



TRANSPORT AND WORKS ACT 1992
TRANSPORT AND WORKS (INQUIRIES PROCEDURES)
RULES 2004
NETWORK RAIL (STALYBRIDGE TO DIGGLE
(SADDLEWORTH) ENHANCEMENTS) ORDER

Summary Scheme Description of the Application
Network Rail

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CONTENTS

1.GENERAL INTRODUCTION	4
1.1 Summary Overview of the Order Scheme.....	4
1.2 Description of the Order Scheme Works.....	6
2. CONSENTS FOR THE ORDER SCHEME WORKS	12
2.1 Scope of the Order.....	12
2.2 Deemed Planning Permission for the Order Scheme.....	13
2.3 Order Scheme works to be authorised by the Order and Deemed planning permission.....	14
2.4 Listed Building Consent for the Order Works.....	16
2.5 Open Space.....	17
2.6 Proposed Acquisition of Open Space - Plots 10-002B and 10-012.....	18
2.7 Proposed Acquisition of Rights Only Over Open Space - Plot 10-007.....	18
2.8 Open Space Certificates Sought by Network Rail.....	19
3. CONSENTS FOR THE SCHEME WORKS.....	19
3.1 Scope of the Scheme works authorised as Permitted Development.....	20
3.2 Scheme Permissions and Prior Approvals.....	21
3.3 Listed Building Consent Applications for Permitted Development Work.....	21
3.4 Scheme permissions and Permitted Development.....	21

Figures

Figure 1: The Transpennine route footprint and projects.....	5
Figure 2: Location of the Open Space Plots.....	18

Tables

Table 1: Consenting Regimes for the works comprising the Order Scheme and the Scheme	8
Table 2: Works to be authorised by the Order and the deemed planning Permission.....	15
Table 3: Open Space Plots.....	17

NR118 Summary Scheme Description

1. GENERAL INTRODUCTION

1.1 Summary overview of the Order Scheme

- 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), described at greater detail in **NR30**.
- 1.1.3 The Order 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 as shown in Figure 1 below, 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.



Figure 1 The Transpennine route footprint and projects

- 1.1.4 The Stalybridge to Diggle (“Saddleworth”) section of the Transpennine route is the route section subject of the Order Scheme (“The Scheme Route”). The

NR118 Summary Scheme Description

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

- 1.1.5 To achieve this purpose the Order Scheme comprises a number of interventions which are described in section 1.2 below.
- 1.1.6 The Scheme will be constructed on land which consists of both operational railway land and land outside of Network Rail's ownership.
- 1.1.7 This summary provides an overview of the Order scheme work elements and consenting regimes for the scheme.

1.2 Description of the Order Scheme Works

- 1.2.1 In summary the Order Scheme works will include the following principal works:
 - Work No. 1. The reconstruction of Heyrod Hall overbridge (MVL3/7), including works to construct a temporary bridge over the existing railway, upgrade an existing private access road served by this overbridge up to its junction with Printworks Road and associated utilities diversion works.
 - Work No. 2. The reconstruction of Manchester Road footbridge (MVL3/10A).
 - Work No. 3. The construction of a new Mossley Station to be located west of Manchester Road approximately 300 metres north of the site of the existing Mossley station, comprising the construction of station platforms, station entrance building (with ticketing and staffing facilities), station footbridge and lift shafts and associated station parking areas. These works will also include the provision of access to the new station from Manchester Road, a new pedestrian access route between the existing Mossley Station and the new relocated station and the re-location of bus stops on Manchester Road.
 - Work No. 4. The reconstruction of Roughtown Road footbridge (MVL3/18).
 - Work No. 5. The reconstruction of Wright's Mill overbridge (MVL3/20).
 - Work No. 6 The reconstruction of Royal George underbridge (MVL3/25).

NR118 Summary Scheme Description

- Work No. 7. The construction of a new footbridge at Oldham Road (Oldham Road footbridge (MVL3/28/B)) over the existing railway.
 - Work No. 8. The reconstruction of Oldham Road overbridge (MVL3/28).
 - Work No. 9. The reconstruction of Ward Lane overbridge (MVL3/36), including works to construct a temporary bridge over the existing railway.
 - Work No. 10. The partial reconstruction of Station Road overbridge (MVL3/39), including the construction of a temporary utility bridge over the existing railway.
- 1.2.2 The Order Scheme will also make provision for the construction, operation and maintenance of railway electrification works (including the provision of OLE) on the Scheme Route (including within the work areas described above and on the existing Uppermill Viaduct) for the purposes of the electrification of the Scheme Route.
- 1.2.3 In addition to the principal works described above the Order Scheme 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.
- 1.2.4 The Order Scheme will also authorise the construction of temporary works across the Order Scheme Route, including temporary construction compounds, temporary accesses and other temporary works which are required to support the construction of both the Order Scheme and the Scheme.
- 1.2.5 Network Rail are seeking powers through the Order to acquire land, the subsoil and airspace of land, interests in land (including the imposition of restrictive covenants) and to temporarily acquire and temporarily use land for the purposes of the works to be authorised as part of the Order Scheme and for the provision of the works to be delivered as part of the Scheme. Table 1 summarises the consenting regimes for the Scheme.

