



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

DOCUMENT NR15: PLANNING STATEMENT

Rule 10(6)(d)

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TABLE OF DEFINITIONS

Abbreviation	Full terminology
BNG	Biodiversity Net Gain
CoCP	Code of Construction Practice
CTMP	Construction Traffic Management Plan
DfT	Department for Transport
EIA	Environmental Impact Assessment
FRA	Flood Risk Assessment
GMCA	Greater Manchester Combined Authority
GPDO	The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended)
GRP	Glass Reinforced Plastic
INNPS	Invasive Non-Native Plant Species
IRP	Integrated Rail Plan
LBC	Listed building consent
LEMP	Landscape and Ecological Management Plan
LPA	Local Planning Authority
MMP	Materials Management Plan
MVL	Manchester Victoria and Huddersfield Line structure location reference
NIDP	National Infrastructure Delivery Plan
NPPF	National Planning Policy Framework
NNNPS	National Networks National Policy Statement
NR	Network Rail

OLE	Overhead Line Equipment (for electrification of railway)
OMBC	Oldham Metropolitan Borough Council
PD	Permitted Development (as authorised under the GPDO)
PfE	Places for Everyone Joint Development Plan
PPG	Planning Practice Guidance
PRoW	Public Right of Way
RPA	Root Protection Area
RRAP	Road-Rail Access Point
SoS	Secretary of State
SSSI	Site of Special Scientific Interest
TMBC	Tameside Metropolitan Borough Council
TPO	Tree Preservation Order
TRU	Transpennine Route Upgrade
TWAO	Transport and Works Act Order
Term	Definition
Network Rail's operational land	The land within Network Rail's current ownership used for the purposes of operating and maintaining the railway
The Application Rules	The Transport and Works (Applications and Objections) (England and Wales) Rules 2006
The Deemed Planning Permission	The request to the SoS for Transport under section 90(2A) of the Town and Country Planning Act 1990 that planning permission is deemed to be granted for the development sought to be authorised by the Order
The Scheme	All of the works which form part of the Stalybridge to Diggle (Saddleworth) Enhancements Scheme, including all

	the works to be authorised by the Order and all works being undertaken under the GPDO
The Scheme boundary	The red line boundary for all the works that comprise the Scheme, including all the works to be authorised by the Order and all works being undertaken under the GPDO
The Order Scheme	The elements of the Scheme which are authorised by the Order and, where required, the Deemed Planning Permission
The Order Scheme boundary	The boundary for all the works that comprise the Order Scheme
The Order	The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

1. INTRODUCTION

1.1 Transpennine Route Upgrade

- 1.1.1 The Transpennine Route Upgrade (TRU) is a major, multi-billion-pound programme of improvements to bring more frequent, faster and greener trains between York, Leeds and Manchester on a better, cleaner, more reliable railway.
- 1.1.2 TRU 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 part electrification of the Transpennine route. TRU, of which the Order Scheme and the wider Scheme are an important part, proposes investment now to solve today's challenges, plan for future growth, and contribute to decarbonisation.
- 1.1.3 The TRU programme involves a variety of works including: the electrification of the railway (installation of overhead line equipment (OLE) and associated infrastructure); removal, re-modelling and replacement of bridges and structures to accommodate OLE; track and signalling upgrades; level crossing closures and safer alternative routes where required; upgrades to stations to provide step-free access and longer platforms; and structural strengthening works.

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

- 1.2.1 Network Rail Infrastructure Limited (Network Rail) has applied under section 1 of the Transport and Works Act 1992 ("the 1992 Act") for a Transport and Works Act Order ("TWAO") known as the Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order ("the Order"). The application process for a TWAO is governed by the Transport and Works (Applications and Objections) (England and Wales) Rules 2006 ("the Application Rules").
- 1.2.2 In accordance with Rule 10(6) of the Application Rules, the application for the Order is accompanied by a request for a Planning Direction from the Secretary of State (SoS) for Transport under section 90(2A) of the Town and Country Planning Act 1990. The SoS may direct that planning permission is deemed to be granted for the development sought to be authorised by the Order ("the Deemed Planning Permission"), subject to any conditions.

- 1.2.3 The application for the Order forms part of the TRU Programme as it seeks authorisation for works required to the section of the Transpennine route between Stalybridge and the western portal of Standedge Tunnel in Diggle (Saddleworth), including works within the Tameside and Oldham Metropolitan Borough Council Local Planning Authority areas.
- 1.2.4 Collectively, all the works on the Transpennine route between Stalybridge and Diggle (Saddleworth) form part of the Stalybridge to Diggle (Saddleworth) Enhancements Scheme (“the Scheme”).
- 1.2.5 The full extent of the works that comprise the Scheme can be summarised as follows (the locations of the main scheme elements are shown on Figure 1):
- Installation of OLE including portals and gantries as well as overhead cables to enable the electrification of the railway line.
 - Track renewal and signalling/communications enhancements.
 - Vertical track alignment alterations to enable line speed improvements, along with minor track slews at certain locations including at Mossley Cottages.
 - Construction of a new relocated Mossley Station and upgrades to Greenfield Station.
 - Works within the existing Stalybridge and Scout tunnels.
 - Closure of the Moorgate Halt Level Crossing with enhancements to an existing Public Right of Way (PRoW) to address the extinguishment of the PRoW that crosses over the Moorgate Halt Level Crossing.
 - Closure of the Stockport Road Level Crossing, and the diversion of the existing PRoW that crosses over the Stockport Road Level Crossing.
 - Various engineering works to bridges, some of which are listed, and other structures to enable the safe installation of OLE at the required clearances. This includes the provision of railway protection works at Mossley Cottages.
 - The reconstruction of bridges which carry highways and PRoWs over the railway to enable the safe installation of OLE.
 - Temporary works for construction, including site compounds and access upgrades.
 - Associated work including temporary and permanent utilities diversions, and drainage infrastructure.

- 1.2.6 Not all of the works listed above that comprise the Scheme are to be authorised by the Order and the Deemed Planning Permission.
- 1.2.7 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), in some cases subject to Prior Approval where 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:
- 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.
 - Minor works and boundary treatment to form PRoW diversion routes associated with the closure of the Stockport Road Level Crossing and the demolition of MVL3/23 Wright's Overbridge.
 - Installation of OLE structures and wiring, signalling equipment and other railway plant and equipment on Network Rail operational railway land.
 - Installation of new GSMR 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.
 - Decommissioning of Mossley Station (Existing) including demolition of platforms.
 - Demolition of existing footbridges at the existing Mossley and Greenfield Stations.
 - Improvement works to Greenfield Station including platform extensions, a new footbridge with lift shafts and alterations to station furniture and shelters.
 - 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.

1.2.8 Where further powers are required to deliver works required for the Scheme, they are proposed to be authorised by the Order and the Deemed Planning Permission. The elements of the Scheme which are to be authorised by the Order and the Deemed Planning permission are referred to in this Statement as ‘the Order Scheme’. The Order Scheme comprises 44 main elements as summarised in Table 1 below. The Order will include a range of powers including:

- Authorisation of works, including construction of a new station at Mossley bridge reconstructions, construction of a new footbridge adjacent to Greenfield Station and the construction of railway electrification works including the provision of OLE on Uppermill Viaduct;
- Diversion of utilities;
- Diversion or stopping up of highways and PRowS;
- Powers to alter public highways and to undertake street works;
- Closure of the level crossings;
- Acquisition of land (including the subsoil and airspace of land), and rights in land and the imposition of restrictive covenants;
- Temporary use of land; and
- Traffic regulation powers.

Table 1: Main Order Scheme Elements

Stalybridge to Diggle (Saddleworth) Enhancements Order Scheme Element
1. Stalybridge Tunnel Temporary Ground Stabilisation Works
2. Printworks Road Temporary Site Compounds, Access and Drainage Works
3. Lineside Fencing Access from Wakefield Road Works
4. Heyrod Hall Overbridge, Site Compound and Access Works
5. Springbank Lane Footbridge Works
6. Wakefield Road Plant Access and Compound
7. Lower Beestow Drainage Works
8. Manchester Road Footbridge Reconstruction
9. Scout Tunnel Temporary Ground Stabilisation Works
10. Scout Tunnel Temporary Site Compounds Works.
11. Scout East Ramp Temporary Works
12. Egmont Street Temporary Site Compound Works
13. Plevins Temporary Site Compound Works

Stalybridge to Diggle (Saddleworth) Enhancements Order Scheme Element
14. Mossley Cottages Railway Protection Works
15. Stamford Road Pipebridge Diversion Works
16. Mossley Station Relocation and Site Compound Works
17. Roughtown Road Overbridge Works
18. Roughtown Road Footbridge Works
19. Heron Lane Site Compound Works
20. Stockport Road Level Crossing Closure and PRow Diversion Route Works
21. Wright's Mill Overbridge Reconstruction Works
22. Armit Road Temporary Site Compound Works
23. Wright's Overbridge Demolition and Ground Stabilisation Works
24. Royal George Underbridge and Site Compound Works
25. Shaw Hall Bank Road Footway Works
26. Oaklands Road Permanent Maintenance Facility Works
27. New Oldham Road Footbridge and Greenfield Station Platform 2 Secondary Means of Escape Works
28. Oldham Road Overbridge Reconstruction Works
29. Greenfield Temporary Site Compounds Works
30. Oldham Road Access and Drainage Works
31. Wickens Underbridge Works
32. Moorgate Halt Alternative Footpath Enhancement and Site Compound Works
33. Den Lane Parking Area Works
34. Uppermill Viaduct OLE installation and Site Compound Works
35. Former Saddleworth Station Temporary Site Compound
36. Former Butterhouse Tunnel Temporary Site Compound Works
37. Subway Handrail Works
38. Ravenstone Drive Footbridge Works
39. Ward Lane Overbridge Reconstruction and Utilities Bridge Works
40. Ward Lane Temporary Site Compounds Works
41. Station Road Overbridge and Temporary Utilities Bridge Works
42. Diggle Site Compounds Works
43. Bywash Underbridge Replacement
44. Diggle Access and Diversion Works

1.2.9 Further details of each of the relevant Order Scheme elements are provided in Section 3.

- 1.2.10 The Order Scheme includes works to ten grade II listed structures, comprising nine bridges and one viaduct. Applications for listed building consent will be submitted and determined concurrently with the Order application, being called in by the SoS under Section 12 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

1.3 Order application documents.

- 1.3.1 This Planning Statement is one of a suite of supporting documents supporting the Order application and should be read in conjunction with those documents, in particular the Request for Deemed Planning Permission and Statement of Proposed Conditions (Document NR11), the Statement of Aims (NR04), the Consultation Report (NR07), the Design and Access Statement (NR16), the Environmental Report (NR14) and Code of Construction Practice Part A (NR17). The following documents make up the Order application for the Order Scheme:
- NR1 Application.
 - NR2. Draft Order.
 - NR3. Explanatory Memorandum.
 - NR4. Statement of Aims.
 - NR5. Funding Statement.
 - NR6. Estimated cost of the proposed works.
 - NR7. Consultation Report.
 - NR8. Book of Reference.
 - NR9. Deposited Plans and Sections, Traffic Regulation Plans and Open Space Plan.
 - NR10. List of consents, permissions or licences required under other enactments.
 - NR11. Request for Deemed Planning Permission and statement of proposed conditions.
 - NR12. Planning Direction Drawings in support of the request for a planning direction.
 - NR13. The Secretary of State for Transport's screening decision for this application.
 - NR14. Environmental Report.
 - NR15. Planning Statement (this document).

- NR16. Design and Access Statement.
- NR17 Code of Construction Practice Part A.

1.4 Planning Statement

1.4.1 The purpose of this Planning Statement is to appraise the elements of the Order Scheme (see Table 1) against the provisions of local and national policy and other material considerations.

1.4.2 This Planning Statement is set out as follows.

- Section 2 summarises the aims and benefits of the Order Scheme.
- Section 3 describes the works proposed as part of the Order Scheme and their surroundings.
- Section 4 sets out the options process that took place for the different elements of the Order Scheme.
- Section 5 describes relevant planning and transportation policy.
- Section 6 provides an appraisal of the Order Scheme elements against the relevant planning and transportation policy.
- Section 7 summarises proposed planning conditions.
- Section 8 contains the conclusion.

2. AIMS AND BENEFITS

2.1 Statement of Aims

- 2.1.1 The aims and benefits of the Scheme are described fully in the Statement of Aims (NR4).

2.2 Current operation of the Transpennine route

- 2.2.1 The Transpennine route is a key strategic rail route across the North of England with the core route linking Manchester and York, via Huddersfield and Leeds.
- 2.2.2 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.
- 2.2.3 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.

2.3 Existing constraints on the Scheme route

- 2.3.1 The existing 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, unless addressed, would prevent the modernisation of the Transpennine route and the realisation of the full benefits of the wider Transpennine Route Upgrade (“TRU”) programme. The key constraints on the Scheme Route are:
- Line speed: Currently the Scheme Route is operated with line speeds of between 50-65mph which are not sufficient to significantly contribute to

the improvements in journey times across the Scheme Route that are required to support the delivery of the wider TRU benefits.

- Mossley Station (Existing) 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 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 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 existing 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 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 (through a Temporary Traffic Regulation Order) due to recent infrastructure changes to the track and signalling on this part of the Scheme Route, which could result in a train straddling the level crossing during times of perturbation.
- The 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.

- 2.3.2 As currently operated, the Scheme Route is a non-electrified section of the railway network. Switching from diesel trains to bi-mode and full electric rolling stock has benefits for the environment and will assist Network Rail in achieving its decarbonisation objectives, electrification also has benefits to train performance, with faster acceleration and more efficient braking being made possible, which also brings additional benefits with regards to safety.
- 2.3.3 The key constraints that exist on the Scheme Route, as explained above, currently adversely affect the performance, safety, reliability and capacity of train services serving the Scheme Route. Therefore, the realisation of the full benefits of the Order Scheme and the wider Scheme are required both to improve train services serving the Scheme Route and train services serving the entire Transpennine route.

2.4 Aims of TRU

- 2.4.1 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 the Order Scheme and the wider Scheme works are being delivered as part of the wider TRU programme. TRU 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 part electrification of the Transpennine route. TRU, of which the Order Scheme and the wider Scheme are an important part, proposes investment now to solve today’s challenges, plan for future growth, and contribute to decarbonisation.
- 2.4.2 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 and the wider Scheme are referred to as TRU Project W2b. The package of TRU projects are listed in Appendix 1 of the Statement of Aims (NR04) by reference to the latest Rail Network Enhancement Pipeline decision gateway which they have passed, Decision to Design or Decision to Develop. In combination these TRU Projects will deliver the overarching TRU benefits detailed further below, but individually they will also realise their own benefits. The individual benefits of the Order Scheme and the wider Scheme are set out in the section above.
- 2.4.3 TRU will aim to deliver:

- An improved journey time for Leeds – Manchester Victoria of 42-44mins;
(This Order Scheme contributes to this journey time improvement by facilitating increased running speeds of 80mph by providing for the electrification of the full extent of the Scheme Route and by providing for the closure of the two existing level crossings on the Scheme Route);
- An improved journey time for York to Manchester Victoria of 65-67mins;
(This Scheme contributes to this journey time improvement by increased running speeds of 80mph by providing for the electrification of the full extent of the Scheme Route and by providing for the closure of the two existing level crossings on the Scheme Route);

note: the above stated improved journey times represent the latest Client Development Agreement 4, April 25, TRU programme outputs.

- Capability to operate four ‘express’ and two ‘semi-express’ services an hour on the route;
(This Order Scheme contributes to this capacity improvement through the scheme order works. It also delivers on this capacity improvement aim by improving the capacity (platform lengths) at Mossley and Greenfield Stations);
- Capability to operate up to two ‘local services’ an hour on the route (subject to future operating timetables);
(This Order Scheme contributes to this capacity improvement through the Scheme Order works);
- Performance of the Transpennine route to be 92.5% or higher each period;
(This Order Scheme delivers on this reliability aim by providing for the electrification of the full extent of the Scheme Route, by providing for the closure of the two existing level crossings on the Scheme Route, and by providing upgraded modern railway equipment throughout the Scheme Route);
- Larger freight containerisation capability (W12 gauge).
(The Scheme delivers on this aim through the provision of greater clearance distances through the modification of existing structures that cross the railway throughout the Scheme Route);
- Freight paths/rights to be retained as existing;
(This Scheme delivers on this freight capability aim by providing for the electrification of the full extent of the Scheme Route and by providing upgraded modern railway equipment throughout the Scheme Route);

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

(This Scheme contributes to Network Rail's strategy and policy by providing for the electrification of the full extent of the Scheme Route).

- 2.4.4 Whilst the TRU benefits above are realised with the delivery of each of the individual projects, it is important to note, that without this Scheme, and all of its parts, the aims of TRU could not be achieved.

2.5 Aims and Benefits of the Order Scheme

- 2.5.1 The Scheme Route is a bottleneck on the Transpennine route where significant capacity and performance issues are currently encountered. Therefore, the Order Scheme, together with the wider Scheme works, is a key contributor towards the delivery of the wider TRU programme and the full realisation of the aims of the overall TRU programme of works, being the programme which provides the TRU framework for investment and network management, to better meet capacity requirements.
- 2.5.2 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, improved drop-off 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.
- 2.5.3 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.
- 2.5.4 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 bi-modal 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 appropriate. 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.

- 2.5.5 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 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.
- 2.5.6 The Order Scheme will also deliver new track, drainage, signalling and electrification equipment, which will be more reliable than the older rail assets which currently exist on the Scheme Route so improving the resilience of the Scheme Route and the train services operating on it.
- 2.5.7 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.
- 2.5.8 Currently the Scheme Route has various speed limits. The Order Scheme, together with the wider Scheme, will allow for faster line speeds (80mph throughout). 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.

- 2.5.9 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 more freight trains will be able to operate which in turns brings about economic and environmental benefits.

3. ORDER SCHEME DESCRIPTION, SITE AND SURROUNDINGS

3.1 Order Scheme description

- 3.1.1 The Order Scheme elements are described below, starting immediately to the east of Stalybridge Station and running in a north-easterly direction to the Standedge Tunnel Western Portal in Diggle.
1. Temporary ground stabilisation works within the existing **Stalybridge Tunnel (MVL3/3)** which will project beyond the tunnel extrados, protective works (where required) to properties above the tunnel within the parameters provided by the Order, and diversion of a sewer which is partly on third party land adjacent to the tunnel (the '**Stalybridge Tunnel Temporary Ground Stabilisation Works**').
 2. Construction of two temporary site compounds with associated earthworks at Printworks Road, north of Stalybridge Tunnel, with upgrades to the existing road access and upgraded drainage infrastructure (the '**Printworks Road Temporary Site Compounds, Access and Drainage Works**').
 3. The creation of a new access point from Wakefield Road between Printworks Road and MVL3/6 Heyrod Road Footbridge to enable the installation of lineside fencing (the '**Lineside Fencing Access from Wakefield Road Works**').
 4. The reconstruction of the grade II listed **Heyrod Hall Overbridge (MVL3/7)** with earthworks to create a suitable surface for an associated temporary storage site compound, as well as an upgraded access route from Printworks Road to serve the site compound, a temporary utilities bridge, and additional earthworks between MVL3/7 and MVL3/6 (the '**Heyrod Hall Overbridge, Site Compound and Access Works**').
 5. Minor refurbishment and parapet extensions in the form of replacement copers at the grade II listed **Springbank Lane Footbridge (MVL3/8)** (the '**Springbank Lane Footbridge Works**').
 6. Upgrade works to the existing vehicular access at Wakefield Road, and the creation of an expanded compound area north of the Springbank Lane Overbridge (MVL3/9) and west of Mossley Wastewater Treatment Works (the '**Wakefield Road Plant Access and Compound**').

7. Installation of drainage to the north on Lower Beestow, including localised resurfacing of PRow ref. MOS/117/710 (the '**Lower Beestow Drainage Works**').
8. The reconstruction of the **Manchester Road Footbridge (MVL3/10A)** to facilitate OLE installations underneath the bridge (the '**Manchester Road Footbridge Reconstruction**').
9. Works to **Scout Tunnel (MVL3/11)**, located south of Mossley Station (Existing), consisting of temporary ground stabilisation works which will extend into third party land, and protective works to properties above the tunnel within the parameters provided by the Order (the '**Scout Tunnel Temporary Ground Stabilisation Works**').
10. Establishment of site compounds on third party land on either side of Scout Tunnel to support construction in the vicinity (the '**Scout Tunnel Temporary Site Compounds Works**').
11. Construction of a Road Rail Access Point with associated ramp and earthworks, including new access point onto Manchester Road in Mossley to the north of the Scout Tunnel Temporary Site Compounds Works, (the '**Scout East Ramp Works**').
12. Establishment of a site compound in an area of previously developed land to the north east of the Scout East Ramp Works (the '**Egmont Street Temporary Site Compound Works**').
13. Construction of a site compound, involving the substantial demolition of existing commercial buildings, at **Plevin Mossley Depot**, east of the Huddersfield Narrow Canal (the '**Plevins Temporary Site Compound Works**').
14. The installation of railway protection works (including anti-trespass measures) and a new retaining wall at **Mossley Cottages**, located to the south of MVL3/12A (the '**Mossley Cottages Works**').
15. Works to remove the **MVL3/12A Stamford Road Pipebridge** and divert it into MVL3/13 Stamford Road Overbridge, including highways excavation (the '**Stamford Road Pipebridge Diversion Works**').
16. The relocation of **Mossley Station** to a new site approximately 300 metres to the north, on land which is currently vacant, to the west of Manchester Road. The works will include station platforms, a new station building, footbridge and lift shafts, as well as temporary site compounds on either side of the relocated station site to serve construction. The works will also include a new road access layout, parking areas, new bus stops on Manchester Road and a new pedestrian and vehicular access route between the car park of the

existing Mossley Station and the relocated station, as well as associated utilities works. A new signalised pedestrian crossing will be installed on Manchester Road, near the station entrance (the '**Mossley Station Relocation and Site Compound Works**').

17. Works to raise the parapets at the grade II listed **Roughtown Road Overbridge (MVL3/17)** to provide the necessary safety distances to the OLE (the '**Roughtown Road Overbridge Works**').
18. The reconstruction of the **Roughtown Road Footbridge (MVL3/18)**, located 70 metres to the north of Roughtown Road overbridge (MVL3/17) (the '**Roughtown Road Footbridge Works**').
19. Construction of a temporary site compound, including earthworks, passing places along Heron Lane and a new parking area to support maintenance activities (the '**Heron Lane Site Compound Works**').
20. The formation of a PRow diversion route following the closure of the Stockport Road Level Crossing under the TWAo powers, (the '**Stockport Road Level Crossing Closure and PRow Diversion Route Works**').
21. The reconstruction of the grade II listed **Wright's Mill Overbridge (MVL3/20)** to the east of the Midge Hill farm buildings (the '**Wright's Mill Overbridge Reconstruction Works**'). The Wright's Mill Overbridge Reconstruction requires a satellite site compound adjacent to the structure.
22. Construction of a site compound located away from NR land at **Armit Road**, and associated earthworks (the '**Armit Road Temporary Site Compound Works**').
23. Demolition of the grade II listed **Wright's Overbridge (MVL3/23)** which carries a Public Right of Way between Low Grove Lane and Mossley Road, ground strengthening works to the embankments and engineering works to form a suitable PRow diversion route (PRow to be diverted under the TWAo powers) (the '**Wright's Overbridge Demolition Works**').
24. Reconstruction of the grade II listed **Royal George Underbridge (MVL3/25)** at Oaklands Road and establishment of a temporary site compound utilising the existing parking area for the Friezland Church Hall (the '**Royal George Underbridge and Site Compound Works**').
25. Bridge strengthening, as well as upgrades to handrails and ballast retention works on the approach to the grade II listed **Shaw Hall**

Bank Road Footway (MVL3/26) (the '**Shaw Hall Bank Road Footway Works**').

