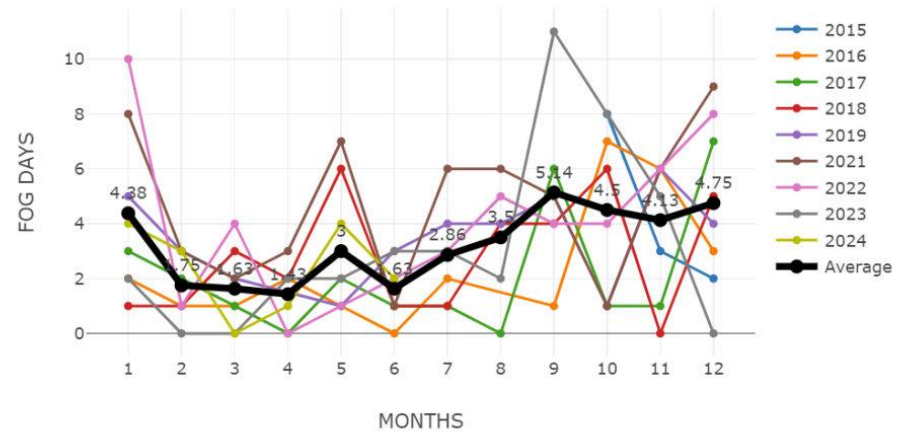
2.3.4 Fog and mist can reduce visibility for crossing users at certain times of year. The Network Rail Fog Data Analysis Tool provides data on the number of fog days based on information provided from weather stations. For Stockport Road the nearest weather station is Rostherne which is located 29.6km from the crossing and at an elevation of 30m. This is within a distance and topography considered to be a relevant indicator of the prevalence of fog for this location.

The FDAT results that this crossing was exposed to fog on average 25 days per year.

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Rostherne Weather Station Fog Days



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
2015	/	/	/	/	/	/	/	/	/	8	3	2	13
2016	2	1	1	2	1	0	2	/	1	7	6	3	26
2017	3	2	1	0	2	1	1	0	6	1	1	7	25
2018	1	1	3	2	6	1	1	4	4	6	0	5	34
2019	5	3	2	/	1	3	4	4	5	1	6	4	38
2021	8	3	2	3	7	1	6	6	5	1	6	9	57
2022	10	1	4	0	1	2	3	5	4	4	6	8	48
2023	2	0	0	2	2	3	3	2	11	8	5	0	38
2024	4	3	0	1	4	2	/	/	/	/	/	/	14
Average	4.38	1.75	1.63	1.43	3	1.63	2.86	3.5	5.14	4.5	4.13	4.75	

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2.4 Approach to crossing

2.4.1 This crossing is located between Mossley station and Greenfield station. At this location the crossing spans 2 lines with a maximum line speed of 65 mph. The railway is orientated from north to south.

2.4.2 Approaching the crossing from the east you arrive on the up side. Users will access via footpath MOS 69/29 which leads from Heron Lane. The path to the crossing can be quite difficult to find and also becomes overgrown and muddy during certain times of the year. There is an incline gradient towards the crossing, but this levels out once on the crossing. The user will enter the first metal wicket gate to reach the decision point where they must the stop, look and listen before crossing, exiting the railway via the second metal wicket gate. They can then continue their journey west towards a number of footpaths.

Approaching the crossing from the west you arrive on the down side. Users will access the crossing via footpath MOS 69/10. During certain times of the year, the path can become overgrown and muddy making it difficult to navigate. There is also an alternative route from the more populated area of Mossley known as MOS 70/10, this route can also be hard to follow. As you get closer to the crossing, both routes merge. The user will enter the first metal wicket gate to reach the decision point where they must the stop, look and listen before crossing, exiting the railway via the second metal wicket gate. The user can then continue their journey towards Heron Lane.

2.4.3 At this location, the crossing surface is of timber construction and has a yellow anti-slip surface installed. Due to the rural location, there is no lighting nearby and therefore during hours of darkness users would be required to use their own personal light source.

2.5 Crossing usage

2.5.1 Normal passenger services run between the hours of 00:01 and 23:59 with approximately 120 services per day. Freight services also traverse this line with approximately 13 services running through the full 24 hours. The number and frequency of services can fluctuate depending on operational requirements, engineering works or during times of disruption.

2.5.2 At some level crossings, there is a chance that a second train may pass the crossing within 20 seconds of the first train. At this location, there is a chance this will happen sometimes.