NR118 Summary Scheme Description

Table 1: Consenting Regimes for the works comprising the Order Scheme and the Scheme

Consenting Regime	Works
Works comprising the Order Scheme	
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 permanent and temporary development authorised by the Order within the limits of the Order.
Listed Building Consents for works authorised by the Order	10 no. applications for Listed Building Consent were submitted alongside the Order application on 7th November 2025 for the following works which are authorised by the Order and for which planning permission will be granted through the request for deemed planning permission:- • 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).

NR118 Summary Scheme Description

Open Space Certificates	The Secretary of State has been asked by Network Rail, in relation to compulsory acquisition powers to be conferred by the Order, to certify: • 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.
<i>Works comprising the Scheme</i>	
Permitted Development under the GPDO	• 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. (except for OLE on Uppermill Viaduct which as noted in paragraph 1.2.2 above is being delivered under the TWAO). • Installation of a new Global System for Mobile Communications – Railway (GSM-R) Mast and substation adjacent

NR118 Summary Scheme Description

	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. • 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.
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NR118 Summary Scheme Description

Permitted Development Requiring Prior Approvals under Part 18, Class A of the GPDO	- Improvement works to Greenfield Station including platform extensions, a new footbridge with lift shafts and alterations to station furniture and shelters, -) - A request for prior approval for these works was submitted to Oldham Metropolitan Borough Council on 2nd March 2026; and - Alterations to MVL3/9 Spring Bank Lane Overbridge (application ref. 25/01058/NPRIV) - A request for prior approval for these works was submitted on 22nd December 2025 to Tameside Metropolitan Borough Council. Prior Approval for the works was provided Tameside Metropolitan Borough Council on 16th February 2026.
Listed Building Consents for Scheme works not authorised by the Order	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: - Alteration to MVL3/9 Spring Bank Lane Overbridge; (TMBC ref: 26/00021/LBC) Application approved 5th March 2026, and - MVL3/10 Manchester Road Underbridge; (TMBC ref: 26/00041/LBC) Application approved 18th March 2026. Note that the works at both locations constitutes Permitted Development under the GPDO as follows: - Alterations (Installation of lightweight coloured concrete copers to bridge parapets, installation of OLE bridge arm to underside of bridge, installation of parallel flange channel to bridge abutment, and areas of lime mortar repointing) to MVL3/9 Spring Bank Lane Overbridge (Part 18, Class A subject to Prior Approval. (TMBC ref: 25/01058/NPRIV) Application approved 16th February 2026.

NR118 Summary Scheme Description

	• Minor alterations (Bridge strengthening works and installation of replacement current handrails) to MVL3/10 Manchester Road Underbridge which do not materially alter its external appearance (Part 8, Class A of the GPDO).
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2. CONSENTS FOR THE ORDER SCHEME WORKS

2.1 Scope of the Order

2.1.1 The Order Scheme requires consents under a number of statutory regimes. The principal consent is the Order under the Transport and Works Act 1992, which would authorise the works and confer the necessary powers (including compulsory acquisition and temporary possession). Network Rail has also sought deemed planning permission, listed building consents where required, and open space certificates.

2.1.2 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;

NR118 Summary Scheme Description

- 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.

2.1.3 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.

2.2 Deemed Planning Permission for the Order Scheme

2.2.1 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**).

2.2.2 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 of (**NR30**):-

- 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).

NR118 Summary Scheme Description

- 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).

2.3 Order Scheme works to be authorised by the Order and Deemed Planning Permission

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

NR118 Summary Scheme Description

Table 2: Works to be authorised by the Order and the deemed planning permission

Feature	Description
Stalybridge Tunnel	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.
Heyrod	- Reconstruction of bridges MVL3/7* and MVL3/10A, - modifications to MVL3/8*, requiring temporary closures / diversions. (*also the subject of listed building consent)
Scout Tunnel	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	- 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	- 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. (*also the subject of listed building consent)
Greenfield	Reconstruction of bridge MVL3/28* and new MVL3/27A footbridge.

NR118 Summary Scheme Description

	New Secondary Means of Escape staircase on platform 2 leading up to Oldham Rd. (*also the subject of Listed Building Consent)
Uppermill & Saddleworth	- Modifications to MVL3/29*, MVL3/31a and MVL3/32 requiring temporary closures / diversions. - OLE fixings to MVL3/31* (Uppermill Viaduct). - Permanent closure of Moorgate Level Crossing and diversion of PRow. (*also the subject of listed building consent)
Diggle	- 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.