26. Earthworks, devegetation and resurfacing to establish a permanent maintenance facility at Oaklands Road, including the widening of an existing vehicular access and the creation of a new second vehicular access from Oaklands Road. This permanent maintenance facility will be located to the north of the George Street Underbridge and south of the Shaw Hall Bank Road Footway (the '**Oaklands Road Permanent Maintenance Facility Works**').
27. Construction of a new **Oldham Road Footbridge (MVL3/27B)** adjacent to the existing Oldham Road overbridge (MVL3/28) and Greenfield Station, and a new **secondary means of escape staircase** from Greenfield Station Platform 2 to the proposed new footbridge (the '**New Oldham Road Footbridge and Greenfield Station Platform 2 Secondary Means of Escape Works**').
28. Reconstruction of the grade II listed **Oldham Road Overbridge (MVL3/28)** at the northern end of Greenfield Station (the '**Oldham Road Overbridge Reconstruction Works**').
29. The establishment of site compounds on land between Oldham Road and Chapel Road to the north east of Oldham Road Overbridge (the '**Greenfield Temporary Site Compounds Works**').
30. Establishment of a construction access route utilising an existing ramp to the railway line at the junction between Oldham Road and Chapel Road (the '**Oldham Road Access Works**').
31. Installation of GRP handrails, bridge strengthening and ballast retention works at the grade II listed **Wickens Underbridge (MVL3/29)** (the '**Wickens Underbridge Works**').
32. Works to enhance the existing footpath (reference 244 SADD) between Oldham Road and Ladcastle Road, passing under Wickens Underbridge, to provide a suitable alternative footpath route following the closure of Moorgate Halt Level Crossing under the TWAO powers, as well as a site compound to the north west of Wickens Underbridge to support the works in the area (the '**Moorgate Halt Alternative Footpath Enhancement and Site Compound Works**').
33. Establishment of a permanent parking area to serve construction and railway operations to the south of Den Quarry Underbridge (MVL3/30) (the '**Den Lane Parking Area Works**').
34. The provision of OLE portal attachments on the grade II listed **Uppermill Viaduct (MVL3/31)**, as well as the establishment of

- temporary site compounds and access routes at the base of the viaduct (the **'Uppermill Viaduct and Site Compound Works'**).
35. Creation of a temporary site compound with access works at the site of the **former Saddleworth Station** (the **'Former Saddleworth Station Temporary Site Compound'**).
 36. Creation of a temporary site compound area at the former Butterhouse Tunnel to the south of Diggle with temporary Road Rail Access Point, associated earthworks and tree removal (the **'Former Butterhouse Tunnel Temporary Site Compound Works'**).
 37. Installation of a new handrail to the top of the parapet on the western side of the **MVL3/32 Subway** (the **'Subway Handrail Works'**).
 38. The raising of parapets to and installation of infill panels with solid GRP screens at **Ravenstone Drive Footbridge (MVL3/35)** (the **'Ravenstone Drive Footbridge Works'**).
 39. The reconstruction of **Ward Lane Overbridge (MVL3/36)** located north of the Ravenstone Drive Footbridge, and the installation of a temporary utilities bridge during construction (the **'Ward Lane Overbridge Reconstruction and Utilities Bridge Works'**).
 40. Creation of temporary site compounds to the south-west, west, north-west and north-east of Ward Lane Overbridge (MVL3/36) to support construction in the area (the **'Ward Lane Temporary Site Compounds Works'**).
 41. Reconstruction of span 1 on the **Station Road Overbridge (MVL3/39)** in Diggle, approximately 90 metres south of Standedge Tunnel, and the installation of a temporary utilities bridge during construction (the **'Station Road Overbridge and Temporary Utilities Bridge Works'**).
 42. The establishment of temporary site compounds in Diggle to serve construction. This includes an existing parking area at Sam Road, with earthworks and concrete saddling over the top of MVL3/39A Standedge Canal Tunnel to provide an access to the railway line. Site compounds with associated earthworks are also proposed on the eastern side of the railway, expanding an existing site compound area for railway works (the **'Diggle Site Compounds Works'**).
 43. Replacement of the existing **Bywash Underbridge (MVL3/39B)**, located southernly adjacent to the Standedge Tunnel western portal, with a box culvert system (the **'Bywash Underbridge Replacement'**).

44. Temporary widening of Harrop Court Road and Lee Side, and construction of a new access road and associated earthworks to provide a temporary vehicular diversion to the north of Standedge Tunnel's western portal (the '**Diggle Access and Diversion Works**').

- 3.1.2 In Section 3.2 the main Order Scheme elements have been grouped together where they share surrounding features in common. In Section 6 (the assessment of compliance with planning policy) works are also generally considered together but assessed separately where the proposed works differ materially in their environmental effects.
- 3.1.3 The locations of the main Scheme elements are shown in Figure 1.

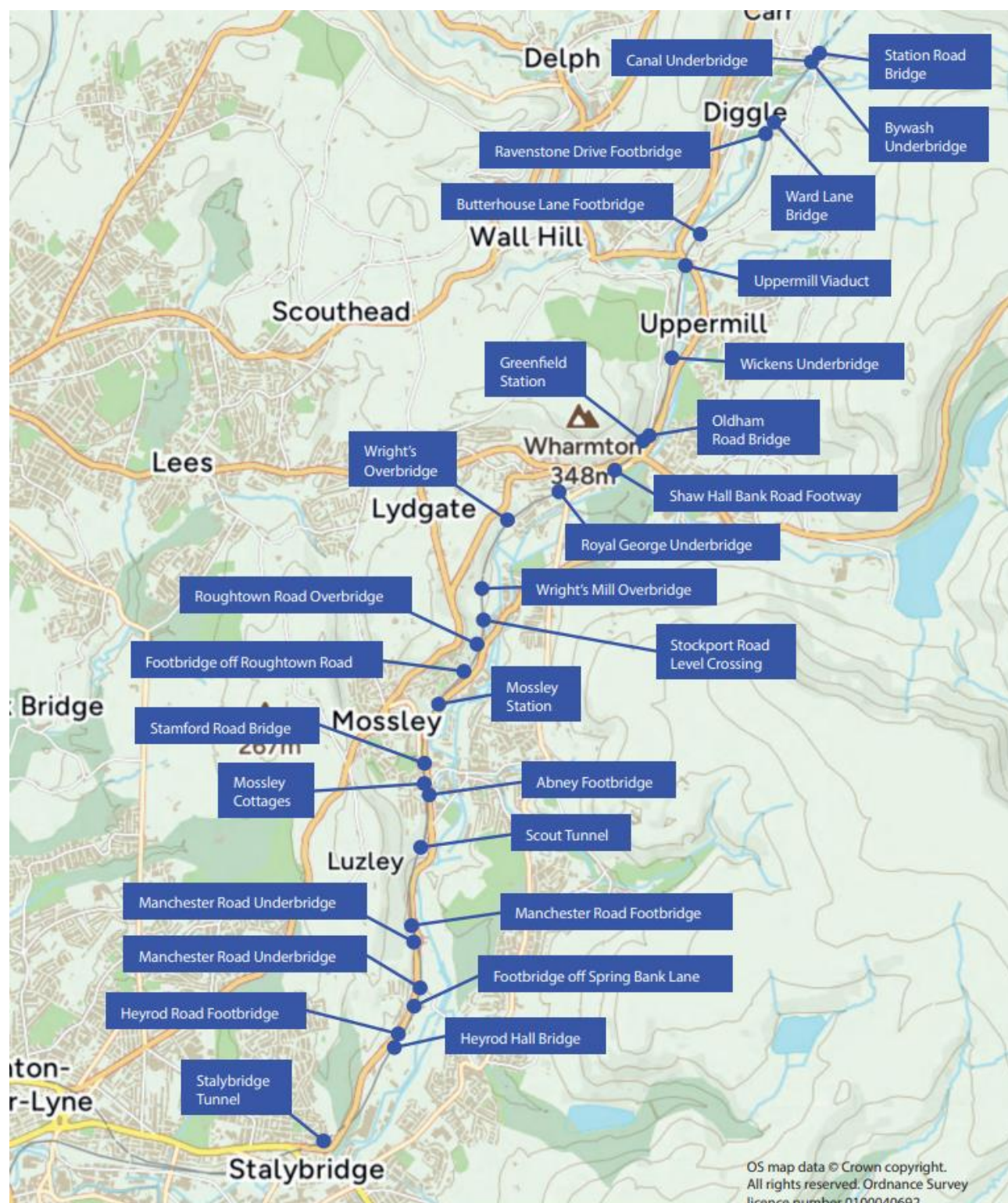


Figure 1: Location of Main Scheme Elements.

3.2 Sites and surroundings

3.2.1 This section describes the existing context of the Order Scheme works and the areas that surround them.

The Stalybridge Tunnel Works

3.2.2 Stalybridge Tunnel (MVL3/3) is situated approximately 350 metres east of Stalybridge Station, and is approximately 600 metres in length. Its western portal is beneath Stamford Street, and its eastern portal is situated behind property 106 on the east of Wakefield Road. A ventilation shaft is located approximately 260 metres into the tunnel from its western portal. A number of roads and properties are located above the tunnel. The temporary ground stabilisation works will project beyond the existing tunnel extrados into third party land. The utilities diversion works will also extend beyond existing Network Rail operational land, with engineering works in carry out the diversion required in a parking area to the north of Waterloo Road in Stalybridge.

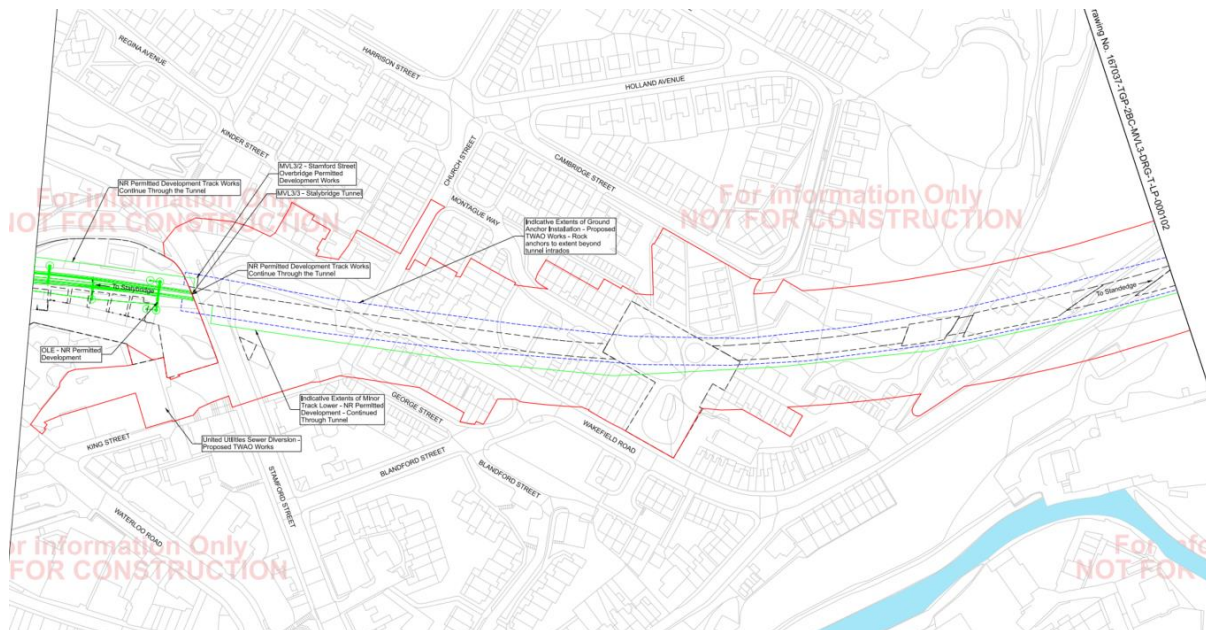


Figure 2: Stalybridge Tunnel Location

The Printworks Road Temporary Site Compounds, Access and Drainage Works

- 3.2.3 Two temporary site compounds are to be located off Printworks Road, with one to the south and one to the north. The southern compound (the 'Printworks Road Main Compound') will be utilised as the main construction compound for this area of the Scheme works, with the northern compound (the 'Printworks Road Office Compound') being used for site offices to support the works.
- 3.2.4 The two compounds are located west of the railway line, east of Wakefield Road and north of Stalybridge Tunnel (MVL3/3), being selected for their proximity to the tunnel and railway line. The land for the southern compound has an existing access point onto Printworks Road, which will be upgraded as part of the works. A row of residential dwellinghouses are located along Wakefield Road, adjacent to the Main Compound on the southern side. The Northend Industrial Park is located to the east of the railway line opposite the compounds, and the Stalybridge Power Station site lies to the northeast of the compound sites. Residential dwellings are located adjacent to the Office Compound site on its eastern and western sides, with several other residential dwellings approximately 100 metres to the north of the Office compound site.

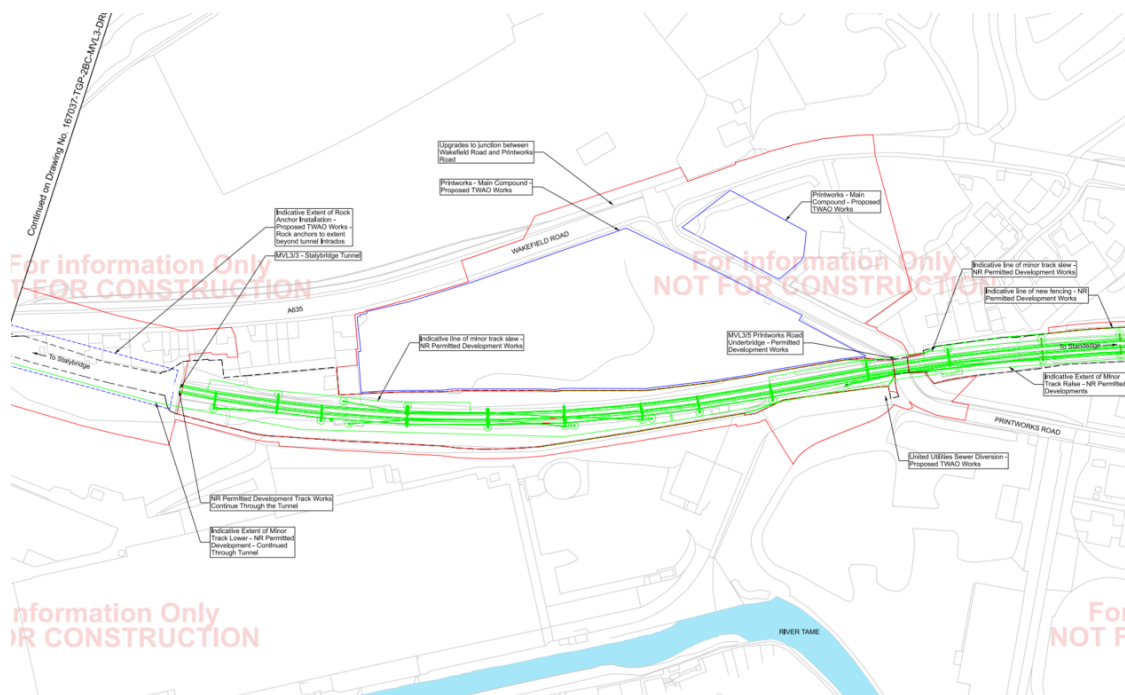


Figure 3: Printworks Road Temporary Compounds Location

Wakefield Road Construction Access Works

- 3.2.5 A new access point is to be created from Wakefield Road to enable the installation of lineside fencing, at land between the Printworks Road Temporary Site Compounds and Heyrod Road Footbridge (MVL3/6). The new access will be on the south side of Wakefield Road, in proximity to a building to its north-east which is separated from the Site by trees, with another residential property located approximately 30 metres to the north. The field slopes down to the south towards the railway line, which will be approximately 65 metres from the new access point.

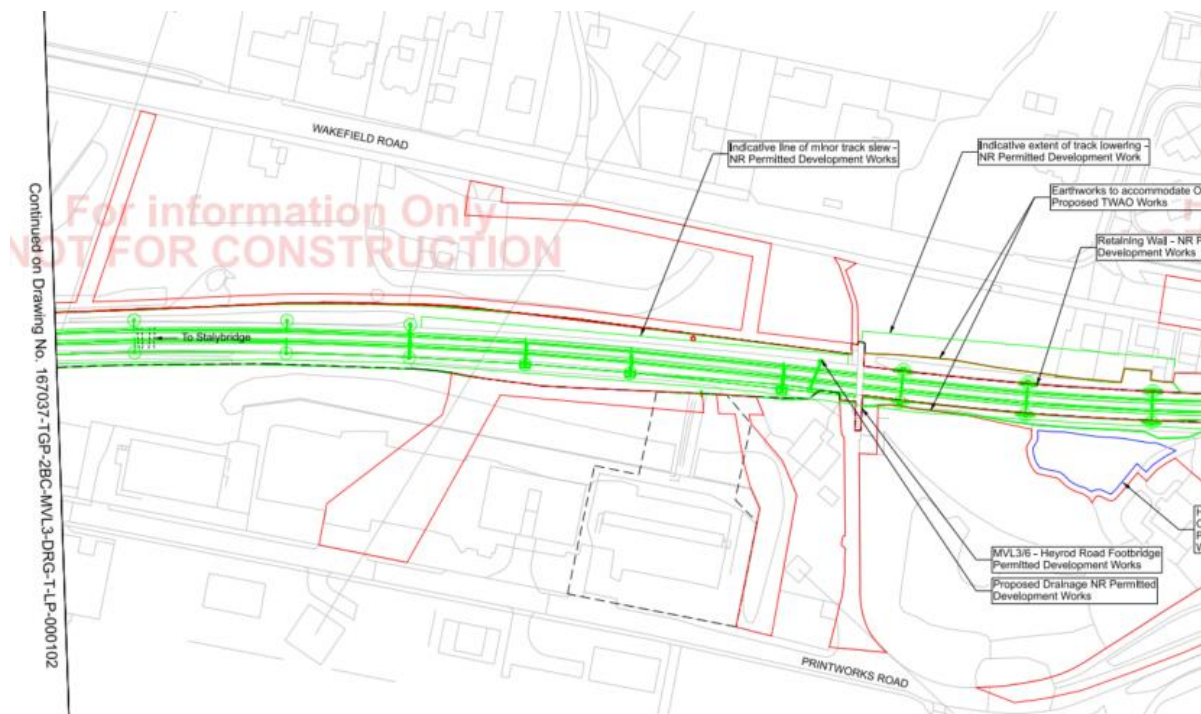


Figure 4: Wakefield Road Construction Access Location

The Heyrod Hall Works

- 3.2.6 The grade II listed Heyrod Hall Overbridge (MVL3/7) is located within the village of Heyrod, connecting Wakefield Road and Heyrod Hall. The bridge is accessed from Wakefield Road on the western side via a narrow access road between residential properties. This forms the sole vehicular access route to the properties at Heyrod Hall to the east of the bridge and is not a public highway. To the east of the bridge there is an access track which passes between the residential properties at Heyrod Hall and connects to Printworks Road. This access track is, however, currently unsuitable for vehicular traffic. There is tree cover located on both sides of the bridge.
- 3.2.7 A temporary compound to facilitate works to the bridge is to be located on the east side of the bridge. Upgrades to the existing access track from Printworks Road will allow vehicular movements to the works on the east of the bridge.

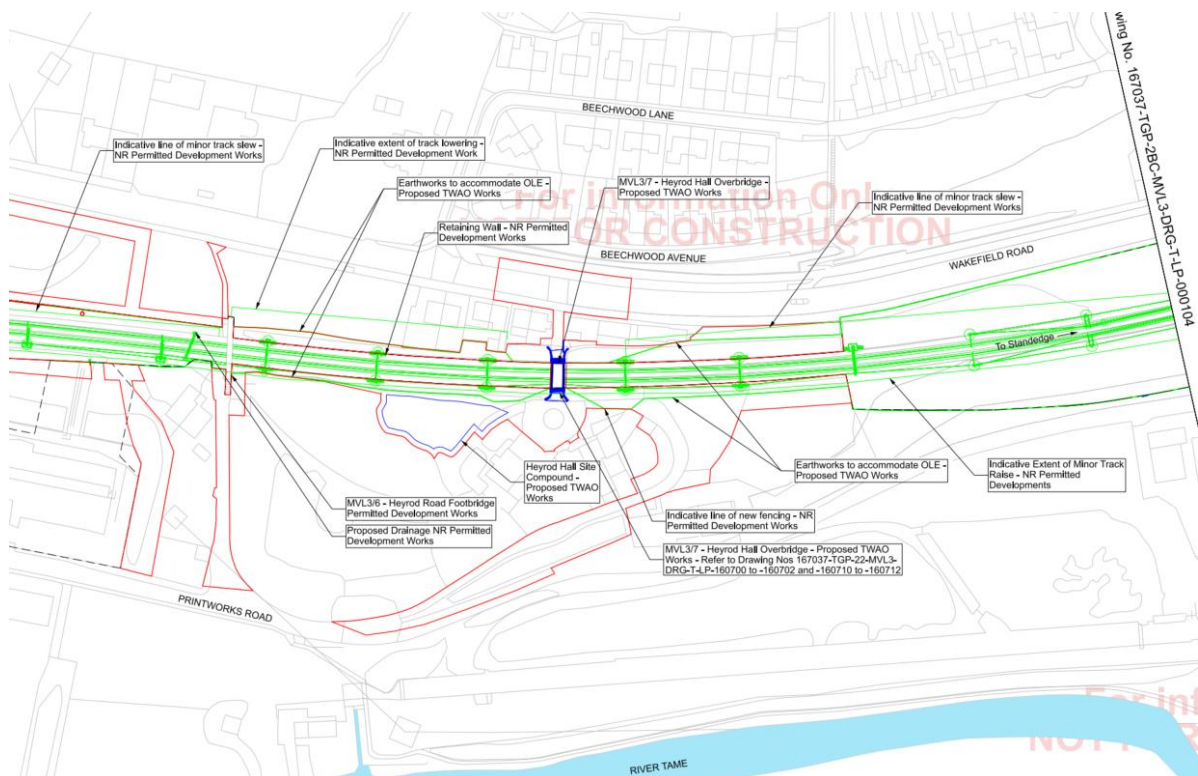


Figure 5: Heyrod Hall Overbridge Location

The Springbank Lane Footbridge Works

- 3.2.8 The grade II listed Springbank Lane Footbridge (MVL3/8) crosses between Wakefield Road on the western side and Springbank Lane on the eastern side, in the northern section of Heyrod. The land between the railway and the roads on either side is covered in trees and vegetation. On the west side, the footbridge exits onto Wakefield Road directly opposite John Street. On the east, a short footpath and stairs (which form part of the listed structure) lead pedestrians to Springbank Lane.