2.5.3 Additionally, the chance that a second approaching train may not be seen until the first train has passed is possible. Another train coming warning signs have been fitted to both sides of the crossing to remind users of the potential risk.

2.5.4 At this location whistle boards are provided which warn crossing users of an approaching train. This will aid users at the crossing to decide whether it is possible to cross or not if a second train is hidden from view.

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- 2.5.5 An eighteen-day census was completed between 22/10/2024 and 08/11/2024. A total of 85 pedestrians were captured using the crossing. Of this figure there were 82 adult pedestrians and 3 accompanied children. Some users were captured walking dogs with 39 dogs on a lead and 3 dogs not on a lead. For the purposes of ALCRM, this has been averaged to 5 users per day.

User Type	Number during Census	Daily Average
Pedestrians	85	5

- 2.5.6 Vulnerable level crossing users can be defined as people who, when compared with typical users:

- are likely to take an extended time to traverse due to disability or distraction; and/or
- might be at greater risk of harm due to their perception of risk.

During the census there was no evidence to suggest that a higher than usual number of the users would be determined as vulnerable. However, it must be noted that a visual census does not fully identify all users with protected characteristics.

- 2.5.7 During the census there was no evidence to suggest that a higher than usual number of irregular users were utilising the level crossing. There are no attractions nearby which would likely lead to an increase in irregular users.
- 2.5.8 During the census there were no users observed during the night time quiet period (NTQP). The NTQP is between midnight and 06:00 hours. If users cross during the hours of darkness the user would require their own personal light source.

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3 SIGHTING AND TRAVERSE TIME REQUIREMENTS

3.1 Sighting and traverse

- 3.1.1 A decision point is a position where an individual would reasonably make a decision to cross the railway.
- 3.1.2 Sighting is the distance that can be seen in both directions for approaching trains. At this crossing the sighting is less than required for the time needed to allow a person to traverse the crossing.
- 3.1.3 The length of the crossing from a safe place on one side of the railway to a safe place on the other side of the crossing is 9 metres when crossing from either side. This is based on a 2-metre decision point.
- 3.1.4 The time required to traverse the crossing from the either side is 7.57 seconds for a pedestrian. These times have been calculated using the Network Rail sighting calculation tool. This is based on a 2-metre decision point.
- 3.1.5 The sighting at the crossing is not sufficient to provide suitable warning of an approaching train to enable the user to cross. As such whistle boards are located on the approach to the crossing in both rail directions so that the train driver sounds the horn to warn potential users. Details of sighting distance and traverse times is available below.
- 3.1.6 Whistle boards are the responsibility of the train driver to sound a warning which can lead to either no warning being sounded or inconsistent warning times. This is based on whether the train driver sounds the horn on approach to the board, at the board or beyond the board.
- 3.1.7 At this location, the up side whistle board is located 275m from the crossing and provides a warning time of 8.63 seconds. The down side whistle board is located 273m from the crossing and provides a warning time of 8.57 seconds.

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3.2. Sighting Calculations

	Decision point (m)	Traverse length (m)	Measured from
Up side	2	9	2m from nearest running rail
Down side	2	9	2m from nearest running rail

	Traverse Time Up Side (seconds)	Traverse Time Down Side (seconds)
Pedestrians	7.57	7.57

	Minimum sighting distance required (m)	Available sighting distance (m)	Measured to:	Warning time provided by sighting distance (seconds)
Up side looking at trains travelling in the up direction	220	144	Up track curve	4.96
Up side looking at trains travelling in the down direction	220	191	Down track curve	6.57
Down side looking at trains travelling in the up direction	220	233	Front of oncoming train	8.02
Down side looking at trains travelling in the down direction	220	204	Rear of passing train	7.02

3.3 Identified hazards and risks

Hazard	Potential impact	Mitigations
Trains	Fatality or serious injury	<ul style="list-style-type: none"> Level crossing signage. Train warning given - Whistle Boards.
Underfoot conditions	Fatality or serious injury	<ul style="list-style-type: none"> Appropriate crossing decking for crossing type and location. Regular crossing inspections and maintenance regime in place. Vegetation checked during inspections.
Difficulty on hearing or seeing approaching trains due to inclement weather	Fatality or serious injury	<ul style="list-style-type: none"> Level crossing signage. Vegetation checked during inspections. Train warning given - Whistle Boards.
Darkness	Fatality or serious injury	<ul style="list-style-type: none"> Review of night time usage completed midnight to 06:00 hours. Train warning given - Whistle Boards.
Vegetation growth between visits	Fatality or serious injury	<ul style="list-style-type: none"> Vegetation checked during inspections.

