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 COMMON GROUND

(1) Network Rail Infrastructure Limited; and

(2) Historic England

Date: 28 May 2026

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1. INTRODUCTION

1.1 Network Rail Infrastructure Ltd ("Network Rail") made an application on 7 November 2025 to the Secretary of State for Transport pursuant to section 6 of the Transport and Works Act 1992 ("the TWA 1992") for the Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order ("***the Order***") (**NR02**) under Sections 1 and 5 of the TWA 1992.

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.

1.3 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.

1.4 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.

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 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.

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 and have been referred to the Secretary of State for determination pursuant to Section 12(3A) of the Planning (Listed Buildings and Conservation Areas) Act 1990.

1.7 Network Rail also made requests to the Secretary of State under section 19(1)(b) in relation to the acquisition of open space land and paragraph 6 (1)(a) of Schedule 3 of the Acquisition of Land Act in relation to the acquisition of rights over open space land.

1.8 This Statement of Common Ground is intended to provide a succinct summary of the matters that have been resolved and which remain unresolved between Historic England and Network Rail as regards Network Rail's application for the Order, request for deemed planning permission and listed building consents.

2. STRUCTURE OF STATEMENT

2.1 The matters raised by Historic England during pre-application consultation through engagement in meetings and correspondence are set out below. These matters relate to the following themes:

- The public benefits of the Order Scheme (see Section 3);
- Harm to listed buildings from the Order Scheme (see Section 4);
- The justification for harm to listed buildings from the Order Scheme (see Section 5);
- Aspects of proposed design relating to listed buildings within the Order Scheme (see Section 0); and
- The provision of heritage interpretation as part of the Order Scheme (see Section 0).

3. THE PUBLIC BENEFITS OF THE ORDER SCHEME

Matter Source	**Summary of Matter**	**Statement of Common Ground**
Letter, 25 June 2024	The public benefits accruing from proposed Order Scheme	The public benefits of the Order Scheme are acknowledged by Historic England and will be weighed by the decision maker against the harm to heritage assets in the determination of the listed building consent applications for the Order.

4. HARM TO LISTED BUILDINGS FROM THE ORDER SCHEME

Matter Source	**Summary of Matter**	**Statement of Common Ground**
Letter 17 September 2024, Letter 29 November 2024,	Level of harm arising to the significance of those listed buildings for which listed building consent is sought to alter as part of the Order Scheme.	Network Rail and Historic England agree that the Order Scheme would result in the total loss of Wright's Overbridge (MVL3/23); and substantial harm to Heyrod Hall Overbridge (MVL3/7), Wright's Mill Overbridge (MVL3/20), Royal George Underbridge (MVL3/25) and Oldham

Matter Source	Summary of Matter	Statement of Common Ground
Letter 18 July 2025		Road Overbridge (MVL3/28) due to their reconstruction. Less than substantial harm would result to Spring Bank Lane Underbridge (MVL3/9), Roughtown Road Underbridge (MVL3/17), Shaw Hall Bank Road Footway (MVL3/26), Wickens Underbridge (MVL3/29) and Uppermill Viaduct (MVL3/31).

5. JUSTIFICATION FOR HARM TO LISTED BUILDINGS FROM THE ORDER SCHEME

Matter Source	Summary of Matter	Statement of Common Ground
Meeting 7 May 2024 Letter 25 June 2024 Letter, 18 July 2025	Substantial harm to Heyrod Hall Overbridge (MVL3/7), Wright's Mill Overbridge (MVL3/20), Wright's Overbridge (MVL3/23), Royal George Underbridge (MVL3/25) and Oldham Road Overbridge (MVL3/28).	Alternative options to removal of Wright's Overbridge (MVL3/23), and reconstruction of Heyrod Hall Overbridge (MVL3/7), Wright's Mill Overbridge (MVL3/20), Royal George Underbridge (MVL3/25) and Oldham Road Overbridge (MVL3/28) have been fully explored and are set out in the Heritage Statements submitted as part of the listed building consent applications. Clear justification for the substantial harm to these structures is provided in the listed building consent applications which the decision maker will need to consider together with the harm caused.
Letter 25 June 2024 Letter 29 November 2024 Letter, 18 July 2025	Less than substantial harm to Springbank Lane Footbridge (MVL3/8), Roughtown Road Overbridge (MVL3/17), Shaw Hall Bank Road Footway (MVL3/26), Wickens Underbridge (MVL3/29) and Uppermill Viaduct (MVL3/31)	Historic England agree with the findings of Network Rail's assessment that less than substantial harm will result from the Order Scheme to Springbank Lane Footbridge (MVL3/8), Roughtown Road Overbridge (MVL3/17), and Uppermill Viaduct (MVL3/31). Justification for these impacts is set out in the Heritage Statements submitted as part of the listed building consent applications and will be considered by the decision maker in determining the application.