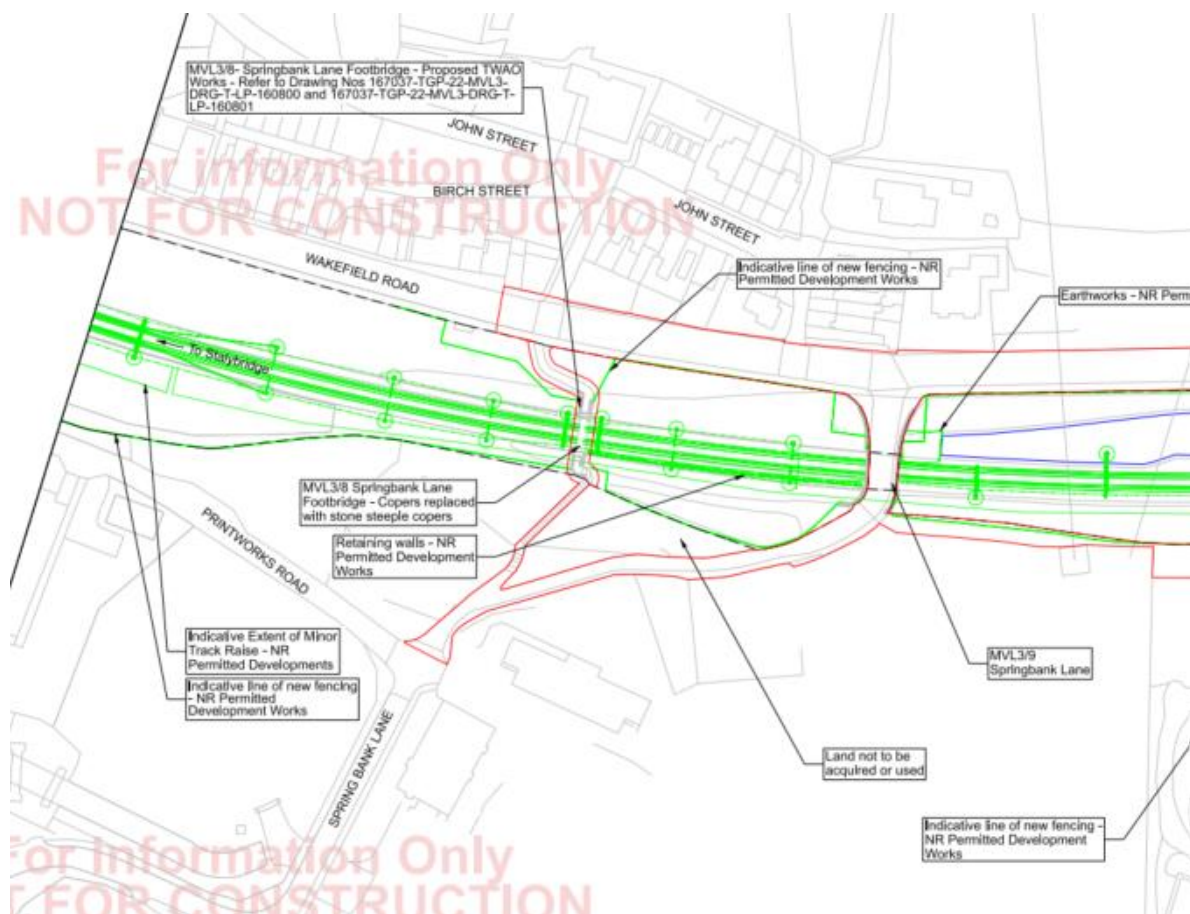


Figure 6: Springbank Lane Footbridge Location

The Wakefield Road Compound

- 3.2.9 The Wakefield Road Site Compound is to be located to the north of Springbank Lane Overbridge (MVL3/9) on the western bank of the railway line and east of Wakefield Road, utilising an existing worksite on operational railway land with an existing vehicular access from Wakefield Road, which is to be upgraded. The site has already undergone some preparatory works to facilitate the use as a site compound. The United Utilities Mossley Waste Water Treatment Works is approximately 100 metres to the east of the proposed compound.

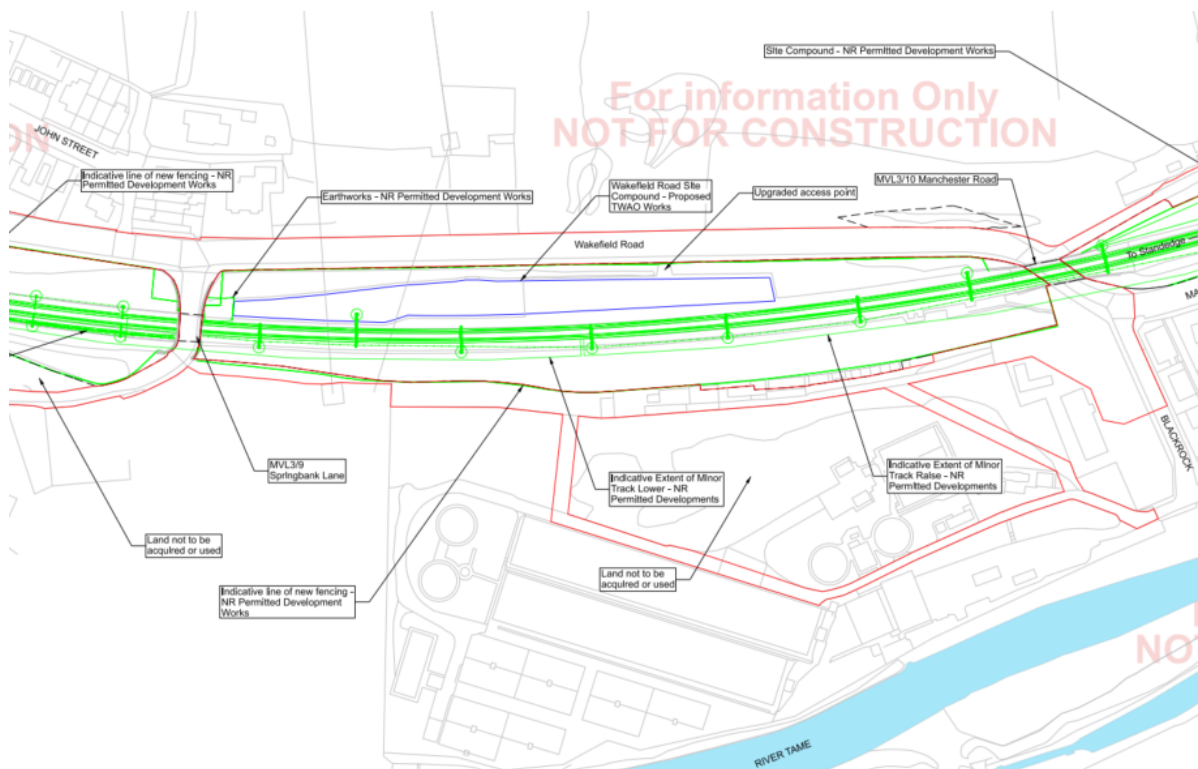


Figure 7: Wakefield Road Compound Location

Manchester Road Footbridge and Lower Beestow Drainage Works

- 3.2.10 Manchester Road Footbridge (MVL3/10A) is located approximately 200 metres north of the Manchester Road Underbridge (MVL3/10). It provides a PRow (MOS/116/10) for pedestrian access from Manchester Road on its eastern side to Lower Beestow and several houses on the west. The footbridge currently includes a staircase to Manchester Road on its eastern side, adjacent to a stone wall which borders Manchester Road, and connects to the top of the railway embankment on the western side.
- 3.2.11 The 'Lower Beestow Drainage Works' will be undertaken to the north of the private road Lower Beestow, including at PRow ref. MOS/117/710.

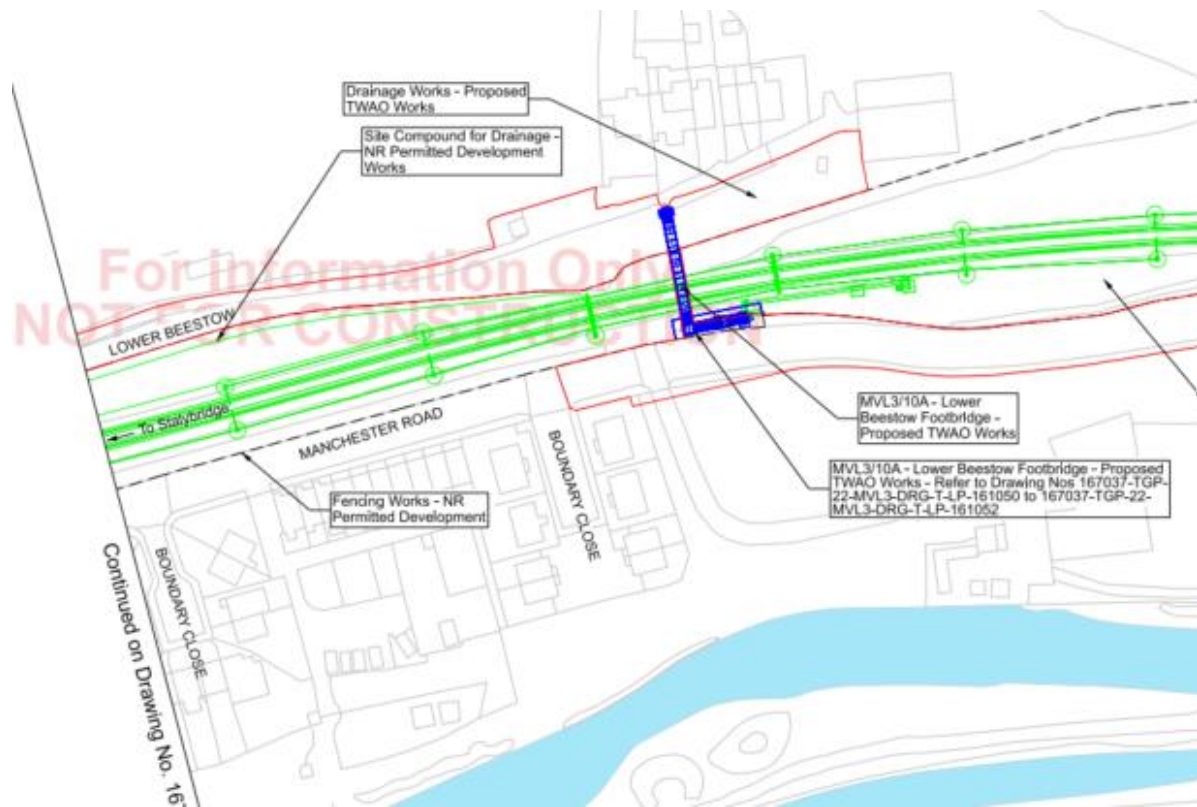


Figure 8: Manchester Road Footbridge and Lower Beestow Works Location

Scout Tunnel Works

- 3.2.12 Scout Tunnel (MVL3/11) is located approximately 520 metres north of Manchester Road Footbridge (MVL3/10A) and 35 metres north of New Scout Mill industrial units, and runs to the west of Manchester Road. The tunnel itself extends for 180 metres, passing beneath a tennis court and the grounds of a residential property. The western portal of Scout Tunnel (but not the tunnel itself or the eastern portal) is a grade II listed structure.
- 3.2.13 The temporary ground stabilisation works will extend beyond Network Rail's operational land and the tunnel extrados.

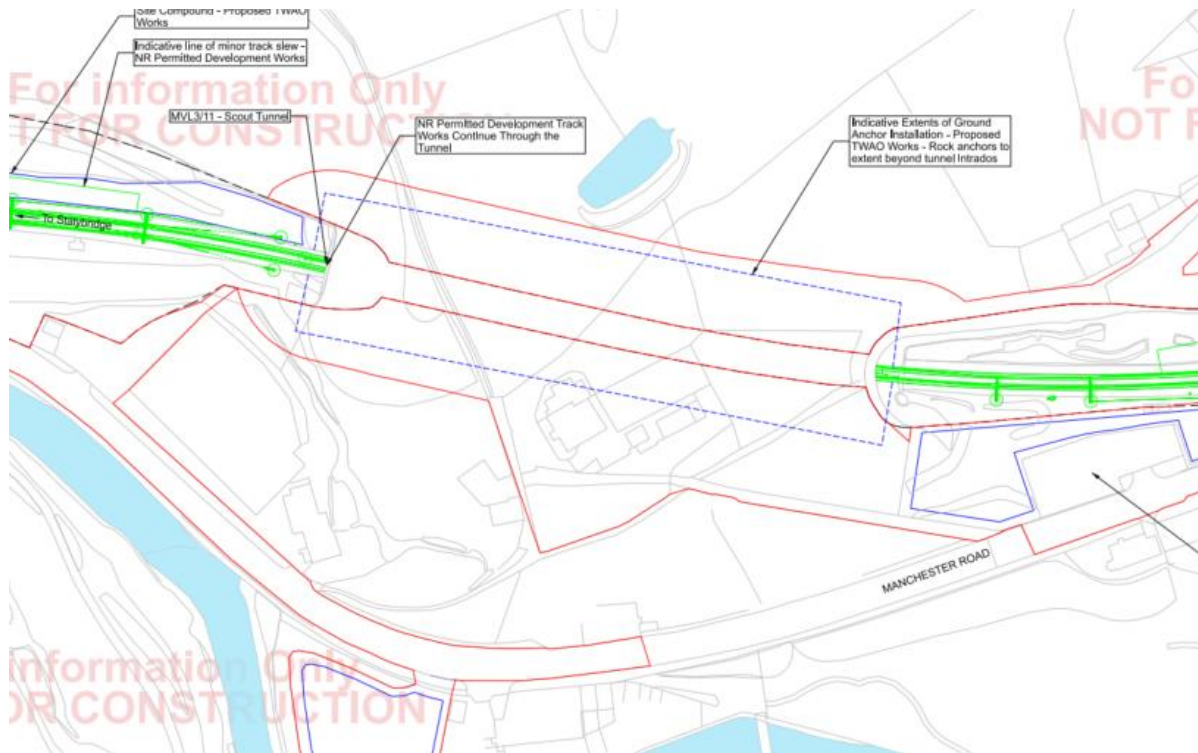


Figure 9: Scout Tunnel Location

Scout Tunnel Temporary Site Compounds

- 3.2.14 Several temporary compounds are required to support the construction of the Scheme in the Scout Tunnel area.
- 3.2.15 One compound is to be located to the south of Scout Tunnel's western portal, occupying space on both the east and west of the railway, and to the south of the New Scout Mill industrial units.
- 3.2.16 One compound is to be located east of Scout Tunnel and Manchester Road, on land to the south of the existing 'The Hoho' Chinese restaurant, and north and west of the River Tame which curves around the site.
- 3.2.17 Several compounds are located to the north of Scout Tunnel's eastern portal, with compounds on both the east and west of the railway, as below.
- 3.2.18 On the east of the railway, compounds will occupy space around the existing private car park on Manchester Road. The Scout East Ramp compound (with RRAP provision) will run northwards on land situated between the railway on the west and Manchester Road on the east.
- 3.2.19 Another compound will be located on the west of the railway, occupying land between the tunnel portal at its southern end and the properties along Highfield Drive at its northern end.

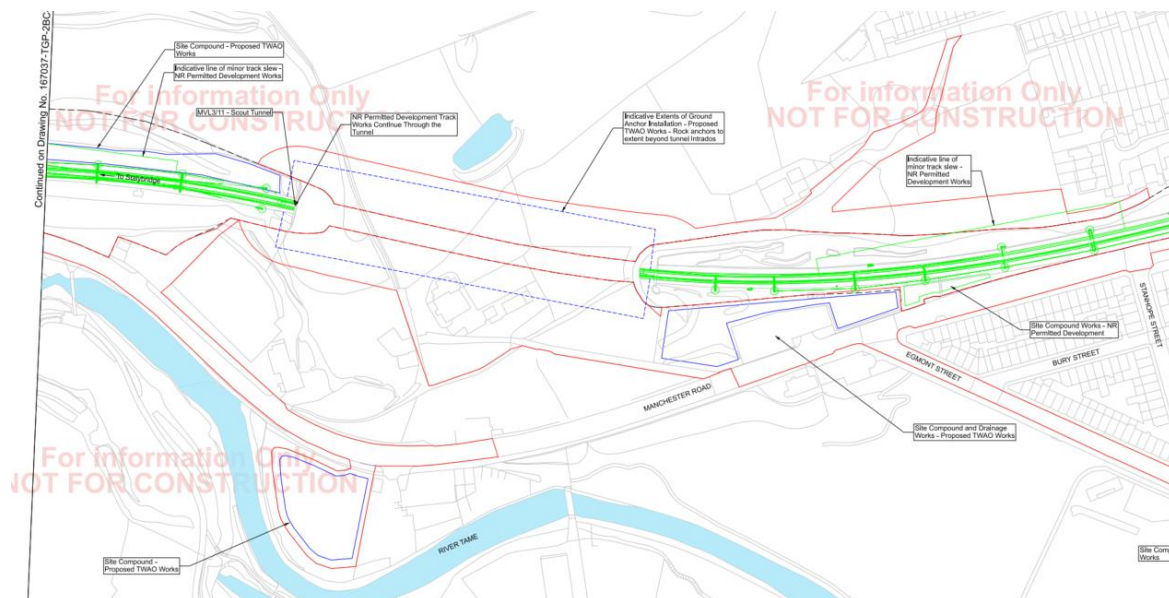


Figure 10: Scout Tunnel Compounds Locations

Egmont Street Site Compound

- 3.2.20 The temporary 'Egmont Street Site Compound Works' will stretch between Egmont Street on its east side and Bury Street on its west side, with the River Tame running along its north-east side, and industrial/commercial buildings along its south side. Access will come from Egmont Street, immediately south of the Egmont Street road bridge over the River Tame. At its closest point, the compound is approximately 60 metres to the east of the railway line.

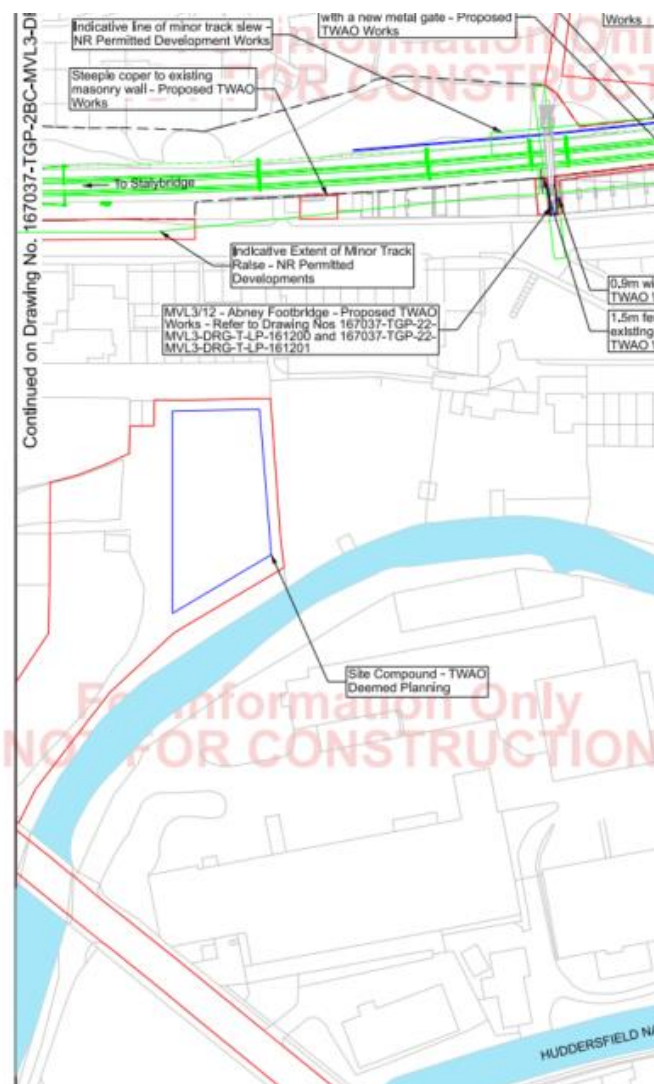


Figure 11: Egmont Street Compound Location

Plevins Site Compound

- 3.2.21 Approximately 325 metres east of Scout Tunnel (MVL3/11) and the railway line is the Plevin Mossley Depot, which is a large commercial/industrial site which will be used for the temporary 'Plevins Site compound'. There is a building within the compound site which is a non-designated heritage asset. This site is separated from the railway by Manchester Road, the River Tame, and the Huddersfield Narrow Canal which runs approximately 25 metres west of the site, with woodland occupying the remaining space in-between. The site has an existing road access at its northern end from Crown Hill/Cheshire Street.

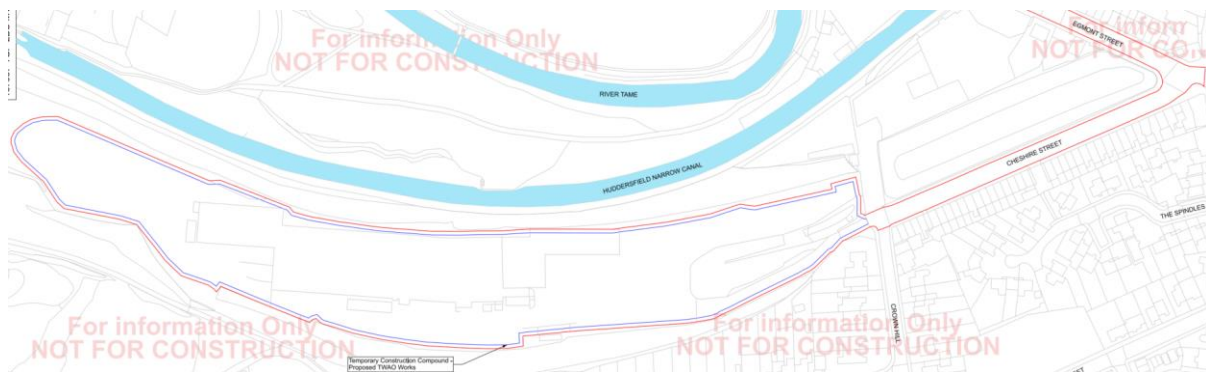


Figure 12: Plevins Compound Location

Mossley Cottages Works

- 3.2.22 Mossley Cottages are located on the southern side of Mossley Station (Existing), stretching for approximately 150 metres adjacent to the east of the railway from the Abney Footbridge (MVL3/12) at the south to the Stamford Road Overbridge (MVL3/13) at the north. The rear of the cottages lie directly adjacent to the railway line. There are gardens and a walkway serving the cottages which front onto the railway line.
- 3.2.23 On the opposite side of the railway line at this location is an embankment which features trees at the top, with Old Brow Court and residential properties beyond.

