

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

**Historic Environment – Updated Planning Conditions
INQ-24**

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The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

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1. GENERAL INTRODUCTION

1.1 Purpose of the Document

- 1.1.1 The purpose of this document is to present amendments to the planning conditions relating to the Historic Environment which are proposed by Network Rail to be attached to the Request for Deemed Planning Permission and statement of proposed conditions (see Appendix 2 to **NR11** as amended by **NR147**) ahead of the Inquiry Heritage Round Table on 2 July 2026.

2. HISTORIC ENVIRONMENT – UPDATED PLANNING CONDITIONS

2.1 Existing Planning Condition 13 - Heritage Interpretation – Greenfield Station

- 2.1.1 The purpose for adding existing Planning Condition 13 is set out in **NR147**.
- 2.1.2 The need for existing Planning Condition 13 has been agreed by both Oldham Borough Council (see the Table at paragraph 8.2 of the Statement of Common Ground dated 2 June 2026 (**NR/SOCG/OBJ/185**) and Tameside Metropolitan Borough Council (see paragraph 9.2.2 of the Statement of Common Ground dated 2 June 2026 (**NR/SOCG/REP/05**)).
- 2.1.3 Network Rail are proposing the further minor drafting amendments shown tracked below to existing Planning Condition 13 to amend the title to confirm the relevant location for this condition and to clarify the Scheduled Work listed in Schedule 1 of the Order (**NR02**) being referred to in the condition.

Proposed amendments to Planning Condition 13

13. HERITAGE INTERPRETATION – GREENFIELD STATION

Within 12 (twelve) months of the bringing into use of Oldham Road footbridge (being the work described as Work No.7 in the Order), a scheme to commemorate railway heritage shall be submitted to, and approved in writing by, the Local Planning Authority. The approved scheme shall be implemented in accordance with the approved details and retained at all times thereafter.

Reason: *To ensure the conservation of the historic environment and be consistent with Policy 24 of the Oldham Local Development Framework and Policy JP-P2 of Greater Manchester Combined Authority's Places for Everyone.*

- 2.1.4 Network Rail have shared these drafting amendments with Oldham Borough Council as the relevant planning authority but no comments have been received from Oldham Borough Council as of the date of this Inquiry document.

2.2 New Planning Condition 14 - Heritage interpretation – Footpath FP 209 SADD (Dark Lane)

- 2.2.1 Network Rail propose to add new planning 14 condition as set out below.
- 2.2.2 In the event that the Order (**NR02**) authorises the closure of the Moorgate Halt Level Crossing and the closure of the associated section of Footpath 209 SADD (Dark Lane) over the level crossing, the purpose for the new planning condition is to make provision for the implementation of a scheme of heritage interpretation relating to the history of Footpath 209 SADD (Dark Lane). This being a heritage interpretation scheme proposed by Network Rail in paragraph 8.2.3.25 of Network Rail's Statement of Case (**NR30**).

New Planning Condition 14

14. HERITAGE INTERPRETATION – FOOTPATH FP 209 SADD (DARK LANE)

Within 12 (twelve) months of the closure of the Moorgate Halt Level Crossing in accordance with Article 19 of the Order, a scheme to disseminate information relating to the history of Footpath 209 SADD shall be submitted to, and approved in writing by, the relevant local planning authority. The approved scheme shall be implemented in accordance with the approved details and retained at all times thereafter.

Reason: *To ensure the conservation of the historic environment and be consistent with Policy 24 of the Oldham Local Development Framework and Policy JP-P2 of the Places for Everyone Joint Development Plan document.*

- 2.2.3 Network Rail have shared this new planning condition with Oldham Borough Council as the relevant planning authority but no comments have been received from Oldham Borough Council as of the date of this Inquiry document.

2.3 Existing Planning Condition 10 – Archaeology

- 2.3.1 Existing Planning Condition 10 was included as part of the planning conditions originally proposed by Network Rail to be attached to the Request for Deemed Planning Permission and statement of proposed conditions (see Appendix 2 to **NR11**).
- 2.3.2 Existing Planning Condition 10 has been agreed by both Tameside Metropolitan Borough Council (see paragraph 9.2 of the Statement of Common Ground dated 2 June 2026 (**NR/SOCG/REP/05**)) and Oldham Borough Council (see the Table at paragraph 8.2 of the Statement of Common Ground dated 2 June 2026 (**NR/SOCG/OBJ/185**)).

2.3.3 Network Rail are proposing the further drafting amendments shown tracked below to Planning Condition 10 to ensure that the non-designated heritage asset, comprising the Manchester Road Footbridge MVL3/10A, which is affected by the works to be authorised by the Order is made subject to the terms of paragraph b) of Condition 10.

Proposed amendments to Planning Condition 10

10. ARCHAEOLOGY

a) No development is to commence within the areas of archaeological potential or heritage significance as defined in Chapter 5 of Volume One of the Environmental Report until a construction methodology has been submitted to and approved in writing by the relevant local planning authority, in order to assist in identifying any likely impacts on such areas of archaeological potential or heritage significance.

It must then be agreed in writing with the local planning authority (in consultation with Greater Manchester Archaeological Advisory Service) whether a written scheme of investigation is required to be submitted in relation to such areas of archaeological potential or heritage significance.

b) No development is to commence within the areas of archaeological interest identified in Chapter 5 of Volume One of the Environmental Report and/or in any areas that have been determined to require a written scheme of investigation in accordance with paragraph 10(a) or within the areas comprising the limits of deviation (as defined in Article 2 of the Order) for the work described as Work No.2 in the Order (reconstruction of Manchester Road Footbridge MVL3/10A), until a written scheme of investigation for such areas has been submitted to and approved in writing by the relevant local planning authority. The written scheme of investigation must

cover the following:

(i) a phased programme and methodology to include:

a. historic building investigation; and

b. archaeological evaluation, and monitoring and recording during development works.

(ii) production of a final report on the significance of the heritage interest recorded;

(iii) deposition of the final report with the Greater Manchester Historic Environment Record;

(iv) dissemination of the results of the site investigations commensurate with their significance;

- (v) provision for archive deposition of the report, finds and records of the site investigation;
- (vi) nomination of a competent person or persons/organisation to undertake the works set out within the approved written scheme of investigation;
- (vii) the measures to be taken in order to protect, record or preserve any significant archaeological remains and surviving historic features that may be found; and
- (viii) the public engagement framework for archaeology and heritage.

Reason: *To ensure that the significance of the historic environment is properly assessed, protected, recorded and preserved and to ensure that the development is carried out in accordance with paragraphs 202 and 218 of the National Planning Policy Framework (2024), policy C10 of the Tameside Metropolitan Borough Council Unitary Development Plan (2004), policy 24 of the Oldham Metropolitan Borough Council Development Plan Document (2011) and policy JP-P2 of the Greater Manchester Combined Authority's Places for Everyone Joint Development Plan 2022 to 2039 (2024).*

- 2.3.4 Network Rail have shared these drafting amendments with Tameside Metropolitan Borough Council as the relevant planning authority but no comments have been received from Tameside Metropolitan Borough Council as of the date of this Inquiry document.