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reducing the ability to see trains approaching crossing		<ul style="list-style-type: none"> Regular inspection and maintenance regime in place. Train warning given - Whistle Boards.
Decision point not highlighted	Fatality or serious injury	<ul style="list-style-type: none"> Stop look listen signage available and clearly visible in daylight hours. Train warning given - Whistle Boards.

The risk assessment is based on data collected at the crossing and entered into ALCRM. This is a computer-based application used by Network Rail to assist in the risk management of level crossings. The risk result consists of a 'letter' and 'number' classification of safety risk, giving the 'letter' (A-M for individual risk) or 'number' (1-13 for collective risk) band. These rankings represent the range of risk across all types of crossings where A and 1 are the highest and M and 13 are the lowest.

FWI Total	0.000427083	Risk Per Traverse User	0.000000233
Collective Risk Number	6	RPT Letter	C
Collision Frequency	0.000541983	Average Consequence	0.788
Risk Group	Z06	Reassessment Colour	Yellow
Reassessment Frequency (years)	2.25	Calculation Date	15/01/2025
Next Due Date	13/02/2027	Crossing Type	FPW
Core Type	FP		

4 SAFETY MANAGEMENT INFORMATION SYSTEM

- 4.1 Network Rails internal safety management information systems have been interrogated and revealed that during the previous 5 years there have been no reported incidents at the crossing.

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5 OTHER FACTORS AFFECTING THE CROSSING

5.1 Changes affecting the crossing

- 5.1.1 TransPennine Route Upgrade phase W2B are upgrading the line in this area which has an effect on the risk at Stockport Road level crossing. As part of the TRU upgrades, the railway line will see improvements such as an increase in line speed from 65mph to 75mph and an increased train frequency to 3 passenger trains per hour in each direction.

The above-mentioned TRU improvements increases the FWI at the crossing to 0.000683975 and the risk at the crossing by 60%, moving Stockport Road to 144th in the highest risk crossings in the North West. As a result, the risk increase at the crossing would be intolerable and would require mitigating.

In addition, the sighting of an approaching train is deficient at the current line speed for Stockport Road with whistle boards installed to mitigate this. If the line speed were to increase, this will increase the minimum required sighting even further and further reduce the available warning time of an approaching train, increasing the risk to any user crossing at Stockport Road.

An evaluation of options and costs is discussed below.

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6 OPTIONS EVALUATED AFTER TRU IMPROVEMENTS

6.1 Detailed below are a number of options that have been considered to reduce the risk at the crossing.

Option	Original ALCRM risk score	New ALCRM risk score	New ALCRM FWI	Safety benefit %	Indicative Costs	Cost Benefit Ratio
Closure by Diversion	C5	M13	0.000	100 %	Unknown	Recommended
Closure by Pedestrian Over Bridge	C5	M13	0.000	100 %	£1,200,000	0.3249
Closure by Pedestrian Underpass	C5	M13	0.000	100 %	£4,000,000	0.0975
Installation of Miniature Stop Lights (MSL)	C5	C6	0.000179946	73.69 %	£1,200,000	0.0145
Installation of VAMOS (OMSL)	C5	C6	0.000179946	73.69 %	£350,000	Discounted
Installation of FLEX (IOMSL)	C5	C6	0.000179946	73.69 %	£950,000	0.0196

6.2 Gross Disproportion Factor (see Appendix C)

Option	CBR	GDF value (CBR 2.5)	Outcome
Closure by Pedestrian Over Bridge	0.3249	0.8123	AMBER
Closure by Pedestrian Underpass	0.0975	0.2437	RED
Installation of Miniature Stop Lights (MSL)	0.0145	0.0363	RED
Installation of VAMOS (OMSL) with FLEX	0.0196	0.0489	RED

NOTES

The following CBA criteria are used as a support to decision making:

- benefit to cost ratio is ≥ 1 : positive safety and business benefit established;
- benefit to cost ratio is between 0.99 and 0.5: reasonable safety and business benefit established where costs are not grossly disproportionate against the safety benefit; and
- benefit to cost ratio is between 0.49 and 0.0: weak safety and business benefit established.