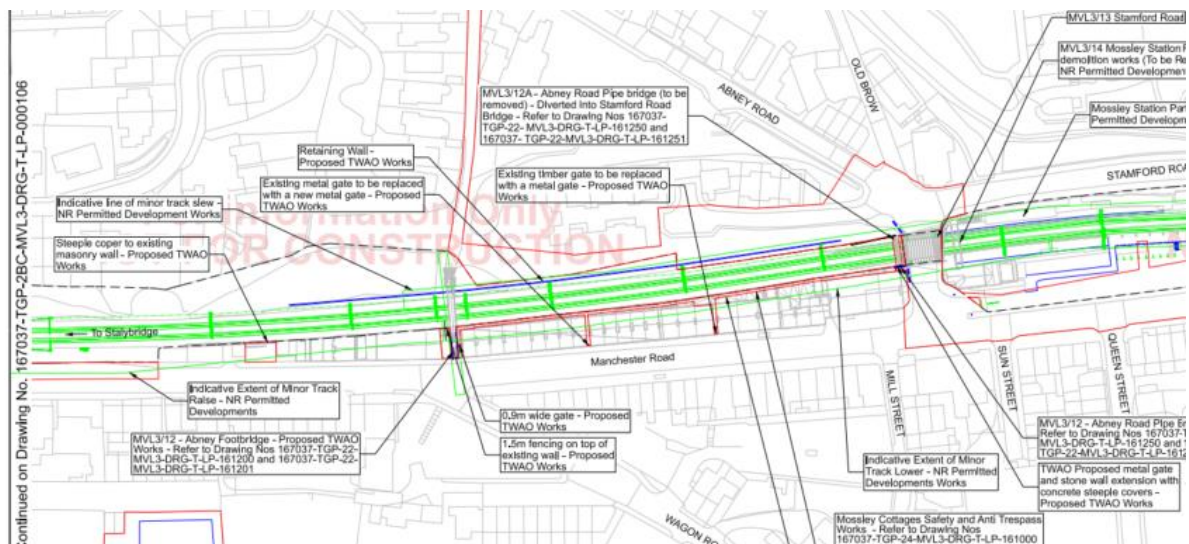


Figure 13: Mossley Cottages Location

Stamford Road Pipebridge Diversion Works

- 3.2.24 The Stamford Road Pipebridge (MVL3/12A) is to be removed and diverted into the adjacent Stamford Road Overbridge (MVL3/13). The Stamford Road Overbridge is located at the southern end of Mossley Station (Existing), with the southern point of the platforms running beneath the bridge. The existing pipebridge is located adjacent to the south of Stamford Road Overbridge.
- 3.2.25 Stamford Road Overbridge is a key thoroughfare in the Mossley area, providing access east-west over the railway line, and being located adjacent to Mossley Station (Existing). It joins with Manchester Road A635 and Mill Street on the east. Stamford Road continues north on the west side of the bridge, whilst several minor roads (Old Brow, Abney Road and Old Brow Crescent) extend to the west and south of the bridge. A number of buildings are also in close proximity to the overbridge, including The Gillery pub on the west, Mossley Station (Existing) to the north on the east side, and a delicatessen to the south on the east side. The rear of the building housing the delicatessen overlooks the pipebridge.

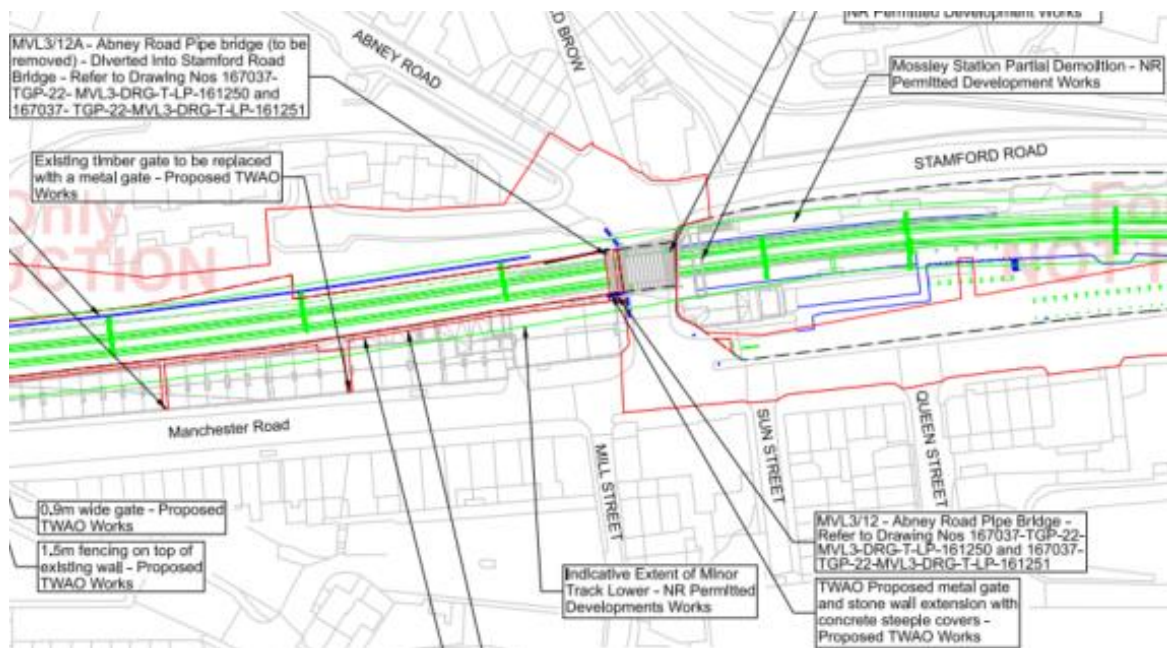


Figure 14: Stamford Road Pipebridge and Overbridge Location

Mossley Station Relocation and Site Compound Works

- 3.2.26 The Relocated Mossley Station is to be sited approximately 300 metres to the north of the existing station site. The relocated station will occupy currently vacant land either side of the railway.
- 3.2.27 The land required on the east will occupy an existing gap between the railway and Manchester Road, which is currently obscured from the view of the railway by a 3-6 metre high stone wall which borders Manchester Road. The relocated station will be accessed from Manchester Road, opposite a row of residential properties which front onto Manchester Road. The land to the west slopes steeply upwards, which limits the area suitable for station development on this side of the railway.

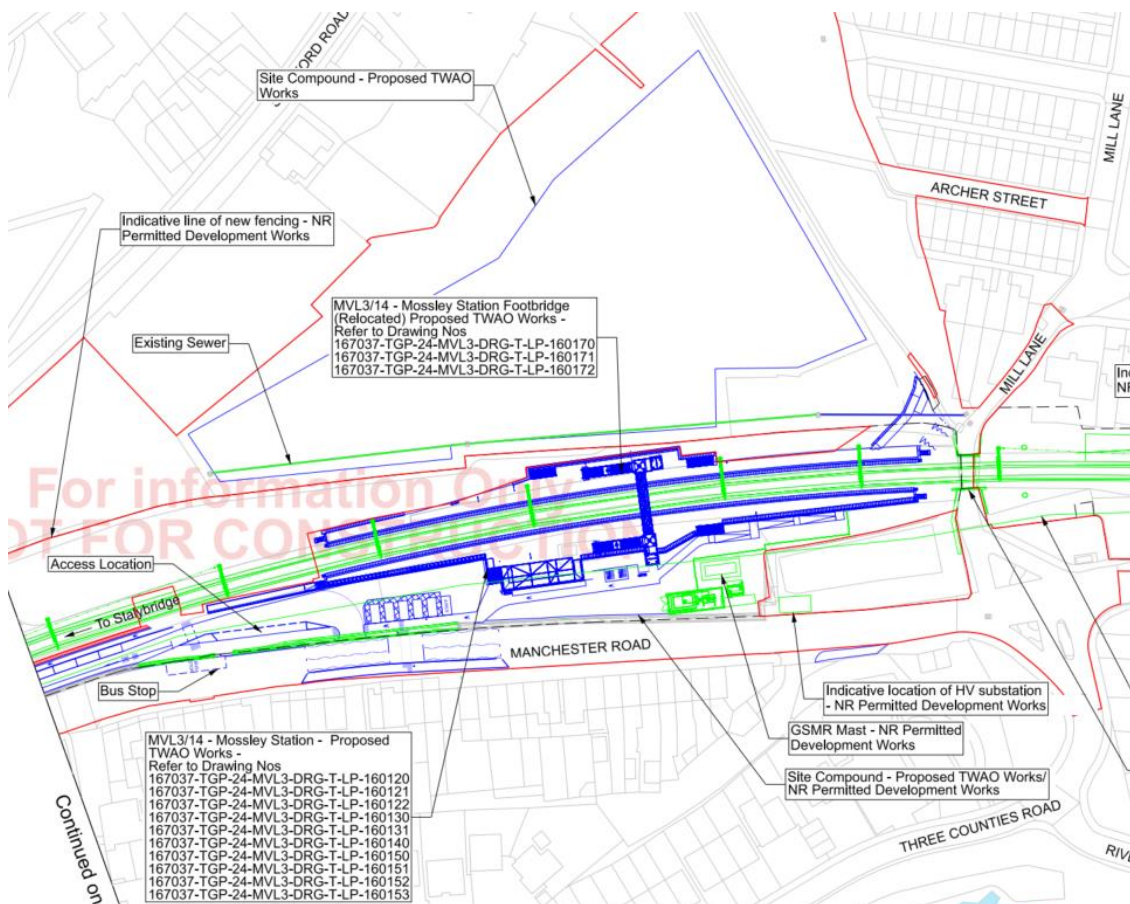


Figure 15: Mossley Station Relocation, and Associated Compounds Location

- 3.2.28 A temporary working area will be established on the western side of the Relocated Mossley Station site. The site is on a hillside between the railway

line and Manchester Road, with an existing pedestrian access from Archer Street.

- 3.2.29 A site compound is to be constructed in the space between the railway line on the west and Manchester Road on the east, stretching from the Mossley Station (Existing) carpark at its southern end to the Mill Lane Underbridge (MVL3/15) at its northern end.
- 3.2.30 This compound will occupy some of the space required for the Relocated Mossley Station development and is currently occupied by vegetation and trees. There are residential properties on the opposite side of Manchester Road from the compound site which face towards the site, albeit a stone wall approximately three-metres adjacent to Manchester Road will mostly conceal the site from the view of these dwellinghouses. The location is adjacent to the railway track and therefore presents considerable access to the railway line and includes a RRAP.

-
- For information only
FOR CONSTRUCTION
- HIGH STREET
- ODD DRIVE
- MVL3/17 - Roughtown Road Overbridge - Proposed TWAO Works - Refer to Drawing Nos 167037-TGP-22-MVL3-DRG-T-LP-161700 and 167037-TGP-22-MVL3-DRG-T-LP-161700
- MVL3/18 - Roughtown Road Footbridge - Proposed TWAO Works - Refer to Drawing Nos 167037-TGP-22-MVL3-DRG-T-LP-161801 to 167037-TGP-22-MVL3-DRG-T-LP-161803
- To Stalybridge
- Indicative line of minor track slew - NR Development Works
- Indicative Extent of Minor Track Raise - NR Permitted Development Works
- ROUGH TOWN ROAD
- Indicative line of new fencing - NR Permitted Development Works

3.2.32 The Roughtown Road Footbridge (MVL3/18) is approximately 70 metres north-east of Roughtown Road Overbridge, providing pedestrian access over the railway from Roughtown Road to a private/unnamed road which joins Foxwood Drive. The bridge is accessed from both sides by stairs due to the slope on both sides of the railway. There are two grade II listed cottages on the western side of the footbridge.

Heron Lane Area Works

- 3.2.33 The Heron Lane Site Compound is to be constructed on the eastern side of the railway line, between Heron Lane at its south and the Wright's Mill Overbridge (MVL3/20) and bridleway at its north, stretching approximately 150 metres in length. This is located within an existing field with vegetation. The site compound will be accessed via an existing access track along Heron Lane, from Manchester Road (A635) to the south of the compound site.

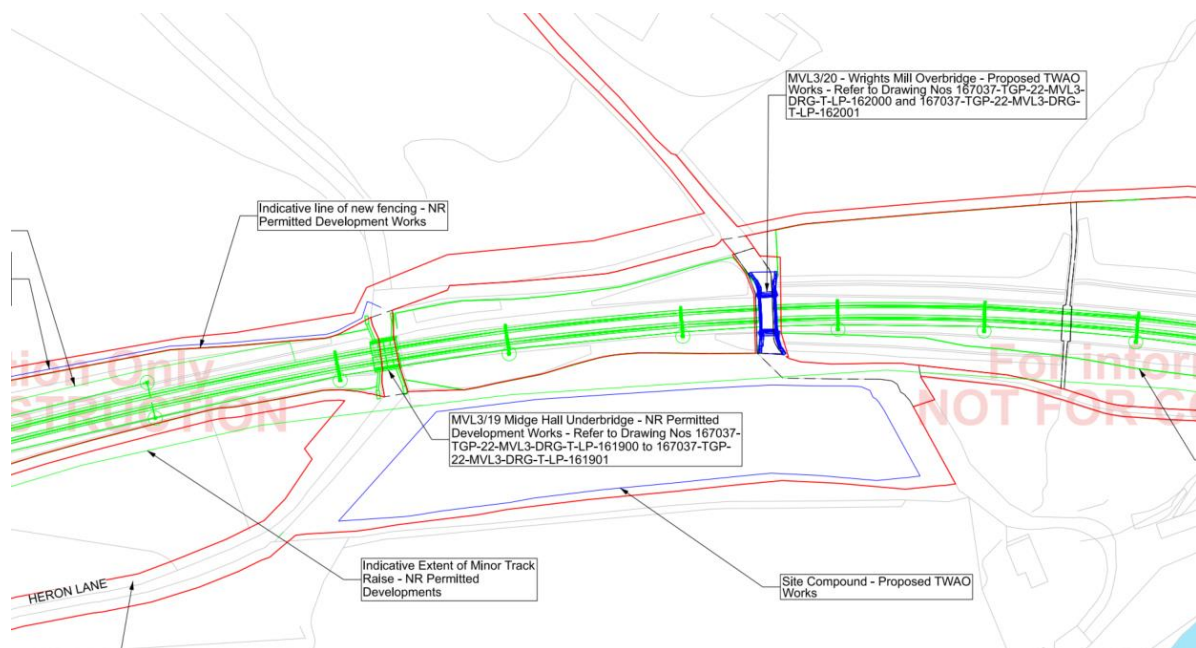


Figure 17: Heron Lane Compound and Wright's Mill Overbridge Location

- 3.2.34 The grade II listed Wright's Mill Overbridge (MVL3/20) is approximately 770 metres north of the Roughtown Road footbridge (MVL3/18). It carries a bridleway which connects Heron Lane, Mossley Road and Midge Hill Farm on the west, with Calf Lane on the east which continues towards the River Tame.

Stockport Road Level Crossing Closure and PRow Diversion Route

- 3.2.35 The Stockport Road Level Crossing currently carries PRow footpath ref. MOS/69 across the railway line within a rural setting on the northern side of Mossley. The level crossing is proposed to be closed using powers in the Order and a PRow diversion route created along the western side of the railway between the level crossing and Midge Hall Underbridge (MVL3/19) to the north.

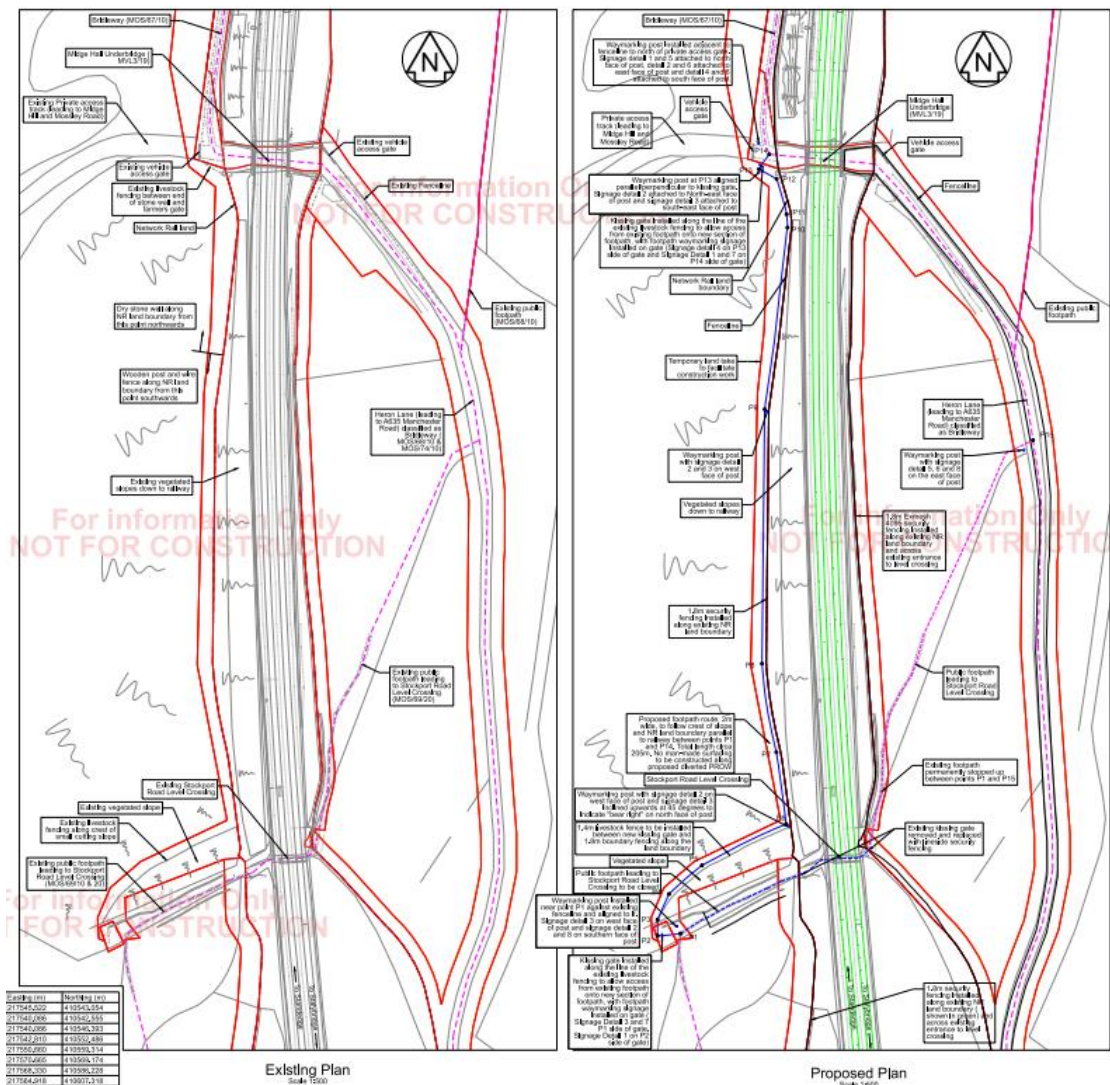


Figure 18: Stockport Road Level Crossing and PRow Diversion Route Location

Armit Road Temporary Compound

- 3.2.36 The Armit Road temporary site compound is to be located approximately 100 metres south of the Hobbe Hole Underbridge (MVL3/22), on the south side of Armit Road. The properties to the south-west of Hollin Crescent will overlook the compound from their rear.

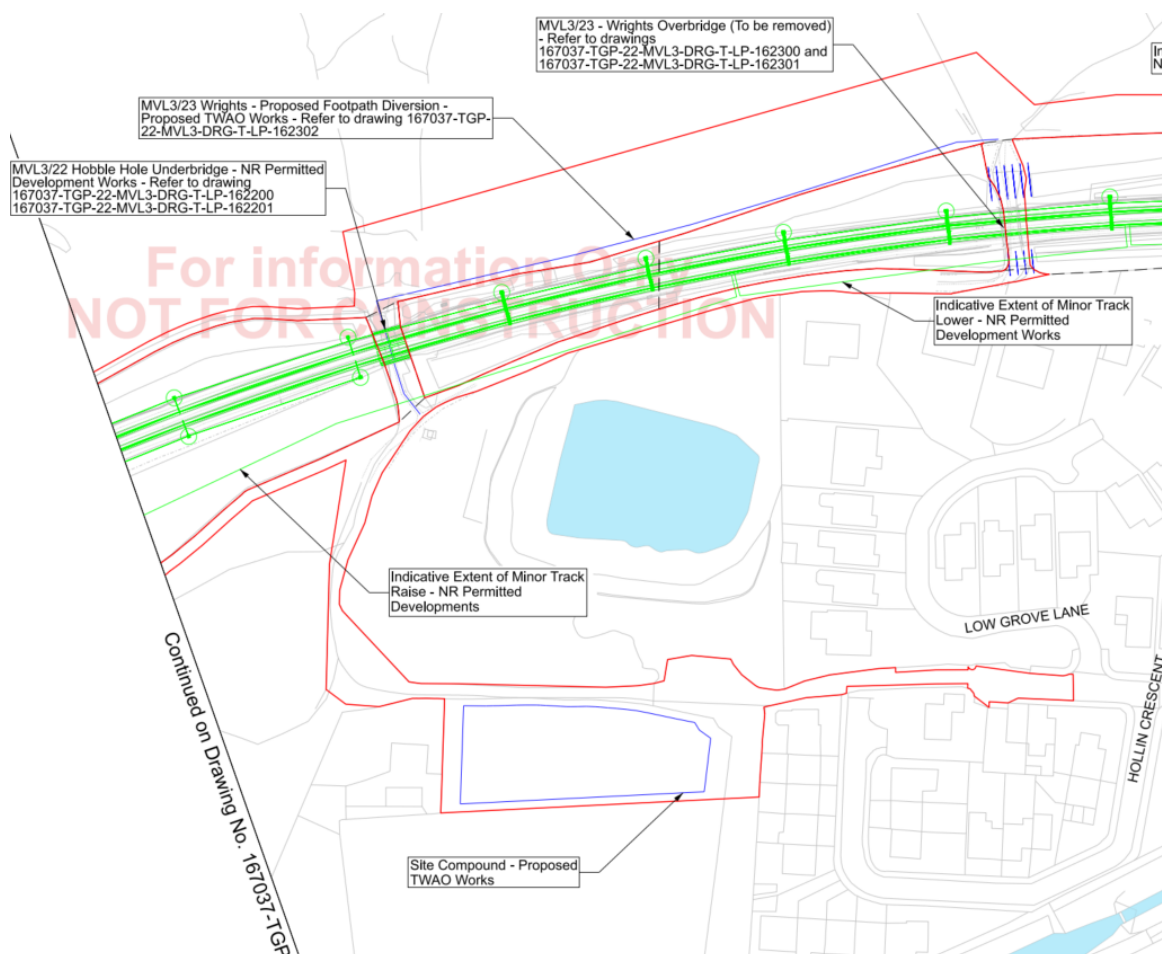


Figure 19: Armit Road Temporary Compound Location

Wright's Overbridge Works

- 3.2.37 The grade II listed Wright's Overbridge (MVL3/23) carries a PRow footpath over the railway, north of the properties on Low Grove Lane. The PRow continues west through a field towards Mossley Road.