6. ASPECTS OF PROPOSED DESIGN RELATING TO LISTED BUILDINGS WITHIN THE ORDER SCHEME

Matter Source	Summary of Matter	Statement of Common Ground
Letter 25 June 2024 Letter 17 September 2024 Letter, 29 November 2024 Meeting 04 December 2024 Letter 14 January 2025	The need for bespoke design responses for listed bridges which respond to the particular character of each structure and its setting.	The proposals for alteration and reconstruction of listed structures along the Order Scheme have been developed to respond to the architectural and historic significance of the structures, whilst meeting engineering, constructability and operational requirements, and are acceptable to Historic England, subject to proposed listed building consent conditions to be agreed with the local planning authorities. In accordance with the requirements of the National Planning Policy Framework the harm to significance resulting from these works must be weighed against the public benefits resulting from the Order Scheme.
Letter 17 September 2024 Letter 29 November 2024	The selection of appropriate new stone for bridge reconstructions and reclamation of historic masonry.	Network Rail has confirmed that historic masonry from listed bridges proposed for reconstruction or demolition will be salvaged as far as is reasonably practicable. This fabric will be used to clad public-facing elements of the reconstructed bridges such as the interior faces of bridge parapets. The importance of selecting new stone which will blend with retained historic fabric and the need to tie in with existing masonry coursing in the bridge reconstructions is acknowledged by Network Rail. These works will be secured via listed building consent conditions relating to reclamation of materials and samples of proposed masonry cladding which will require advance approval by the local planning authority. Historic England's acceptance of these design mitigation measures is subject their being secured by condition, the phrasing of which has been agreed with the local planning authority.
Letter 25 June 2024	Justification for proposed electrical protection works governing the height of parapets and the	Historic England acknowledges the legal obligation of Network Rail to take reasonable steps to prevent people from coming into contact with the OLE. This requires parapet height to be increased across listed overbridges and the use

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	profile of coping stones.	of coping stones of geometric profile to ensure that parapets cannot be climbed or walked on.
Meeting 09 April 2024, Letter, 29 November 2024	Introduction of lightweight coloured concrete copers at Springbank Lane Footbridge (MVL3/8) and Roughtown Road Overbridge (MVL3/17).	The structural constraints of Springbank Lane Footbridge (MVL3/8) and Roughtown Road Overbridge (MVL3/17) are acknowledged by Historic England to prevent use of natural stone steeple copers across these structures due to their increased loading. The specification of lightweight concrete coping stones, colour matched to the retained historic fabric of the bridges has been accepted by Historic England to provide an acceptable design solution, subject to being secured by condition, the wording of which has been agreed with the local planning authority.
Meeting 27 August 2024	Proposal to attach OLE bridge arm to soffit of arch at Roughtown Road Overbridge (MVL3/17)	Historic England and Network Rail recognise that attachment of an OLE bracket to the arch soffit at Roughtown Road Overbridge (MVL3/17) provides a more sensitive design solution as compared with siting a freestanding OLE mast directly in front of the bridge.
Letter, 29 November 2024	Proposed strengthening works at Shaw Hall Bank Road Footway (MVL3/26) and Wickens Underbridge (MVL3/29)	Historic England recognises that the proposals for strengthening Shaw Hall Bank Road Footway (MVL3/26) and Wickens Underbridge (MVL3/29) developed by Network Rail will maintain the visual appearance of the bridges, resulting in a very low level of less than substantial harm to the structures.
Letter, 29 November 2024	Placement of OLE portals on Uppermill Viaduct (MVL3/31)	The proposed siting of OLE portals across Uppermill Viaduct (MVL3/31) to avoid pattress plates and respond to the rhythm of the viaduct arches is recognised by Historic England and Network Rail to result in a low level of less than substantial harm to the significance of the listed building.

7. THE PROVISION OF HERITAGE INTERPRETATION AS PART OF THE ORDER SCHEME

Matter Source	Summary of Matter	Statement of Common Ground
Letter 29, November 2024, Letter, 18 July 2025	Provision of heritage interpretation at Greenfield Station	The significance of the Transpennine Route between Stalybridge and Diggle as an early rail route is recognised by Network Rail and Historic England. The provision of a scheme of heritage interpretation at Greenfield Station commemorating the railway heritage of the Transpennine Route is welcomed by Historic England.

Signed by (on behalf of Network Rail Infrastructure Limited)

p.p. Penny Carter

Position: Head of Consents & Environmental Planning

Date: 28 May 2026

Signed by Historic England

LR [illegible] Louise Davies

Date: 28.05.2026 Inspector of Historic Buildings and Areas
Historic England