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7 CONCLUSIONS AND RECOMMENDATIONS

7.1 Conclusions

7.1.1 Closure by Diversion

The first option at this location would be to close the crossing and divert the public right of way. This option would eliminate risk at the crossing and would allow users to access either side of the railway without having to traverse the level crossing.

There is a short diversionary route to the north of the crossing which utilises both existing infrastructure and a new route created by the TRU project. The new part of the route is on the west of the crossing and will pass through an adjacent landowner's field. The costs for this diversion are minimal due to the infrastructure in place currently, with some minor works completed to the new route and access.

As this option provides 100 % risk reduction for a low cost, this option should be explored further.

7.1.2 Closure by Pedestrian Over Bridge

Installation of a over bridge would enable closure of the level crossing and completely removes risk at the crossing whilst allowing users to traverse from one side of the railway to the other. However, installation of a bridge is estimated to cost a considerable amount and performs poorly on a cost benefit analysis.

The gradients at this location could prove an issue in constructing an over bridge, with a steep embankment on the up side. Taking this into account alongside the option of a diversion with most of the infrastructure already in place to accommodate this, the option of a bridge has been discounted.

7.1.3 Closure by Pedestrian underpass

Installation of a pedestrian underpass would enable closure of the crossing and completely removes the risk at the crossing whilst allowing users to reach either side of the line without having to traverse the level crossing.

However, an underpass introduces new risks such as potential flooding and antisocial behaviour issues; flooding issues could be more problematic here due to the River Tame. An underpass may require some purchase of land to correctly gradient the structure. As such, because of the land issues, flooding issues and cost of the project, this option has been discounted as the cost significantly outweighs the safety benefit.

7.1.4 Installation of Miniature Stop Lights (MSL)

The installation of miniature stop lights has been considered. However, it should be noted that pedestrian users may ignore the lights if a train is not visible on approach. The introduction of MSLs assumes that all users of the crossing pay attention to the warning given by the lights and that they are not ignored. Research from the RSSB states that:

'When in a group of people, individuals are prone to following the 'herd mentality', paying less attention to their surroundings and following the decision-making of the group as a whole. This may be particularly

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problematic at footpath and bridleway crossings on routes used often by ramblers. Young people in groups also exhibit more risky behaviour. A young person's attitude to risk tends to be one of a 'risk adopter'. Although most young people will not engage in extremely dangerous behaviour, peer group dynamics can encourage them to behave more dangerously than they would when on their own.'

This option provides a 73.69 % risk reduction at this location but performs poorly on the cost benefit analysis. As there are more cost effective options available, this option has been discounted.

7.1.5 Installation of VAMOS (OMSL)

VAMOS is an overlay system which is similar to the Miniature Stop Light (MSL) system. VAMOS provides a visual indication of a train approach via a red or green light; if the system displays a red indication, a train is approaching meaning it is not safe to cross, whereas if the system displays a green indication there are no trains in section meaning it is safe for a user to cross.

The system is similar to MSL, however is far more cost effective as it does not link into the signalling system. Instead, treadles are overlaid onto the track allowing a train to 'strike in' at a designated point. Once a train strikes in the system will display a red indication which shows a user it is not safe to cross. After the train has passed over the level crossing, it will 'strike out' changing the indication to green, showing a user it is safe to cross.

However, a VAMOS system is not technically feasible at this location. Due to the new signalling, a signal would be located within the 'strike in' point. This means that there is a possibility that a train could be held at a danger signal whilst the VAMOS system is showing a red aspect. If this were to happen, the VAMOS system would fail and go into 'dark mode'. This would cut all aspects from the system, and a colour aspect would not be shown.

This would lead to confusion on whether it is safe to cross or not which greatly increases the risk of a pedestrian traversing whilst a train is on approach and leading to a fatal accident. As this option is unfeasible, this has been discounted.

7.1.6 Installation of FLEX (IOMSL)

Flex is also an overlay system that is very similar to a VAMOS installation. However, a flex has less restrictions and can be installed close to stations, cross overs and signals. The system works the same as a VAMOS by providing an active warning of an approaching train.

A flex system is a costly option here which performs poorly on a cost benefit analysis. The option also does not remove the risk at the crossing compared to others investigated. As a result, this option has been discounted.