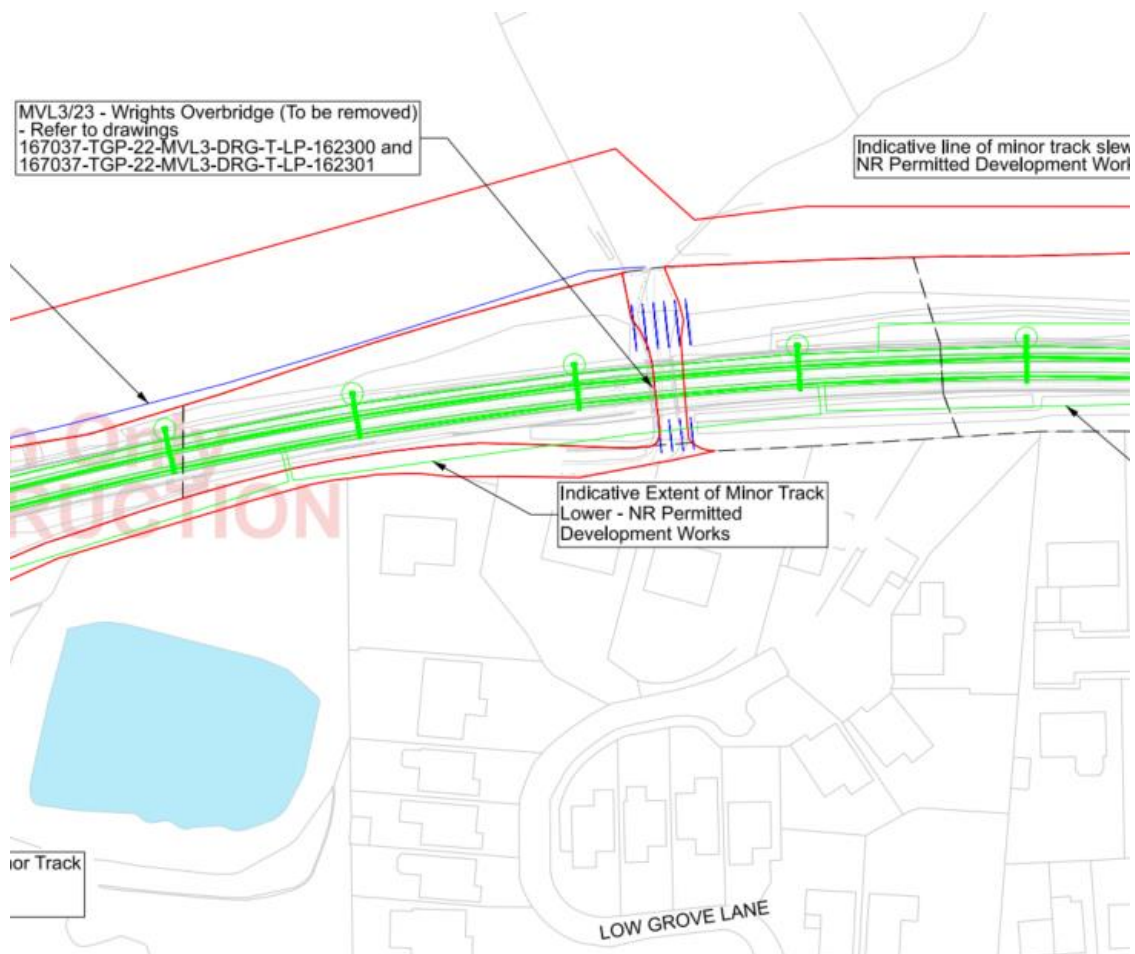


Figure 20: Wright's Overbridge Location

The Royal George Underbridge and Compound Works

- 3.2.38 The grade II listed Royal George Underbridge (MVL3/25) carries the railway line over Oaklands Road, in Grasscroft approximately 700 metres to the south-west of Greenfield Station. Friezland Church Hall is south-east of the bridge, whilst a cemetery is on the south-west. On the north side of the bridge Oaklands Road continues up the slope of the hillside.
- 3.2.39 The proposed temporary site compound will be established at the existing Friezland Church Hall car park, located approximately 30 metres to the south of the underbridge.

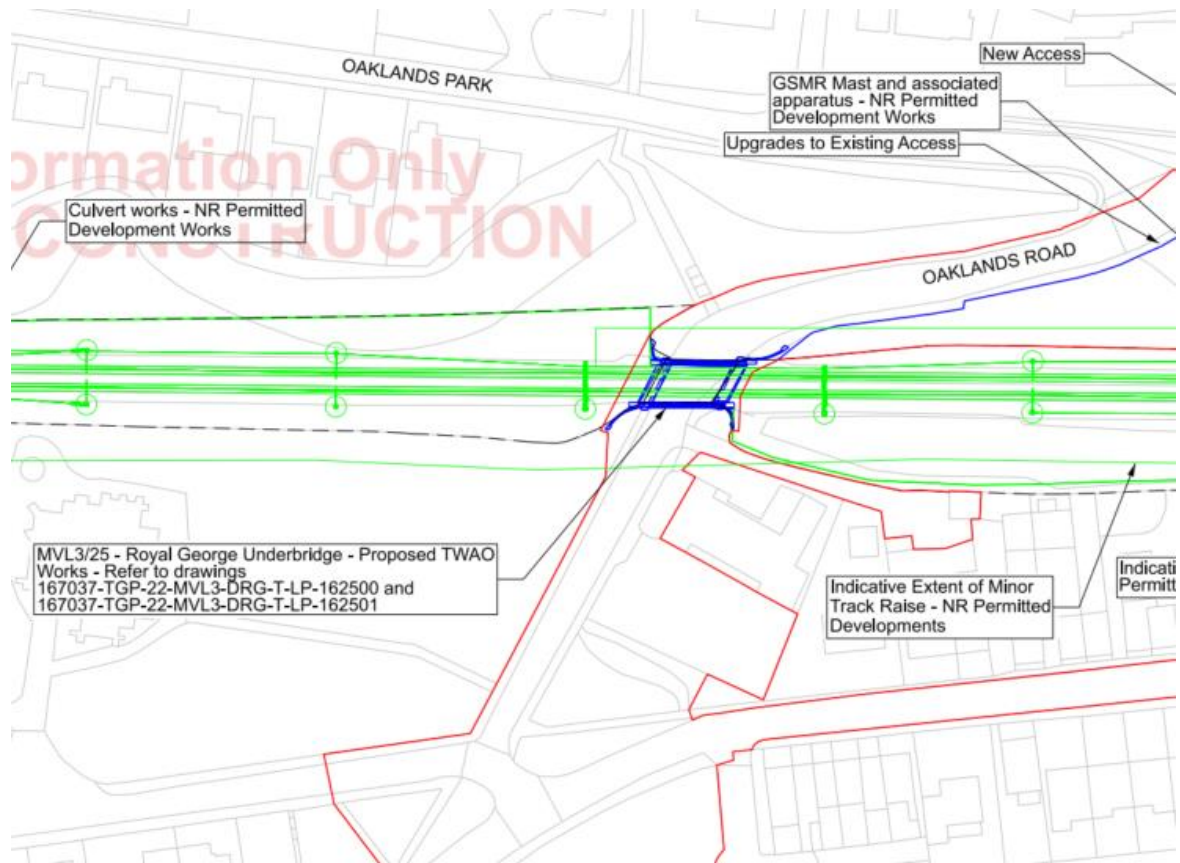


Figure 21: Royal George Underbridge and Compound Location

Oaklands Road Permanent Maintenance Facility Works

- 3.2.40 The Oaklands Road Permanent Maintenance Facility will be located immediately north-east of the Royal George Underbridge Works, on the northern side of the railway and south-west of the Shaw Hall Bank Road Footway Works. Part of the site is already in use to support railway operations utilising an existing vehicular access from Oaklands Road. The site features sloped areas and areas of trees and vegetation, and is designated as Other Protected Open Land on Oldham Council's adopted Policies Map from 2013.

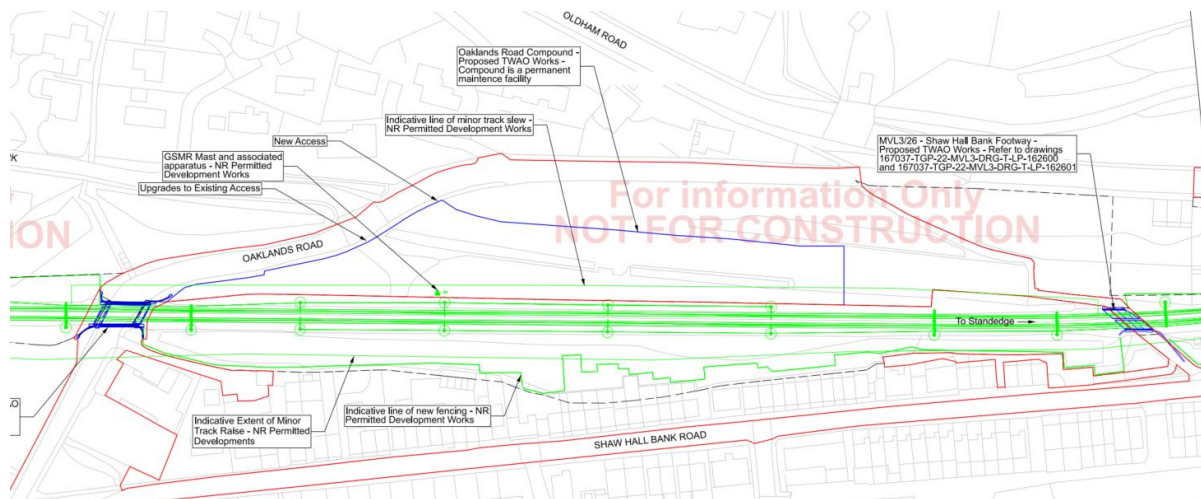


Figure 22: Oaklands Road Permanent Maintenance Facility Location

The Shaw Hall Bank Road Footway Works

- 3.2.41 The grade II listed Shaw Hall Bank Road Footway (MVL3/26) provides access between Shaw Hall Bank Road on the south of the railway with Oaklands Road on the north, approximately 370 metres north-east of the Royal George Underbridge (MVL3/25). The footpath traverses up the hill from the south to the north.



Figure 23: Shaw Hall Bank Road Footway Location

Greenfield Station and Oldham Road Bridges

- 3.2.42 Greenfield Station is approximately 6.9 kilometres north of Stalybridge Station, and approximately 3.75 kilometres south of Standedge Tunnel Western Portal. The station has two platforms, a stepped access footbridge (MVL3/27A), a waiting shelter and a parking area. It is accessed via Shaw Hall Bank Road on the south eastern side. The visibility of the station is limited by a cliff face directly adjacent to it on the northern side.
- 3.2.43 Along the top of the cliff face runs the A670 Oldham Road, which then crosses over the railway line at the north eastern end of the station on Oldham Road Overbridge (MVL3/28). A field extends north and west away from the station, whilst on the south and east of the station is the town of Greenfield.

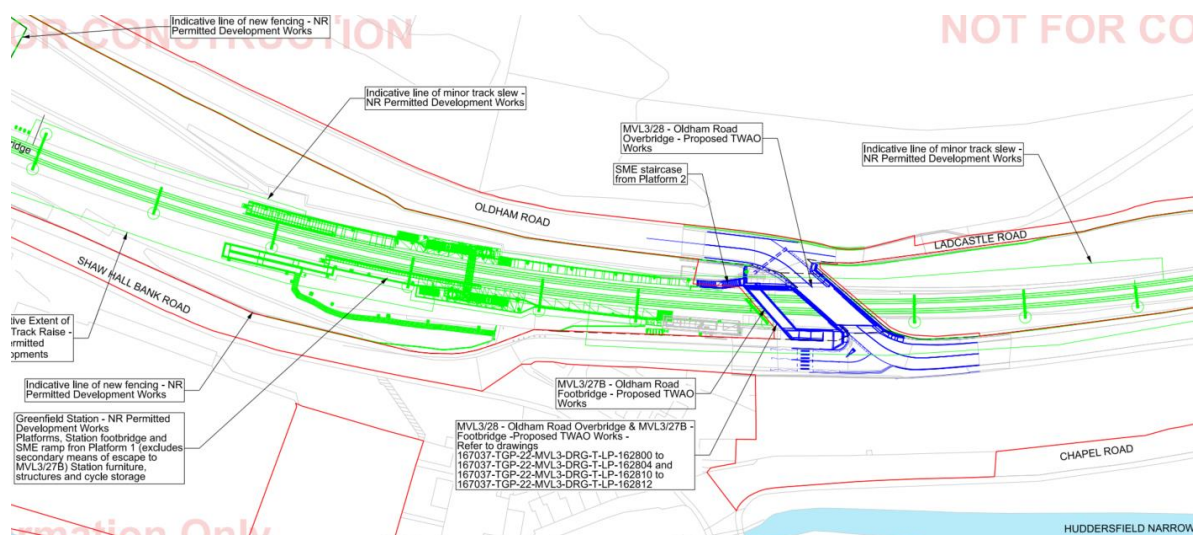


Figure 24: Greenfield Station, Proposed Oldham Road Footbridge and Existing Oldham Road Overbridge Location

- 3.2.44 A new footbridge to be known as Oldham Road Footbridge (MVL3/27B) is proposed approximately 5 metres south of Oldham Road Overbridge and would cross over the northern point of the Greenfield Station platforms. A proposed new secondary means of escape staircase from Greenfield Station Platform 2 will connect to the new Oldham Road Footbridge (MVL3/27B).
- 3.2.45 The grade II listed Oldham Road Overbridge (MVL3/28) which passes over the railway at the north end of the Greenfield Station is currently relatively narrow with inadequate footpaths on either side for pedestrians. The bridge

is also located on a turn in the road, with poor highway sight lines across the bridge. Shaw Hall Bank Road joins with Oldham Road Overbridge on the south eastern side, at a tight junction with poor sight lines. Ladcastle Road also forms a tight junction with the bridge on its north-west side. Highways safety at this bridge will be enhanced as a result of the provision of a new footbridge (see below) and a pedestrian crossing on Shaw Hall Bank Road.

Greenfield Station and Oldham Road Bridge Compounds

- 3.2.46 Temporary compounds are to be constructed on third party land between Oldham Road and Chapel Road, to the north-east of Oldham Road Overbridge (MVL3/28). This land is currently covered by dense vegetation which will be removed to facilitate the compounds in this area.

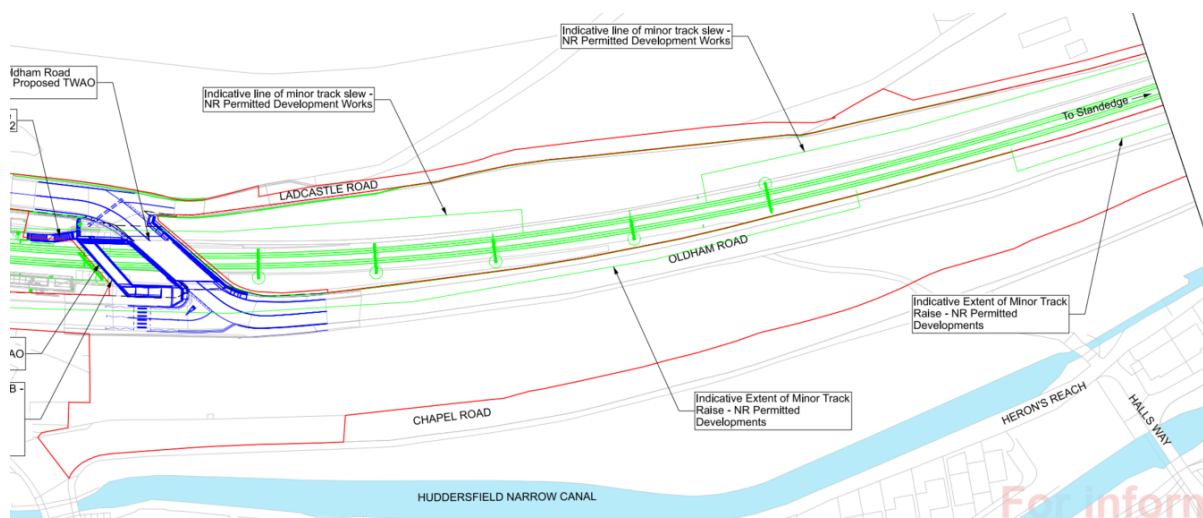


Figure 25: Greenfield Compound Location

Oldham Road Access Works

- 3.2.47 A construction access route will be created, utilising an existing ramp to the railway line located to the north of the junction between Oldham Road and Chapel Road.

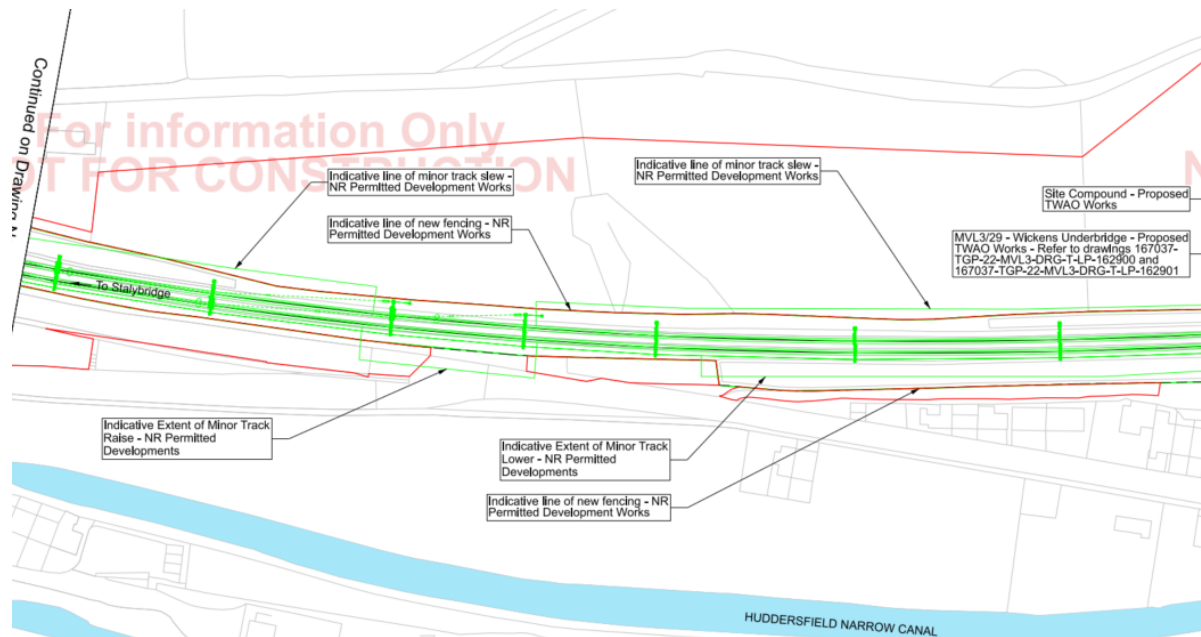


Figure 26: Oldham Road Access Works Location

Wickens Underbridge Works

- 3.2.48 The grade II listed Wickens Underbridge (MVL3/29) carries a PRow between Oldham Road on the east and Ladcastle Road on the west underneath the railway, at the southern end of Uppermill, with the PRow continuing through woodland and a field on the west to reach Ladcastle Road.
- 3.2.49 The footpath which travels under the Wickens Underbridge (MVL3/29) will also be upgraded to provide an alternative footpath following the closure of Moorgate Halt Level Crossing (see Figure 27).

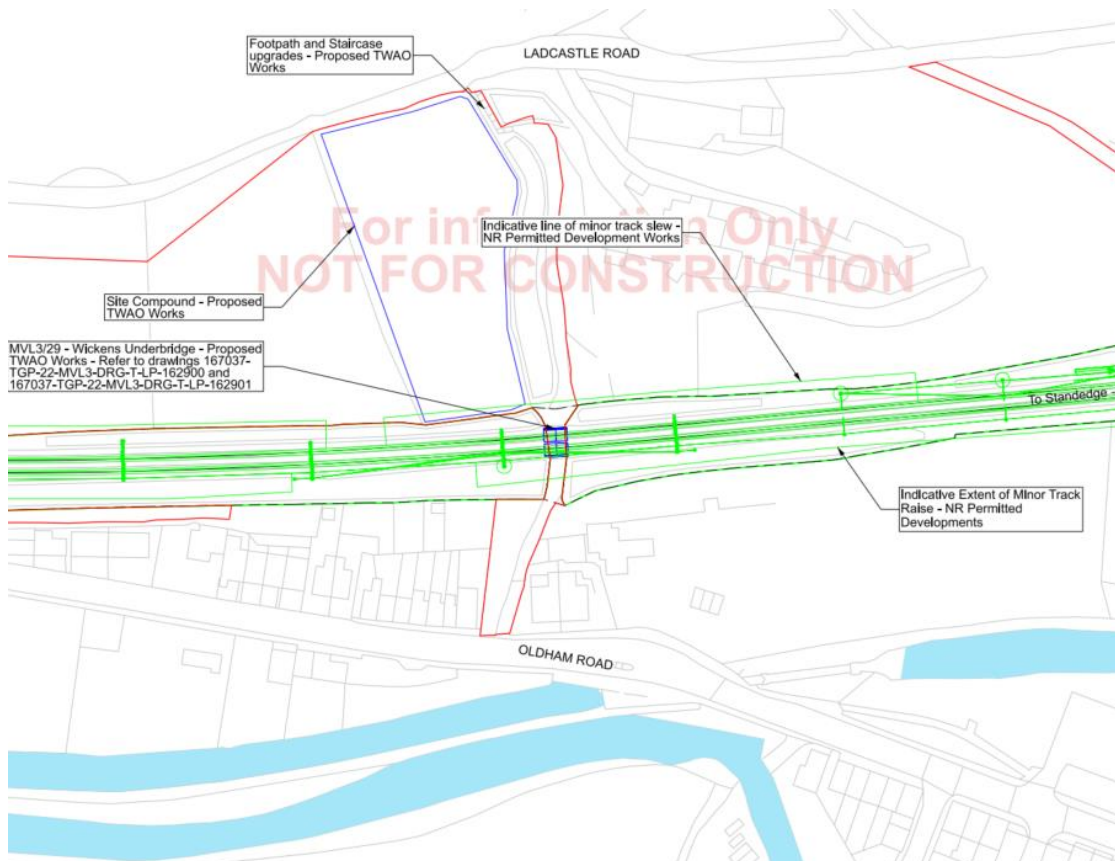


Figure 27: Wickens Underbridge and Compound Location

- 3.2.50 A compound is also to be located to the north-east of the Wickens Underbridge (MVL3/29), stretching from the railway line on its west to Wade Lock.

