

Appendix for revised Rebuttal Catherine Wright

(CWA) Clarification Emails from Network Rail

Dear Sir/Madam,

As part of the Stalybridge to Diggle (Saddleworth) Order ("the Order"), Network Rail would like to provide some clarity on the vehicle sizes expected to access Mill Lane, along with Spring Street and Archer Street.

Network Rail can confirm that the largest vehicles anticipated on these streets are as follows:

- 5-tonne truck (approx. 2.2m × 7m): This would only be required in emergency circumstances, such as bringing equipment to site in the event of an emergency (e.g. to repair a breakdown rig).
- Welfare van / minibus (approx. 2.3m × 5.6m): This would be the largest vehicle used for day-to-day transport, primarily for staff transport. For context, we have used vehicles of this size down Archer Street and Spring Street previously with no issue.

For comparison, a typical UK refuse collection vehicle is approximately 2.5m × 12m, which is significantly larger than any vehicle we are proposing to use.

Based on our previous email dated 08/05/2026 and the above clarification, if you are willing to withdraw your objection/representation to the Order, please email the Transport Infrastructure Planning Unit (TIPU) at transportinfrastructure@dft.gov.uk and advise TIPU that you wish to withdraw your objection/representation.

Many thanks,

Claudia Fletcher, on behalf of Penny Carter (Network Rail)

AtkinsRéalis

Dear Sir/ Madam,

Following on from yesterday's email, we wanted to further clarify the position regarding the max vehicle weight that will use Mill Lane, Archer St or Spring Street.

Whilst the vehicle dimensions remain as previously stated, the maximum vehicle weight will be limited to 3.5 tonnes (Light Goods Vehicle). All other details within our previous email remain unchanged.

Again, if you are willing to withdraw your objection/representation to the Order, please email the Transport Infrastructure Planning Unit (TIPU) at transportinfrastructure@dft.gov.uk and advise TIPU that you wish to withdraw your objection/representation.

Kind regards

TMBC Statement of Common Ground extract. (CWb)

Brookfields Update

10.1.4

Network Rail construction access along

Archer Street will generally be undertaken by smaller vehicles, such as welfare vans or minibuses (approximately 2.3 metres by 5.6 metres), primarily for the purposes of staff transport



Ref:	NR/L3/INI/CP0036
Issue:	4
Date:	26 August 2008
Compliance date:	26 August 2008

Appendix A Welfare assessment requirements

A.1 Introduction

This Appendix shall be used to complete the Welfare Provision Form (Appendix B).
The Category of site shall be as specified in Table A.1.

No. of persons	No. of work periods (consecutive shifts, days or nights)								
	1	2	3	4	5	6	1 week	2 weeks	>2 weeks
1	A	A	B	B	B	B	B	B	B
2	A	A	B	B	B	B	B	C	C
3	A	A	B	B	B	B	C	C	C
4	A	B	B	C	C	C	C	C	C
5	A	B	B	C	C	C	C	C	C
6	A	B	B	C	C	C	C	C	C
7	A	B	C	C	C	C	C	C	C
8	A	B	C	C	C	C	C	C	C
9	B	B	C	C	C	C	C	C	C
10	B	C	C	C	C	C	C	C	C
11+	C	C	C	C	C	C	C	C	C

KEY

Category A: Transient site. Arrange for sufficient and suitable local facilities to be used. These may be public or private facilities, e.g. NR stations/depots/buildings/signal boxes, garages and shops.

Category B: Transient site. Arrange for suitable and sufficient temporary welfare facilities, e.g. welfare vehicles.

Category C: Non-transient site. Establish a site cabin with fixed welfare facilities, car parking, traffic management, site access control, etc.

NOTE 1 The overall travel time to any toilet provision shall be not more than 20 min from the point of work, but ideally within 10 min.

NOTE 2 In certain circumstances local facilities, if suitable, permanently available and by agreement, may be preferable to temporary site welfare facilities.

Table A.1 – Welfare assessment matrix

(CW c) Welfare Assessment table