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7.2 Recommendations

- 7.2.1 Network Rail is subject to the requirements of the Health and Safety at Work Act etc. 1974 to reduce risk 'so far as is reasonably practicable'. In simple terms this means that the cost, time and effort required in providing a specific risk reduction measure needs to be commensurate with the safety benefit that will be obtained as a result of its implementation.
- 7.2.2 Following the completion of the risk assessment and having reviewed all relevant information and options, the assessor recommends that the closure of this crossing via diversion should be progressed. This option completely removes the risk of the level crossing whilst providing an alternate access for users.
- 7.2.3 In the meantime, routine inspection and monitoring is required until the next risk review, or changes in the risk profile are identified.

8 TACTICAL GROUP REVIEW

- 8.1 This assessment has been discussed at Tactical Group on 09/01/2025.

At this stage no additions are required to be made in this Narrative Risk Assessment.

9 APPROVAL

Prepared by: Daniel Prendergast	Signature: 
Job Title:	Network Rail Level Crossing Manager
Date:	13 th December 2024
Reviewed by: James Doodson	Signature: 
Job Title:	Network Rail Route Level Crossing Manager
Date:	16 th January 2025

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10 APPENDIX A

ALCRM provides an output estimate of both the risk per traverse and collective risks at a level crossing.

The risk per traverse and collective risk is expressed in Fatalities and Weighted Injuries (FWI). The following values help to explain this:

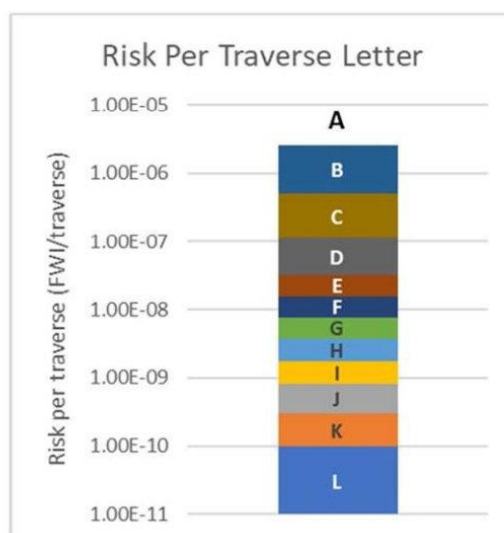
- **1** = 1 fatality per year or 10 major injuries or 200 minor RIDDOR events or 1000 minor non-RIDDOR events
- **0.1** = 20 minor RIDDOR events or 100 minor non-RIDDOR events
- **0.005** = 5 minor non-RIDDOR events

RISK PER TRAVERSE

This is the level of calculated risk to an individual crossing user. It applies to a single traverse of the level crossing or each time the crossing is used by an individual.

Risk per traverse:

- Can be calculated for crossing users, train staff and passengers. Ranking is based on the risk to users only.
- Does not increase with the number of users.
- Is presented as a simplified ranking A to M. A is highest, L is lowest, and M is 'zero risk' e.g. temporary closed, dormant or crossings on mothballed lines.
- Allows risks to individuals on a per traverse basis to be assessed even if usage and Collective Risk is low.
- Can help in the prioritisation of risk mitigation and investment in safety.



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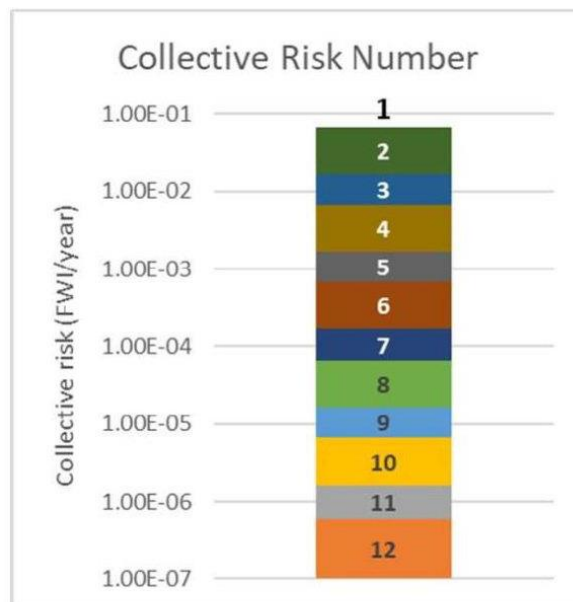
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COLLECTIVE RISK

This is the total risk for the crossing and includes the risk to users (pedestrian and vehicle), train staff and passengers.