The Moorgate Halt Level Crossing Works

- 3.2.51 The existing Moorgate Halt Level Crossing connects Dark Lane and Ladcastle Road on the west of the railway with Moorgate Street and Den Lane on the east. It is approximately 200 metres north of the Wickens Underbridge, and will be closed.

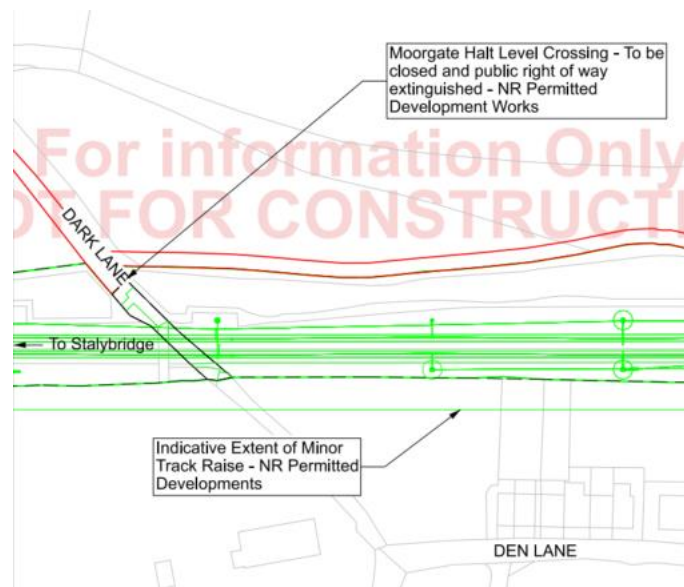


Figure 28: Moorgate Halt Level Crossing Location

- 3.2.52 To provide alternative access following the level crossing closure, the Footpath 244 SADD which passes under Wickens Underbridge (MVL3/29) will be upgraded, in order to provide an alternative route for pedestrians to cross the railway line at this location following the removal of the level crossing. The footpath upgrades will include resurfacing, new steps, repairs to existing footpath features, regrading of land and the removal of vegetation which currently hinders access along the footpath.

The Den Lane Parking Area Works

- 3.2.53 A permanent parking area is to be developed off Den Lane, approximately halfway between the Den Quarry Underbridge (MVL3/30) to the north and the properties on Den Lane to the south. This area of land is between Den Lane on the east and the railway line on the west, and is currently occupied by trees and vegetation.



Figure 29: Den Lane Parking Compound Location

Uppermill Viaduct Works

- 3.2.54 The grade II listed Uppermill Viaduct (MVL3/31), approximately 1.55 kilometres north of Greenfield Station, carries the railway line over a valley at Dobcross, and is approximately 360 metres in length. It passes over several roads, including the A670 High Street, and the Huddersfield Narrow Canal. It is surrounded by trees and vegetation, with many trees reaching the height of the viaduct and the railway. The viaduct ends just south of the former Saddleworth railway station, to the north of Brownhill Lane.

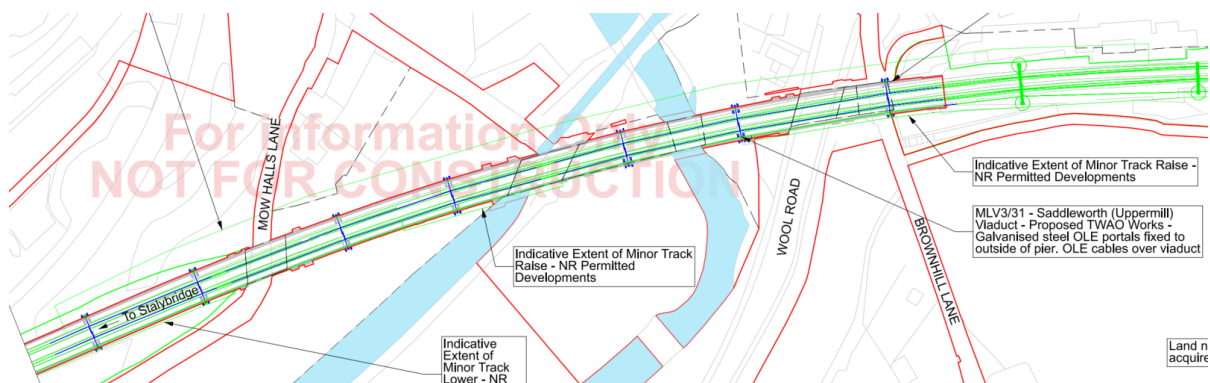


Figure 30: Uppermill Viaduct Location

Former Saddleworth Station Temporary Site Compound

- 3.2.55 A temporary site compound is required to be installed to the north of the former Saddleworth Station and Uppermill Viaduct (MVL3/31). The site compound would be located on a grassed area adjacent to Wool Road, utilising an existing access road from Wool Road.

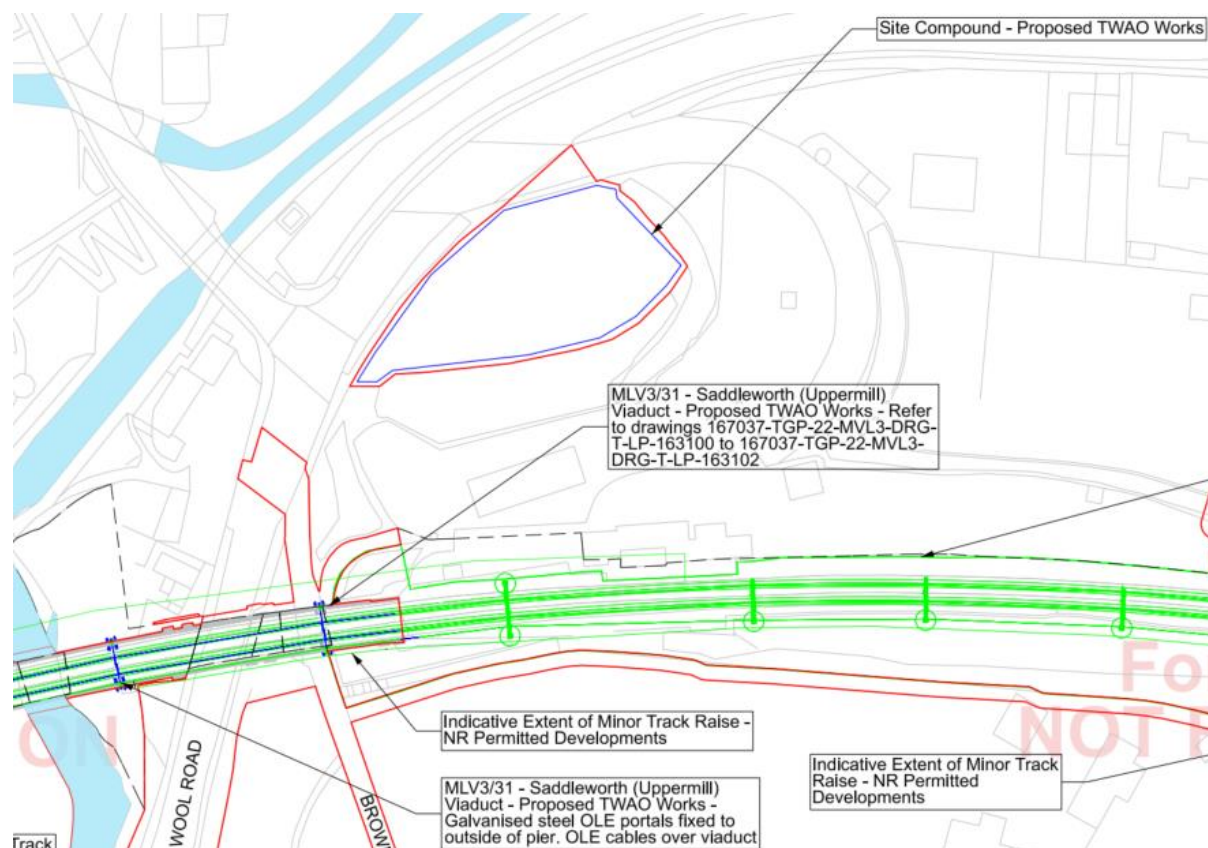


Figure 31: Former Saddleworth Station Compound Location

Former Butterhouse Lane Tunnel Temporary Site Compound Works

- 3.2.56 A temporary site compound is to be located at the former Butterhouse Tunnel site, located to the east of the railway line, approximately 70 metres east of Lock 27W on the Huddersfield Narrow Canal, approximately 340 metres north-east of the Butterhouse Lane Footbridge (MVL3/31A), and approximately 130 metres north of Butterhouse Lane. At present, this land is covered in trees and vegetation.

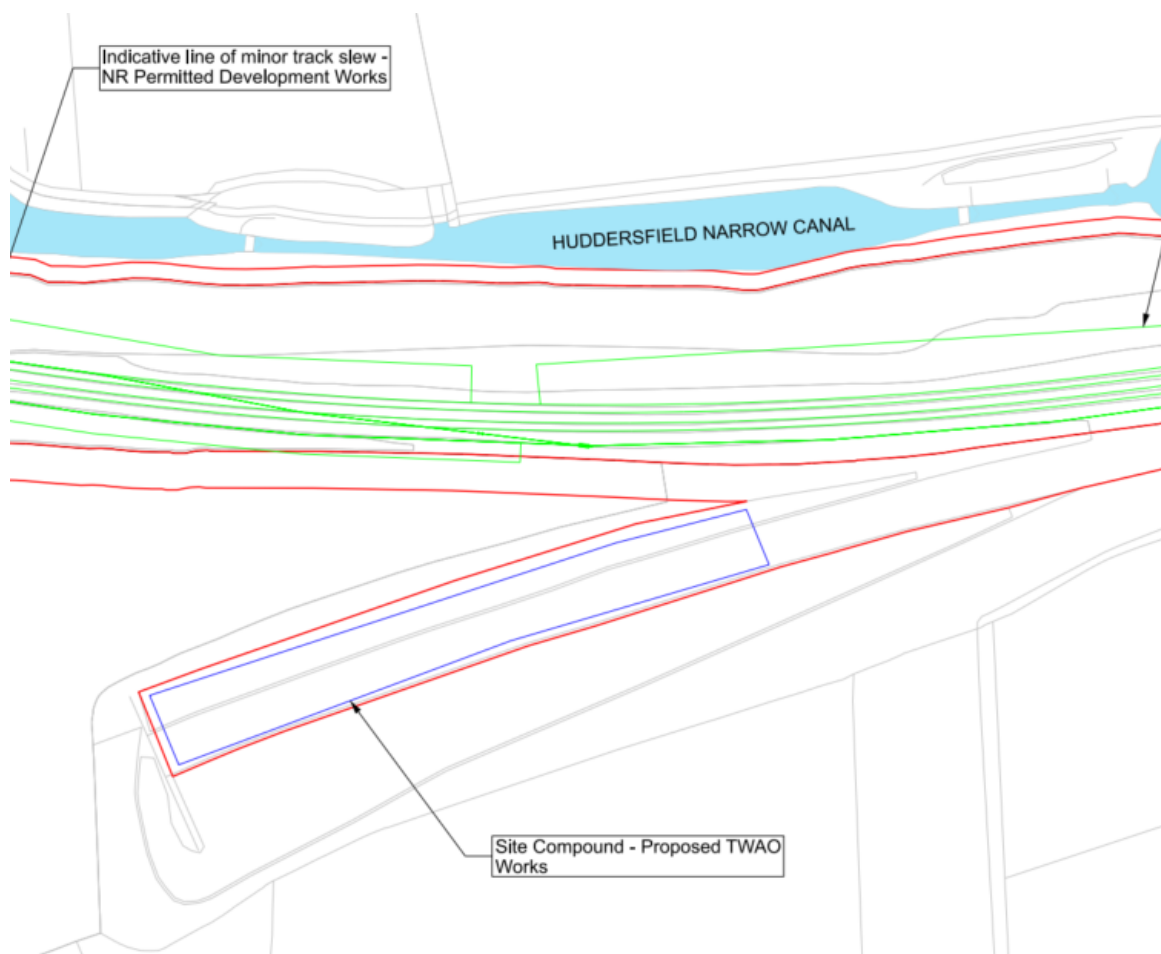


Figure 32: Former Butterhouse Tunnel Compound Location

Subway Handrail Works

- 3.2.57 The MVL3/32 Subway provides a footpath beneath the railway line, and is situated on the east of the railway line, immediately east of lock 29W of the Huddersfield Narrow Canal. The Saddleworth School is approximately 75 metres to the north-west of the subway. On the east of the subway is open field space. MVL3/32 is approximately 350 metres south of the Ravenstone Drive Footbridge.

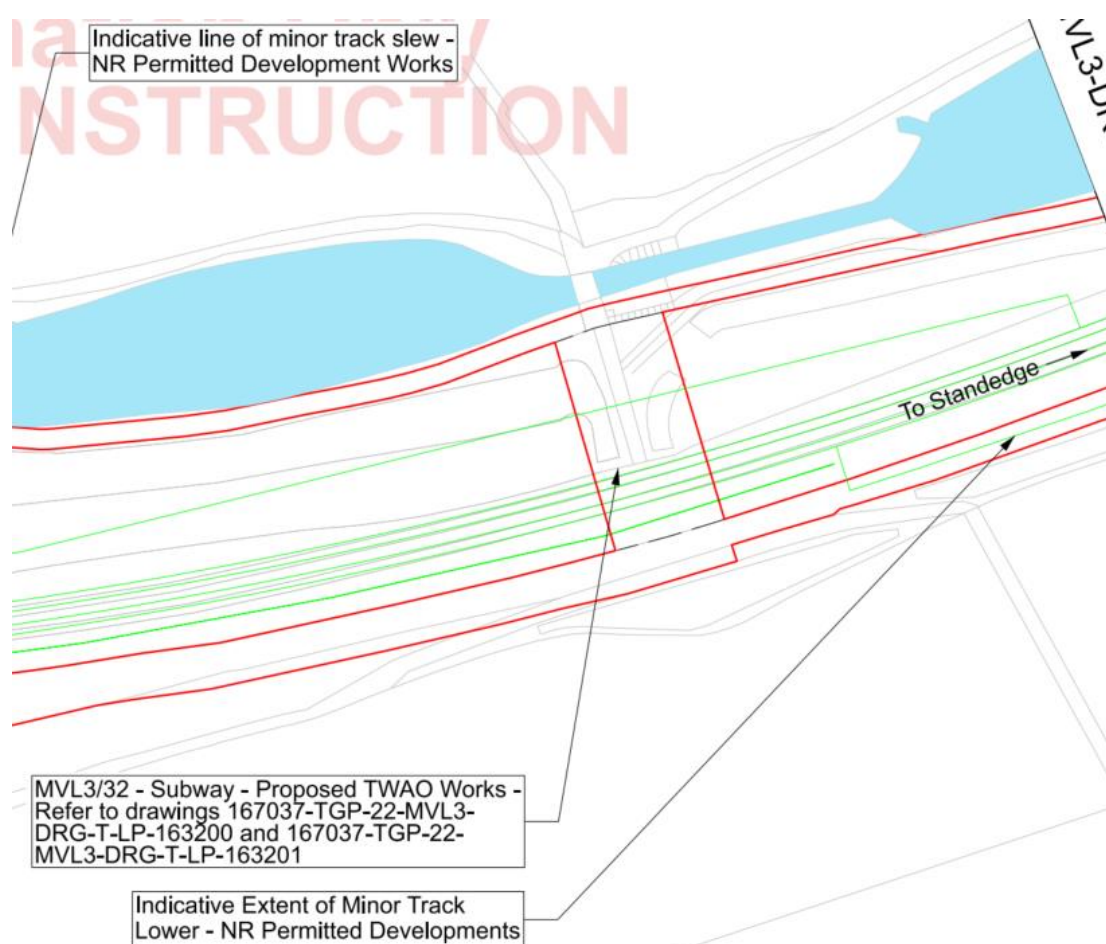


Figure 33: Subway Location

Ravenstone Drive and Ward Lane Bridge Works

- 3.2.58 Ravenstone Drive Footbridge (MVL3/35) is an overbridge which connects Ravenstone Drive on the east of the railway with the canal footpath on the west of the railway. It is accessed via stairs on both sides of the railway, and the west side of footpath is covered by trees and woodland. Access to the eastern side comes from between two residential properties, with the closest property approximately 30 metres from the bridge. The footbridge is approximately 900 metres south of the Standedge Tunnel western portal.

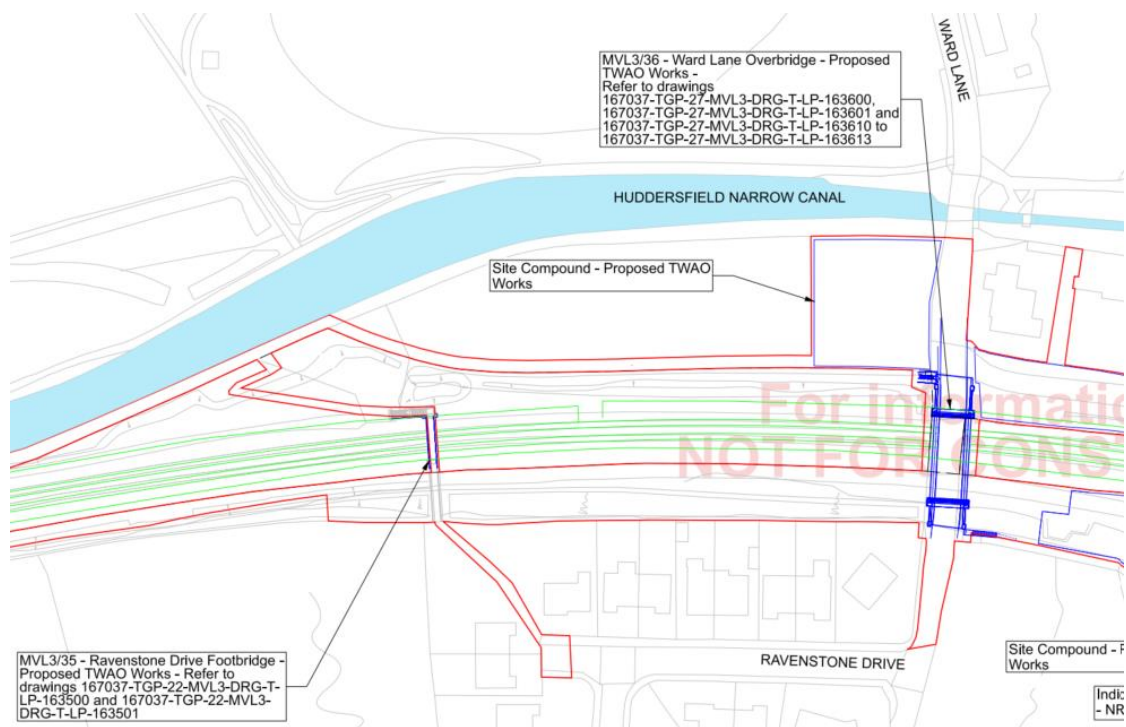


Figure 34: Ravenstone Drive and Ward Lane Bridges Location

- 3.2.59 The Ward Lane Overbridge (MVL3/36) is located approximately 125 metres north of Ravenstone Drive Footbridge. It carries Ward Lane over the railway, and on the west continues over the Huddersfield Narrow Canal. The bridge is approximately 20 metres from the nearest property on its south-east corner, whilst a car park forms a junction with Ward Lane adjacent to the north-west corner of the bridge and runs along the west of the railway line. There are also multiple trees along the railway cutting adjacent to the bridge.
- 3.2.60 The Ward Lane Temporary Utilities Bridge is to be constructed adjacent to the Ward Lane Overbridge (MVL3/36).

Ward Lane Temporary Site Compound Works

- 3.2.61 A number of temporary site compounds are to be located in the area surrounding Ward Lane Overbridge (MVL3/36). One compound is to be located to the west of the bridge, bounded by Ward Lane to its north, the railway line to its east, and the Huddersfield Narrow Canal to its west. A second compound is to be located to the north-west of the bridge, running between the railway on its east and the Grandpa Greene's ice cream shop to its west. A third compound is to be located further to the north-west, running further north towards Diggle with the railway on its east and the Huddersfield Narrow Canal and Lock 32W on its west. A fourth compound is to be located on the north-west of the Ward Lane Overbridge, running northwards along the west of the railway towards Diggle for approximately 475 metres, on land which is currently covered in trees and vegetation.