2.4 Listed Building Consents for Order Works

2.4.1 The Order Scheme includes works to ten Grade II listed structures, comprising nine bridges and one viaduct. The 10 LBCs are for works authorised by the Order and for which planning is granted by the Deemed Planning Permission. 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**).

2.4.2 Network Rail applied for Listed Building Consent (LBC) for these works on 7th November 2025. 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.

NR118 Summary Scheme Description

2.5 Open Space

- 2.5.1 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.”.
- 2.5.2 Network Rail has identified that the plots listed in Table 3 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. Further detail is provided in Section 10 (NR30).

Table 3: 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

NR118 Summary Scheme Description

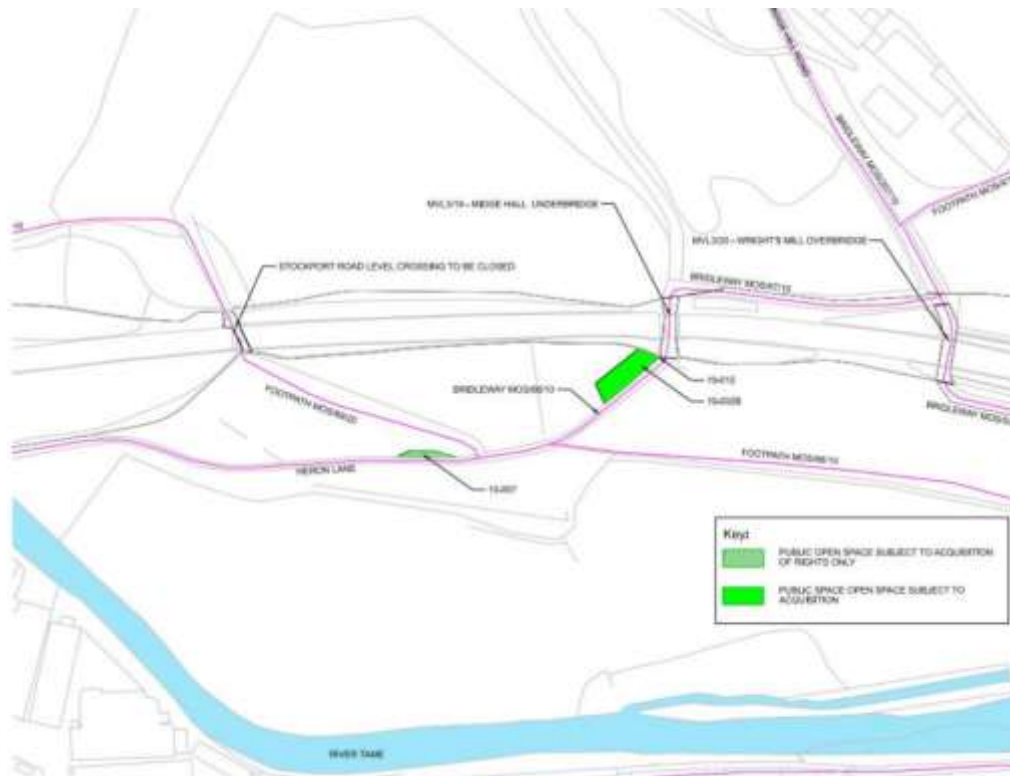


Figure 2: Location of the Open Space Plots

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

- 2.6.1 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.

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

- 2.7.1 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,

NR118 Summary Scheme Description

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.

2.8 Open Space Certificates Sought by Network Rail

2.8.1 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.

2.8.2 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.

2.8.3 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.

3. CONSENTS FOR THE SCHEME WORKS

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

NR118 Summary Scheme Description

Planning Permission (**NR11**). In summary, these elements of the Scheme works comprise:

3.1 Scope of the Scheme works authorised as Permitted Development.

- 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).
- 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).
- 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).

NR118 Summary Scheme Description

3.2 Scheme Permissions and Prior Approvals

3.2.1 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 (A request for prior approval for these works was submitted to Oldham Metropolitan Borough Council on 2nd March 2026, Application reference No. PRG/356064/26); 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).

3.3 Listed Building Consent Applications for Permitted Development Work

3.3.1 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.

3.3.2 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.

3.3.3 Further details on the Level Crossing proposals are set out in Section 8 of the Statement of Case (**NR30**).

3.4 Scheme permissions and Permitted Development

3.4.1 Scheme works which are not the subject of the application for the Order or Request for Deemed Planning Permission will be authorised under the provisions of Parts 8, 11 and 18 of the GPDO. Two elements of the Scheme will require separate requests for prior approval pursuant to Part 18, Class A as follows:

NR118 Summary Scheme Description

- 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).

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