Collective risk:

- Is presented as a simplified ranking:
 - Allocates collective risk into rankings 1 to 13 (1 is highest, 12 is lowest, and 13 is 'zero risk' e.g. temporary closed, dormant or crossings on mothballed lines)
 - Can easily compare collective risk between any two crossings on the network



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11 APPENDIX B

Additional photographs of crossing environment



The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order Statement of Case (NR30)

OFFICIAL

	
Up side signage	Down side signage
	
Up side signage	Down side signage
	
Up side whistle board	Down side whistle board

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order Statement of Case (NR30)

OFFICIAL

12 APPENDIX C

GDF question set tool to support level crossing cost benefit analysis



Crossing name		Stockport Road				Clear Form
ELR	MVL3	Miles & Chains	11m 35ch	Crossing Type	FPW	
Name of Assessor		James Doodson				Version 1.3
Date of completion	16/01/2026	FWI Score	0.000683975	GDF result	High	

Culpability - accounting for suicides, deliberate misuse and user errors

What is the level crossing incident history since the last risk assessment?	Suicide events only	0 - 5 incidents	6 - 25 incidents	>25 incidents	GDF Score	
	Medium	Medium	High	Exceptional	Medium	

Vulnerability - a greater responsibility exists for those less able to protect themselves

Who uses the level crossing?	No vulnerable users identified	Vulnerable User CAT 1 <i>Cyclists and dog walkers only</i>	Vulnerable User CAT 2 <i>Those with protected characteristics, e.g. children, elderly, encumbered, disabled, parents with young children</i>	GDF Score	
	Medium	Medium	High	Medium	

Societal Aversion - addressing the absence of public appetite for credible mass casualty events

What is the worst-case consequence in the most likely scenario for a single event involving a train	Event with the potential of a single specified injury to 5 specified injuries <i>Between 0.1 and 0.5 FWI</i>	Event with the potential of between 5 specified injuries and 2 fatalities <i>Between 0.5 and 2 FWI</i>	Event with the potential of between 2 and 10 fatalities <i>Between 2 and 10 FWI</i>	Event with the potential of greater than 10 fatalities or 10 FWI	GDF Score	
	Medium	Medium	High	Exceptional	Medium	

Uncertainty - how confident are we that we understand crossing usage correctly?

Does the level crossing currently have a passive or active warning?	Active	Passive	GDF Score	
	Medium	High	High	
Does the local environment create uncertainty about how the crossing is used and by whom?	No	Yes	GDF Score	
	Medium	High	Medium	

Uncertainty for private level crossings

Who uses the crossing?	Authorized users or regular, controlled users only	Irregular/unfamiliar users (delivery drivers etc.)	GDF Score		
	Medium	High	N/A		
Can we be certain about the types of vehicles that use the crossing?	Confirmed by census and other smart sources of information	Described and confirmed by authorised users	Unable to confirm through census or discussion with authorised users	GDF Score	
	Medium	High	Exceptional	N/A	

Uncertainty for public road level crossings

What level of protection is provided at the crossing?	Full barrier	Half barrier <i>(or open crossing if line speed is equal to or less than 25mph)</i>	Open crossing <i>(if line speed is greater than 25mph)</i>	GDF Score	
	Medium	High	Exceptional	N/A	

Appendix 4 – Moorgate Halt Footbridge and Alternative Route Cost Summary

Alternative Route Cost Estimate

Details of Estimate	Estimated Cost
Works to clean and spot repair existing	£10,000
New steps and reconstructed footpath	£114,000
General site clearance and devegetation	£5,000
Design	£16,000
Project management cost	£11,000
Land requirement and costs to secure compound sites etc.	£20,000
Total base cost	£176,000
Risk – Low probability confidence level	£63,000
Risk – High probability confidence level	£112,000
Total Cost	£239,000 - £288,000

Footbridge Cost Estimate

Moorgate Halt Footbridge	
Details of Estimate	Estimated Cost
Supply & Install footbridge, including stairs, signage and crash prevention	£677,900
Groundworks, substructure, specialised plant hire and works to infrastructure	£827,800
Works to existing infrastructure	£296,600
Design costs	£324,400
Project Management costs	£207,200
Access and Land costs	£463,200
Total base cost	£2,797,100
Risk – Low probability confidence level	£992,900
Risk – High probability confidence level	£1,762,100
Total Cost (at Low Probability Confidence Limit - excluding Inflation)	£3,790,000
Total Cost (at High Probability Confidence Limit - excluding Inflation)	£4,559,200