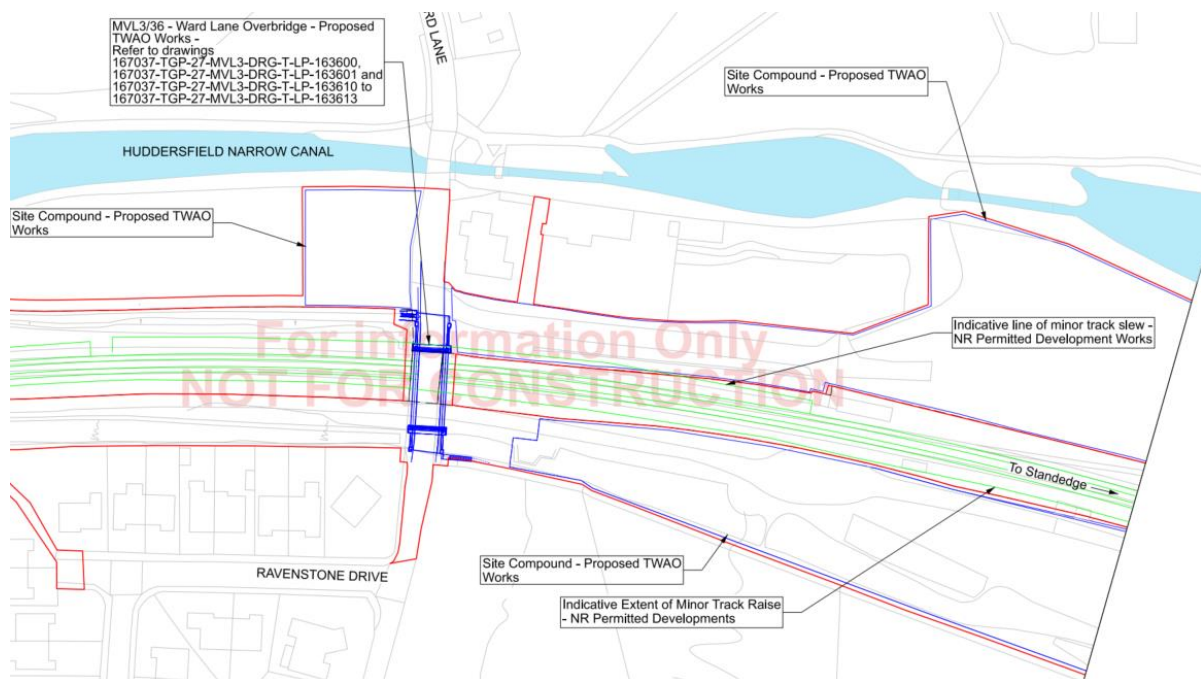


Figure 35: Ward Lane Compound Locations (a)

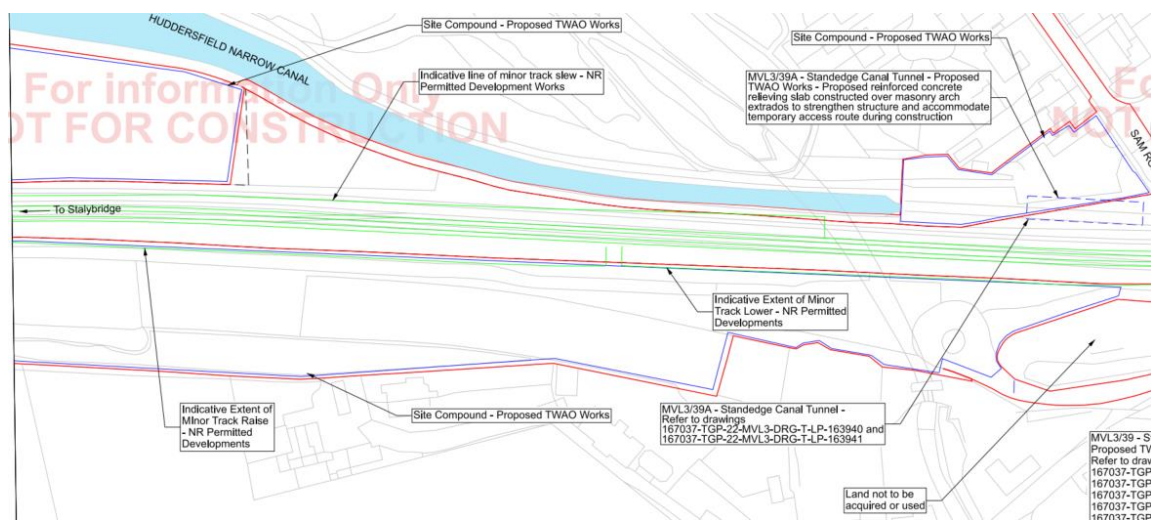


Figure 36: Ward Lane Compound Locations (b)

Diggle Site Compound Works

- 3.2.62 Several temporary site compounds are to be developed in Diggle to serve construction in the area. One temporary site compound will be set up on an existing car park off Sam Road on the north-west side of the railway line in central Diggle, on the south western side of the Station Road Overbridge (MVL3/39), and north of the Standedge Canal Tunnel (MVL3/39A) portal (see Figure 37). The site compound will include an access into the railway line via the embankment which lies between the car park and the railway line.
- 3.2.63 Further site compounds will be located on the east side of the railway, expanding an existing compound area (see Figure 38).



Figure 37: Sam Road Compound Location



Figure 38: Diggle Compound Location

Approach to Standedge Tunnel Works

- 3.2.64 The Station Road Overbridge (MVL3/39), which carries Station Road over the railway, will undergo partial reconstruction. Located approximately 90 metres south of the Standedge Tunnel western portal, the bridge spans about 70 metres in length and comes within 1 metre of a residential property at its south-east corner. To the east, the road diverges into three routes: one leading south down Lee Side, another north along Boat Lane, and a third continuing east on an unnamed road. To the west, the bridge connects with Station Road heading south away from the site and Harrop Court Road heading north.
- 3.2.65 A temporary utilities bridge is to be located adjacent to Station Road Overbridge during its reconstruction.

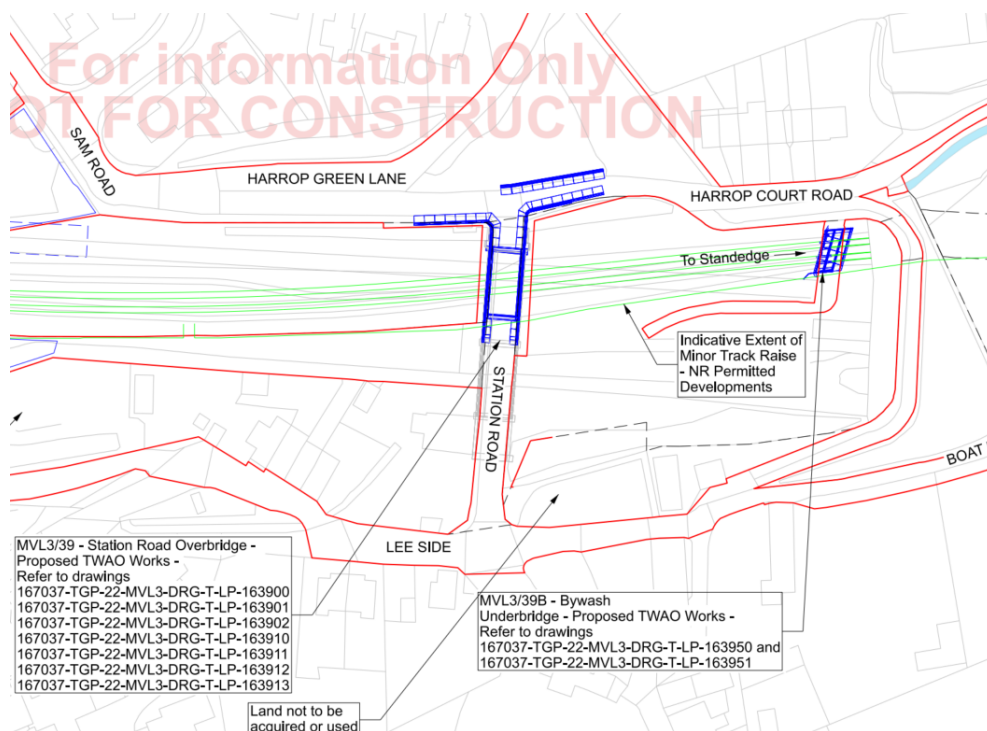


Figure 39: Station Road Overbridge and Bywash Underbridge Location

- 3.2.66 The Bywash Underbridge (MVL3/39B), located just south of the Standedge Tunnel's western portal, will be replaced with a box culvert system as part of the 'Bywash Underbridge Replacement.' This structure carries water beneath the railway line, and the new system will maintain the existing watercourse flow. The Bywash underbridge is approximately 10.6kilometres north of Stalybridge Station.

Diggle Access and Diversion Works

- 3.2.67 The 'Diggle Access and Diversion Works' comprise the creation of a new temporary road to the north of Standedge Tunnel's western portal, utilising Harrop Court Road to the west and Boat Lane to the east, with a track to be upgraded across farmland between the two lanes. This will require levelling and surfacing works to create a safe road diversion route.

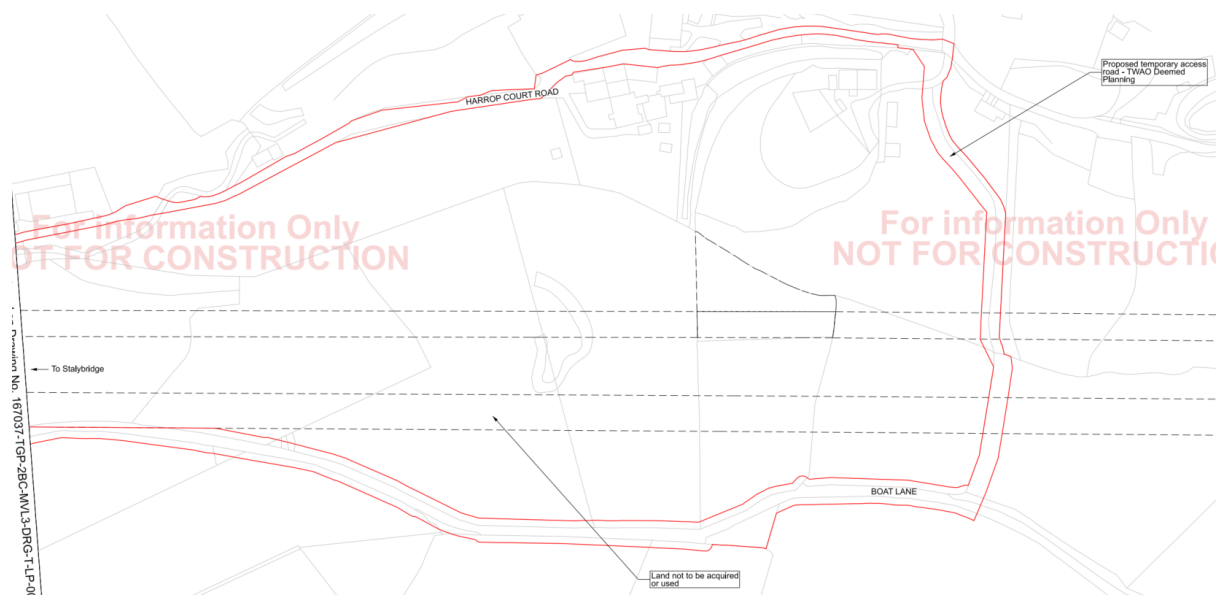


Figure 40: Diggle Access and Diversion Location

4. OPTION SELECTION PROCESS

4.1 Introduction

- 4.1.1 Each element of the Order Scheme followed a multi-stage options identification and evaluation process. This section provides a summary of the option selection process for the Order Scheme on an element-by-element basis.

4.2 Stakeholder engagement and consultation

- 4.2.1 The National Planning Policy Framework (NPPF) recognises the importance of early engagement with stakeholders and local communities in the preparation of development proposals. NPPF Paragraph 40 highlights the advantages of pre-application engagement and ‘front-loading’. It states that ‘Good quality pre-application discussion enables better coordination between public and private resources and improved outcomes for the community’.
- 4.2.2 Network Rail has consulted with both the public and statutory bodies. As part of this consultation, Network Rail engaged with owners, lessees, tenants, and occupiers of land potentially impacted by the Scheme. The purpose of the engagement with landowners was to explain the potential impacts that the Order Scheme may have on their land and understand the operation of businesses so that these discussions could be taken into consideration when developing the design.
- 4.2.3 Consultation took place at three separate phases during the development and design of the Scheme, and full details of each of the consultation stages are provided within the Consultation Report (NR07).
- 4.2.4 Ongoing consultation has also been undertaken throughout design development with Tameside MBC and Oldham MBC in order to collaborate on the proposed designs and address local impacts during construction.
- 4.2.5 Feedback from consultation informed the selection of the preferred Scheme designs as part of a process of identifying and evaluating potential alternative options for delivering the required TRU outcomes, for example the closure of level crossings and alternative options to mitigate the loss of access across the railway and the need to increase the height of overbridges to allow the installation of OLE.
- 4.2.6 The stages of consultation which have been undertaken for the Scheme are summarised in Table 2 below:

Table 2: Consultation Summary

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

4.3 Option selection process

4.3.1 For each element of the Order Scheme, alternative options were considered and assessed and a preferred option selected. Alternative options were subjected to a multi-criteria analysis based on the main assessment topics listed below:

- **Environmental, social and sustainability impacts.**
- **Highway disruption and safety.**
- **Encouraging the use of sustainable modes of transport.**
- **Inclusive access.**
- **Land & Property:** addressing land access and availability.
- **Cost:** addressing capital and maintenance cost constraints.
- **Design / Engineering Feasibility:** to address design complexity.
- **Construction:** to address construction complexity.
- **Maintenance:** to address maintenance burdens.
- **Deliverability:** impact on programme timescales and deliverability of defined programme benefits requirements.

4.3.2 This multi-criteria analysis was undertaken by discipline experts to determine the preferred option. Consultation feedback from stakeholder

consultation on alternative options was considered as part of the option selection process.

- 4.3.3 During further design development for the preferred options for the elements of the Order Scheme, environmental impacts have been taken into account and reduced where possible, including for example avoiding ecological receptors and areas of open space as far as possible.

4.4 Listed structures

- 4.4.1 The electrification of the railway line is central to the success of the TRU programme (see section 2). Electrification requires the installation of new OLE comprised of electrified wires suspended between track-side masts at regular intervals. This OLE needs to be erected at a prescribed height to comply with safety regulations, which also requires works to the listed bridges to ensure the safety of users of the bridges. Certain listed overbridges do not currently have a sufficient height clearance from track level to allow for the construction of OLE, and some do not have the required bridge parapet height to meet OLE safety requirements for users of bridges.
- 4.4.2 The Order Scheme includes works to nine grade II listed bridges and one grade II listed viaduct; each requires listed building consent and are included in the Order and application for deemed planning permission.
- 4.4.3 In order to come to a decision on the best strategic option to deliver the defined benefits required of TRU (see section 2), Network Rail considered a range of strategic alternatives.
- 4.4.4 For each of the bridges which have insufficient height clearance above the railway line to accommodate OLE, robust optioneering has been undertaken to identify viable design solutions which will achieve the aims of the Scheme whilst avoiding or minimising harm to the listed structure. For each of these structures, alternative engineering options were identified and assessed to conclude on a preferred option design. Key measures which were adopted to minimise the need for intervention into designated structures included:
- The adoption of a scheme-specific pantograph which enables the use of reduced overhead line wire height under structures;
 - Slewing and lowering of track under listed overbridges where possible; and
 - Use of a risk-assessment based approach for electrical protection works enabling increase in parapet height to be minimised as far as possible.

- 4.4.5 At four of the listed overbridges, it has been determined that it is not possible to achieve the required clearance to allow installation of OLE and therefore that substantial works to these bridges are essential to deliver the Scheme (MVL3/7 Heyrod Hall Overbridge, MVL3/20 Wright's Mill Overbridge, MVL3/23 Wright's Overbridge and MVL3/28 Oldham Road Overbridge). For each of these structures, a detailed programme of optioneering and design development has been undertaken, informed by rigorous exploration of available options, multi-disciplinary review and engagement with heritage consultees.
- 4.4.6 Design options considered for these structures included:
- Track lower;
 - Bridge jacking; and
 - Bridge reconstruction.
- 4.4.7 The track lower and bridge jacking options were discounted due to factors including the difficulty of delivery at these constrained sites, significant cost, the relatively untested nature of bridge jacking, and extensive disruption to the railway network from construction works. Reconstruction was therefore identified as the preferred option for three bridges (MVL3/7 Heyrod Hall Overbridge, MVL3/20 Wright's Mill Overbridge, and MVL3/28 Oldham Road Overbridge). Mitigation measures have been integrated into the design for these structures including the use of natural stone cladding, the reclamation of masonry from the demolished span for cladding elements of the reconstructed bridge, and referencing of historic architectural features in the reconstructed spans.
- 4.4.8 Wright's Overbridge (MVL3/23) was initially identified for track lower, however further design development identified this to be unfeasible due to the depth of track lower required. Reappraisal of optioneering for this structure was undertaken, including consideration of factors including:
- The requirement to have special regard for the preservation of the listed building under the Planning (Listed Buildings & Conservation Areas) Act 1990;
 - Constructability;
 - Financial cost;
 - Whole life costs;
 - Value for money;
 - The limited pedestrian use of the structure and the impact of rerouting the PRoW across the structure, and

- The impact on the railway network of construction works.
- 4.4.9 Considered on balance, removal of Wright's Overbridge (MVL3/23) was identified to be the preferred option and to enable delivery of the Order Scheme overall. Consultation with Oldham Council and Historic England was undertaken during optioneering for this structure to agree the proposals in principle.
- 4.4.10 Robust optioneering and validation assessment at all stages of the design process has ensured that works to listed structures have been minimised as far as possible, in liaison with the Local Planning Authorities and Historic England. This is evidenced by the grade II listed Springbank Lane Overbridge (MVL3/9) (being progressed separately outside the Order Scheme). This structure was originally proposed for reconstruction, but the design team have worked with the stakeholders to identify a solution which enables only electrical protection works to be required at the bridge, enabling preservation of the listed structure. As a result of this process, removal of only one listed bridge is required (MVL3/23 Wright's Overbridge).
- 4.4.11 Reconstruction of one underbridge (MVL3/25 Royal George Underbridge) is required, to ensure that the structure can withstand the increase in line speed and train loading required for delivery of the Order Scheme. In consultation with the LPA and Historic England, the design for this structure responds to the historic form and design of the historic bridge through incorporation of measures such as gothic arcading to the bridge parapets, reinstatement of the semi-octagonal piers and feature course, and use of stone cladding.
- 4.4.12 At two grade II listed bridges (MVL3/8 Springbank Lane Footbridge, and MVL3/17 Roughtown Road Overbridge), parapet extension works are required to meet OLE safety requirements for pedestrians passing over the bridges. At these locations, the extent of the parapet raise required has been challenged during design development in order to minimise the increase in height as far as possible. Where possible natural cut stone copers will be employed to achieve the required height increase; where this is not possible due to structural constraints, lightweight coloured concrete copers will be employed, colour-matched to the historic fabric, minimising their visual impact.
- 4.4.13 At Uppermill Viaduct OLE support masts are required to be fixed to the side of the viaduct. Drawing upon experience and approaches from other sections of TRU, the design development has taken into account the design and spacing of OLE structures across the viaduct to minimise the visual impact of the works upon the structure. The design and locations for the

fixings of the OLE infrastructure to the viaduct has also been developed in order to minimise the impact upon the historic asset.

- 4.4.14 Strengthening of two underbridges (MVL3/26 Shaw Hall Bank Road Footway and MVL3/29 Wickens Underbridge) in order to accommodate the increasing loading and line speed resulting from the Order Scheme. This will require the addition of precast concrete reinforced units to the bridges. Set behind the bridge parapets these units have been designed to be visually unobtrusive, resulting in little to no visual change to the structures

4.5 Stations

- 4.5.1 The key drivers for the works to upgrade stations across TRU are centred around increasing capacity, enabling electrification, and meeting Network Rail's Access for All standards. This means longer platforms to accommodate larger trains and footbridges with lift shafts to provide level access throughout the stations.
- 4.5.2 Options have been considered to achieve these goals whilst minimising local impacts. At Mossley Station (Existing) the retention of the station at its existing location has been explored with track realignment options considered, however, the existing station footprint has an insufficient area to accommodate the required platform lengths and the lift shafts, which means that the station needs to be relocated.
- 4.5.3 At Greenfield Station, a new secondary means of escape is to be constructed to meet additional safety requirements. Design development has sought to integrate this with the proposal and design of the proposed new Oldham Road Footbridge (MVL3/27B). As stated in Section 1.2 above, other upgrades to Greenfield Station to be delivered as part of the Scheme are being authorised separately under permitted development rights conferred on Network Rail by the GPDO (subject to Prior Approval in accordance with Class A Part 18 GPDO) and so do not form part of the Order Scheme.

4.6 Tunnels

- 4.6.1 At Stalybridge Tunnel (MVL3/3) and Scout Tunnel (MVL3/11) the design has focussed on minimising impacts to the tunnels, whilst enabling the installation of OLE with the necessary clearance. This has been successfully achieved without the need to alter the route of the existing tunnels, through track lowering and the provision of temporary ground stabilisation works to support the construction of the track lowering works.

- 4.6.2 Track slab specifications which minimise noise and vibration to receptors above the tunnels have also been incorporated into the Scheme, in order to safeguard the amenity of existing occupiers above the tunnels.

4.7 Mossley Cottages

- 4.7.1 At Mossley Cottages, a comprehensive optioneering process has been undertaken in conjunction with the optioneering for Mossley Station, which has resulted in minimal works to Mossley Cottages being required in order to enable the electrification of the railway line, whilst preserving the safety of residents and occupiers.
- 4.7.2 In order to minimise the amount of work required to the cottages, the existing track will be slewed slightly to the west away from the cottages to increase the distance to the electrified overhead wires. OLE portals have also been incorporated which only fix into the western side of the track and cantilever over the railway line. A sheet piled retaining wall will be constructed to support the existing embankment on the opposite side of the railway from Mossley Cottages.
- 4.7.3 As a result of these measures, the only works required to Mossley Cottages are railway protection works comprising anti-trespass measures including fencing on the southern side of Abney Footbridge, an extension to a section of the stone wall bordering the railway line adjacent to Stamford Road Overbridge, and replacement gates which front onto Manchester Road at access points to the rear of the properties.

5. PLANNING AND TRANSPORT POLICY

5.1 Planning policy

National Planning Policy Framework

- 5.1.1 The National Planning Policy Framework (NPPF) (updated February 2025) sets out planning policies for England and how these are expected to be applied.
- 5.1.2 Paragraph 7 states that the purpose of the planning system is to contribute to the achievement of sustainable development. The objective of sustainable development is to meet the needs of the present without compromising the ability of future generations to meet their own needs.
- 5.1.3 Paragraph 8 sets out the three overarching objectives for the planning system, which are:
- Economic objective – to help build a strong, responsive, and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation, and improved productivity; and by identifying and coordinating the provision of infrastructure.
 - Social objective – to support strong, vibrant, and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful, and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
 - Environmental objective – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.
- 5.1.4 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.
- 5.1.5 Chapter 6 (Building a strong, competitive economy) emphasises the planning system's role in supporting sustainable economic growth, encouraging proactive planning.
- 5.1.6 Chapter 8 (Promoting healthy and safe communities) underscores the importance of access to high-quality open spaces for community well-being, emphasising the necessity of safe and accessible developments.
- 5.1.7 Chapter 9 (Promoting sustainable transport) states transport considerations should be integral to planning, and transport solutions should be identified to deliver well-designed, sustainable, popular places. This should involve:
 - Considering transport in early engagement with communities
 - Ensuring transport contributes to making high quality places
 - Addressing development impacts on transport networks
 - Realising the opportunities of existing transport infrastructure and changing transport technology
 - Promoting walking, cycling, and public transport
 - Assessing and mitigating the environmental impacts of transport
- 5.1.8 Paragraph 110 asserts that significant development should focus on locations which are, or can be made, sustainable to reduce travel needs, provide transport choice, and improve air quality.
- 5.1.9 Chapter 12 (Achieving well-designed places) stresses the importance of good design in sustainable development. Paragraph 135 outlines that developments should:
 - Function well over their lifetime
 - Be visually attractive
 - Respect local character and history
 - Foster a strong sense of place
 - Optimise the development potential of the site and support local transport networks
 - Promote safety and accessibility

- 5.1.10 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.
- 5.1.11 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.
- 5.1.12 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.
- 5.1.13 Chapter 16 (Conserving and enhancing 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.
- 5.1.14 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.
- 5.1.15 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

- 5.1.16 The National Networks National Policy Statement (NNNPS), (updated May 2024), outlines the government's policies and the necessity for developing nationally significant infrastructure projects (NSIPs) on the national road and rail networks in England. The Scheme falls below the thresholds established by the Planning Act 2008, as amended by the Highway and Railway (Nationally Significant Infrastructure Projects) Order 2013, which specifies that the construction or alteration of a railway qualifies as a NSIP only if it involves a continuous stretch of track exceeding 2 km and is not located on operational land.
- 5.1.17 However, paragraph 1.9 of the NNNPS states: "Road and rail developments in England are also consented through routes other than the NSIP regime, such as the Transport and Works Act 1992 and the Town and Country Planning Act 1990. 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”.

- 5.1.18 Therefore, whilst the NNNPS is primarily to guide and inform NSIP applications, it does have some degree of material weight in relation to the proposed Order Scheme as the rationale supporting the proposed works is for improvements to be delivered to parts of the national rail network and should therefore be appraised accordingly.
- 5.1.19 Paragraph 2.26 states that choosing rail can help to reduce carbon emissions caused by transportation, as the cleanest transport service contributing around 1% of total transport emissions whilst carrying almost 10% of passenger miles. However, 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.”*
- 5.1.20 Section 3 of the NNNPS sets out the need for development of the national networks and the government’s vision and strategic objectives:
- 5.1.21 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.”
- 5.1.22 Paragraph 3.17 notes that “There may be instances where infrastructure interventions are required to bring about improvements to environmental outcomes. Such outcomes might include... electrification of rail, improvements to air quality through reductions in congestion”
- 5.1.23 Maintaining high standards of safety on the railway continues to gain strong government support, as outlined in paragraph 3.21.
- 5.1.24 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... The Examining Authority and the Secretary of State should, therefore, start their consideration of applications for development consent for the types of infrastructure covered by this NPS on this basis. The Secretary of State should give substantial weight to considerations of need where these align with those set out in the NPS.”
- 5.1.25 Paragraph 3.51 acknowledges shortfalls of the existing rail network, particularly in the North, with TRU operating as a programme to meet these

shortfalls: *“The National Infrastructure Commission’s Rail Needs Assessment (2020) identified existing capacity, frequency, and speed shortfalls on the existing network. There are capacity constraints where two-track lines carry a mix of passenger and freight traffic, with few opportunities for fast trains to overtake slow trains. This is a particular issue in the North and the Midlands. Government has invested in resolving capacity constraints in recent years, with programmes such as the Transpennine Route Upgrade increasing capacity on congested lines.”*

- 5.1.26 Paragraph 3.56 states that the Government strongly supports growth in the freight sectors “as they are predicted to have the greatest ability to transfer goods from road to rail, supporting the wider modal shift agenda and decarbonising our transport network. With the correct infrastructure in place, modal shift can be facilitated at pace, unlocking the benefits of rail freight.”
- 5.1.27 Paragraph 3.60 states that “Well-targeted rail investments have a vital role to play in improving connectivity for people and goods to and between economic centres. Rail can provide greater capacity into and between urban centres, providing some relief to the constrained capacity of the urban road network.”
- 5.1.28 Paragraph 3.61 states that “Transformational capacity improvements on the network have the potential to improve economic growth in an area. Improved and new rail links in less well-connected communities will enable better access to jobs, education, skills, housing, and leisure opportunities, and help reduce aspects of geographical inequality. It also catalyses growth in and around stations to increase housing delivery at density. Better connections into and between cities create opportunities to drive agglomeration so that businesses can collaborate and compete more effectively and expand labour markets.”
- 5.1.29 Paragraph 3.74 outlines the Government’s support for addressing the needs of the national rail network, and *“is committed to investing in rail.”* It refers to support for the range of rail upgrades outlined in the October 2023 Network North announcement and the Integrated Rail Plan for the North and Midlands to *“deliver a modern network, connecting the major cities of the North with more frequent trains, increased capacity, and faster journeys... including electrification and upgrades over the next 30 years.”*
- 5.1.30 Paragraph 3.75 highlights the government’s short to medium term rail policy: “In the short to medium term, the government’s policy, as part of its broader transport policy, is to improve the connectivity, capacity and reliability of the railway network in order to realise the benefits of rail to our country as part of our broader transport system. This involves addressing

the demand for passenger and freight services (and reconciling the need for these services to effectively run alongside each other), meeting customer needs, unlocking long-term economic growth and new settlements as well as decarbonisation. Interventions may be required to address any of these needs.”

- 5.1.31 Whilst small scale interventions can be used, paragraph 3.77 also outlines that “larger interventions including new rail links and upgrades will be required in a number of cases to meet the needs set out above, such as where the network is at capacity, or places lack connectivity or broader benefits can be achieved.”
- 5.1.32 Paragraph 3.77 further outlines the benefits of rail, but acknowledges improvements are required for its long term sustainable success: *“Rail is a safe, green and efficient mode of transport for large passenger volumes and for long distances, including inter-city journeys and for supporting rail freight. However, improvements to the rail network will be needed to support decarbonisation. These may include decarbonisation of the existing network through improvements in power supply and rolling stock, such as the adoption of electric, battery, and hydrogen technologies.”*
- 5.1.33 Regarding freight, paragraph 3.79 states “The government remains committed to promoting rail freight and it is important the right infrastructure is in place to enable the sector to realise the full range benefits it can provide economically, environmentally and socially.”
- 5.1.34 Paragraph 3.80 provides that “Government will continue to improve the rail network, improving modal interchanges and key junctions, providing connectivity for people and goods and realising the benefits of rail to our country.”

National Planning Practice Guidance

- 5.1.35 The government has published Planning Practice Guidance (PPG) (February 2024), which provide detailed policy guidance to add further context to the NPPF. It is intended that the PPG is read in conjunction with the NPPF. The following sections and paragraphs are considered to hold particular relevance to the Order Scheme.
- 5.1.36 **Air quality:** The section outlines the importance of air quality in planning policy and decision making, and provides examples of circumstances where air quality considerations could influence planning decisions.
- 5.1.37 **Climate change:** The section outlines the effective mitigation and adaptation measures for climate change within plan-making and explains

how the application process can address the potential impacts of climate change.

- 5.1.38 **Design:** The National Design Guide, adopted in January 2021, is part of the framework established by the NPPF. The National Design Guide serves as a key resource for promoting high-quality design in new developments, guiding local authorities, developers, and communities in creating well-designed places that are functional, attractive, and sustainable.
- 5.1.39 The National Design Guide outlines ten overarching principles that address various aspects of design, including context, identity, and public spaces. It aims to ensure that new developments are not only functional but also enhance the character of their surroundings, fostering community cohesion and well-being.
- 5.1.40 **Historic environment:** Paragraph 002 highlights that conserving heritage assets in a manner appropriate to their significance is a core planning principle. Paragraph 007 further reinforces the importance of significance in decision-making. Paragraph 013 offers guidance on the setting of a heritage asset, reiterating the definition set out in the NPPF and stating that the setting includes the surroundings in which an asset is experienced, which may extend beyond its curtilage.
- 5.1.41 **Natural environment:** The section addresses key issues related to implementing policies that protect landscapes, biodiversity, ecosystems, and green infrastructure. It discusses how the character of landscapes can be assessed to inform planning decisions and processes.
- 5.1.42 **Noise:** The section provides guidance on managing potential noise impacts in new developments. The noise considerations should not be isolated from the economic, social, and other environmental dimensions of proposed development. Paragraph 002 states that noise should be viewed within this broader context when evaluating new projects.

National Infrastructure Delivery Plan

- 5.1.43 The National Infrastructure Delivery Plan (NIDP), published March 2016, sets out how the Government intends to support the delivery of key infrastructure projects and programmes. It brings together Government's plans for economic infrastructure over a five-year period from 2016 to 2021. It also sets out how infrastructure will support large-scale housing and regeneration projects, as well as key social infrastructure.
- 5.1.44 Although not planning policy, the NIDP provides useful context to the national strategy for delivering infrastructure, in which the Order Scheme is

an important part. It provides the overarching context from within which planning policy is set and decisions made.

- 5.1.45 Regarding rail, the NIDP sets out the Government's vision to 'provide world class train services that drive economic growth and exceed passenger expectations' (paragraph 4.6). To support this, a government commitment to carry out a large rail modernisation programme is provided.
- 5.1.46 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. The Transpennine upgrade (of which the Order Scheme is part) is highlighted as being one of the key parts of this programme (page 36).

Environmental Impact Assessment (EIA) Regulations

- 5.1.47 Rule 7(1) of The Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006 (as amended) (the TWAO Rules) requires a TWAO application to be accompanied by an Environmental Statement (ES) for projects of the type mentioned in Annex I or Annex II of the Council Directive 2011/92/EU (the Directive). For projects of the type mentioned in Annex II of the Directive Rule 7(2) of the TWAO Rules provides that a TWAO application need not be accompanied by an ES where the SoS has issued a screening opinion under Rule 7(13) of the TWAO Rules that an EIA is not required in relation to the works proposed to be authorised by the TWAO application. The Secretary of State confirmed on 22nd March 2024 (see Document NR 13) that an Environmental Impact Assessment (EIA) is not required for the Order Scheme.

Biodiversity Action Policies

- 5.1.48 The LPA has a duty to conserve biodiversity under Section 40 of the Natural Environment and Rural Communities (NERC) Act 2006 (as amended). The Environment Act 2021 strengthens this duty by amending Section 40 to also require public bodies to enhance biodiversity. Additionally, the Environment Act 2021 sets targets and plans to improve the natural environment, covering areas such as environmental protection, waste management, air and water quality, and biodiversity.
- 5.1.49 Part 6 of the Act makes provision for Biodiversity Net Gain (BNG), apply to applications under the Town and Country Planning Act 1990, and Nationally Significant Infrastructure Projects. The Act requires developments to deliver a minimum of 10% BNG. It requires that habitat be

secured for at least 30 years via planning conditions or conservation covenants, and appropriate management and monitoring through the production of a habitat management and monitoring plan (HMMPs). The habitat can be delivered on-site, off-site or via statutory biodiversity credits, with preference for on-site delivery.

- 5.1.50 Whilst the statutory BNG condition is in force in respect of a planning permission granted on an application made under Part 3 of the Town and Country Planning Act 1990, it has not yet been brought into force in respect of a deemed planning permission pursuant to a direction by the SoS under s90(2A) of the 1990 Act. Further secondary legislation is required to be made in order to bring the statutory biodiversity gain condition into force in respect of a deemed planning permission.

Climate Change Policies

- 5.1.51 The UK Climate Change Act (2008) 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.
- 5.1.52 Both Oldham Metropolitan Borough Council (OMBC) and Tameside Metropolitan Borough Council (TMBC), and the wider Greater Manchester Combined Authority (GMCA), have declared a climate emergency, and are committed to taking significant actions to reduce carbon emissions and enhance climate resilience.
- 5.1.53 Following these declarations, TMBC have produced a Climate Strategy, OMBC have produced a Green New Deal Strategy and are drafting an Environment Strategy, and the GMCA have produced the second version of their Five-Year Environment Plan, with GMCA aiming for the region to be carbon neutral by 2038. 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 reduce private vehicle usage, and promote the use of public transport and active travel. The GMCA Five-Year Environment Plan specifically encourages investment in electrification of rail and the removal of diesel trains as part of its strategy.

5.2 Regional Policy

Places for Everyone Joint Development Plan

- 5.2.1 GMCA adopted the Places for Everyone Joint Development Plan (PfE) in March 2024 to state the policies, vision and objectives for 9 of the 10 GMCA boroughs (excluding Stockport) for the period 2022-2039. Its policies and objectives are therefore relevant and applicable to OMBC and TMBC, which are the relevant authorities to this TWAO.
- 5.2.2 In February 2025, OMBC determined to withdraw from the PfE, however, the MHCLG Minister of State rejected this request in April 2025. Therefore at present, the PfE is still applicable to the OMBC area. The following PfE objectives and policies are applicable to the Order Scheme:
- 5.2.3 Objective 6 is to promote sustainable movement, including by enhancing the existing transport network.
- 5.2.4 Policy JP-Strat14 states the transport network will be improved so that half of all daily trips can be made by public transport, cycling and walking. Local investment must be complemented by significant national and regional projects, to ensure improved connectivity to other key cities, including Leeds.
- 5.2.5 Policy JP-S1 supports sustainable development as part of an effort to help tackle climate change, with an aim to become a carbon neutral city region by 2038. Outlined mitigation to reduce emissions includes enabling sustainable choices for travel and the decarbonisation of transport.
- 5.2.6 Policy JP-S2 supports JP-S1 in delivering a carbon neutral city region, including by promoting improved energy efficiency and expecting new development to be net zero carbon (unless demonstrably not practicable or financially viable).
- 5.2.7 Policy JP-S4 seeks to protect the water environment from development, including by locating and designing development to minimise the impacts of current and future flood risk, increasing flood resilience, and adopting natural and sustainable flood management approaches.
- 5.2.8 Policy SP-S5 seeks to protect and improve the quality of air in the city region. As part of this, development should be located and designed to reduce the reliance on forms of transport that generate air pollution. Development which generates significant pollution will be restricted.
- 5.2.9 Policy JP-G1 states that development within a designated Landscape Character Type should reflect and respond to the special qualities and

sensitivities of the key landscape characteristics of the location. The interface of new development with surrounding areas of landscape is of particular importance.

- 5.2.10 Policy JP-G2 gives protection and supports the enhancement of the region's Green Infrastructure Network, for the various purposes of which it works towards. Development in or around the Green Infrastructure Network should be consistent with delivering major green infrastructure improvements within them.
- 5.2.11 Policy JP-G6 protects existing urban green spaces, and supports enhancements.
- 5.2.12 Policy JP-G7 works alongside the Greater Manchester Tree and Woodland Strategy, aiming to significantly increase tree cover, and protect and enhance areas of woodland. Development which results in the loss of existing trees requires the replacement at a 2:1 ratio, or should provide alternative net enhancements in the treescape of the area.
- 5.2.13 Policy JP-G8 seeks a net enhancement of biodiversity through development, including protecting and enhancing existing sites of habitat value, and development new sites and improving connections between habitats. Development is expected to follow the mitigation hierarchy of avoiding harm as a priority, then mitigating harm, then compensating any harm.
- 5.2.14 Policy JP-G9 outlines the purposes of the Green Belt in line with national policy. The beneficial use of the Green Belt should be enhanced where possible without harming its openness, permanence or ability to serve its purposes. Enhancement of its green infrastructure function will be encouraged.
- 5.2.15 Policy JP-J1 seeks a thriving, inclusive and productive economy across the GMCA boroughs. This includes making the most of major assets in the region, such as existing transport infrastructure and the major proposed transport improvements such as Northern Powerhouse Rail.
- 5.2.16 Policy JP-P1 aims to help Greater Manchester become a more liveable region, and development should contribute to creating well-connected places, particularly through public transport which will enable people to take advantage of employment, cultural and leisure opportunities across the region and beyond.
- 5.2.17 Policy JP-P2 seeks to conserve and enhance the historic environment and heritage assets within the region, including their settings. Opportunities to

promote and enhance assets and maximise wider public benefits will be supported. The heritage significance of a site or area, and any impacts of development, should be appropriately considered, in accordance with national and local planning policy and process.

- 5.2.18 Policy JP-C1 supports the delivery of an accessible, low carbon and better connected region. This includes investing and improving transport infrastructure which will support economic growth, provide access to jobs, services and leisure opportunities, protect the environment, and meets customers' needs.
- 5.2.19 Policy JP-C2 supports the delivery of modern digital infrastructure.
- 5.2.20 Policy JP-C3 promotes GMCA's vision for an increase in use of public transport, particularly for medium and long-distance journeys, including enhanced connections to other major cities. GMCA plan to deliver long term and large scale projects and support a range of measures to improve reliability, capacity and customer experience of rail travel, including through electrification, station enhancements, and the NPR.
- 5.2.21 Policy JP-C7 supports the use of efficient and sustainable movement of freight, including by protecting rail infrastructure.
- 5.2.22 Policy JP-D1 states that the ensure effective development of the infrastructure needed to deliver the Plan's vision and objectives, GMCA will take a long term, strategic approach to place shaping, and will work with infrastructure providers.

Greater Manchester Transport Strategy 2040

- 5.2.23 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.
- 5.2.24 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.
- 5.2.25 It states that "excellent rail provision is essential to enable people to move quickly and easily to jobs and business destinations in our Northern city-regions, as well as supporting the efficient movement of goods. Transformational rail service improvements are a key part of vision, linking Greater Manchester with the major cities in the North of England through development of a Northern Powerhouse Rail (NPR)" (page 89).

Five Year Transport Delivery Plan

- 5.2.26 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.
- 5.2.27 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.
- 5.2.28 The 5YTDP states that TfGM will work with the rail industry to support electrification and reduce the environmental impacts of current railway operation.

5.3 Local Policy

Oldham Metropolitan Borough Council

- 5.3.1 The adopted Development Plan for Oldham consists of the Joint Core Strategy and Development Management Policies Development Plan Document (JCS) (2011), the Places for Everyone Joint Development Plan between the Greater Manchester Local Authorities (PfE) (2024), and the saved policies of the Unitary Development Plan (UDP) (2006). The following policies from the JCS are relevant to the Order Scheme.
- 5.3.2 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.
- 5.3.3 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.
- 5.3.4 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.
- 5.3.5 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.

- 5.3.6 Policy 17 Gateways and Corridors states that Council will seek to improve existing transport routes and networks.
- 5.3.7 Policy 20 Design seeks all development to be of high quality design which reflects its local character and identity.
- 5.3.8 Policy 21 Protecting Natural Environment Assets states that the local natural environment must be protected, conserved, and enhances, with biodiversity and geodiversity protected.
- 5.3.9 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 Land (OPOL), for land which does not meet criteria for Green Belt but holds local importance.
- 5.3.10 Policy 24 Historic Environment requires that development takes account of the significance of any heritage assets that may be impacted.
- 5.3.11 Saddleworth Parish Council is currently producing a Neighbourhood Plan. The draft plan has been through the Pre-Submission Publicity and Consultation stage and is being prepared for submission to OMBC and the Peak District National Park Authority. Once adopted, the plan will form part of the Development Plan for the designated Saddleworth Neighbourhood Area. The emerging plan includes draft policies relating the local green spaces and Other Protected Open Land in line with JCS Policy 22.

Tameside Metropolitan Borough Council

- 5.3.12 In accordance with the NPPF, TMBC is preparing a new Plan for the borough, Homes, Spaces, Places – Shaping Tameside for tomorrow (HSP). HSP will reflect national policy and guidance, align with the strategic planning context for the city-region provided by the 'Places for Everyone plan Joint Development Plan' (PfE) for a plan period until 2037.
- 5.3.13 The current development plan also includes the Unitary Development Plan (2004), serving as a comprehensive framework for development and conservation throughout the Tameside area. This plan outlines the key considerations for assessing planning applications in the Borough and guides land use decisions made by the Council and other agencies. The following UDP policies are relevant to the Order Scheme.
- 5.3.14 Policy 1.2 Maintaining an Integrated Transportation strategy states that the Council will take into account the needs of all road users, including public transport, when prioritising transport investments. The Council aims to

make the local transport system increasingly sustainable, safe and efficient, and use it to assist with investment and employment.

- 5.3.15 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.
- 5.3.16 Policy 1.5 Following the Principles of Sustainable Development states that there will be a promotion of sustainable development within the borough, which includes encouraging the use of alternatives to private cars and facilitating the use of public and non-motorised means of transport.
- 5.3.17 Policy 1.6 Securing Urban Regeneration states that regeneration of the borough's urban areas will be secured, in part, by facilitating public transport.
- 5.3.18 Policy 1.10 Protecting and Enhancing the Natural Environment aims to safeguard the natural environment, countryside character, and biodiversity of the Borough by prioritizing nature conservation in decision-making.
- 5.3.19 Policy 1.11 Conserving Built Heritage and Retaining Local Identity aims to conserve the cultural heritage, historic character, distinctiveness, and local identity of buildings and areas within the borough. The extension, conversion, refurbishment, and, where necessary, redevelopment schemes involving historic buildings will be carefully considered.
- 5.3.20 Policy 1.12 Ensuring an Accessible, Safe, and Healthy Environment states that development schemes must be designed to create an environment accessible to individuals with sensory impairments or restricted mobility, incorporating traffic calming measures wherever necessary.
- 5.3.21 Policy OL4 Protected Green Space does not permit built development on any designated Protected Green Space (as identified on the proposals map). This also applies to areas of land in similar use but which are too small to be shown as Protected Green Spaces.
- 5.3.22 Policy OL10 Landscape Quality and Character states that the landscape quality of the Borough will be conserved and enhanced, with measures taken to maintain the existing landscape character.
- 5.3.23 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.

- 5.3.24 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.
- 5.3.25 Policy T11 Travel Plans requires that Travel Plans are produced for development with expected significant travel implications.
- 5.3.26 Policy T12 Special Needs seeks to widen travel choice and reduce social exclusion, including to individuals with restricted mobility.
- 5.3.27 Policy T14 Transport Assessments requires the submission of a Transport Assessment where development has significant transport implications.
- 5.3.28 Policy C1 Townscape and Urban Form seeks a high quality of design which reflects the existing buildings and setting within which a development is located.
- 5.3.29 Policy C5 Alternative Uses, Alterations and Additions for Listed Buildings states that alterations and additions to listed buildings should not adversely affect the essential character of the building, with the external appearance and materials expected to match as near as possible those of the existing building.
- 5.3.30 Policy C6 Setting of Listed Buildings will not permit a new development which fails to preserve, or detracts from, the setting of a listed building or structure.
- 5.3.31 Policy C8 Demolition of Listed Buildings states that the Council will not recommend the demolition of listed buildings, apart from in exceptional circumstances. The Council also require detailed recording of the building prior to demolition is completed.
- 5.3.32 Policy N3 Nature Conservation Factors states the Council must be satisfied that that development which may impact on wildlife, plant life or geological features have been fully accounted for in the design and arrangements, including opportunities to enhance the wildlife.
- 5.3.33 Policy N4 Trees and Woodland will not permit the felling of protected trees and woodland, or other trees of amenity value unless it is considered appropriate in connection with an approved development, or it is for safety reasons, or arboricultural practice requires the felling. Replacement planting is required where any trees are removed, of locally native and appropriate species.

- 5.3.34 Policy N5 Trees Within Development Sites states that where development would affect a site containing trees or woodlands, the Council requires a full AIA, survey and method statement.
- 5.3.35 Policy MW11 Contaminated Land states that planning conditions will be attached where development is proposed on a site that may have a contamination problem, to require appropriate studies on any risks at or adjacent to the site. Where there is a contamination risk, mitigation measures may be necessary.
- 5.3.36 Policy MW12 Control of Pollution provides that the Council will not grant permission for development which is likely to be a source of pollution, including noise pollution, which would threaten surrounding amenity.

5.4 Supplementary Planning Documents

South Pennine Moors SAC/SPA Joint SPD (2024)

- 5.4.1 This SPD covers the LPA areas of Oldham, Tameside and Rochdale councils, and supports the implementation of Criterion 7 of Policy JP-G5 of the GMCA Places for Everyone plan. It sets out the approach to assessing and mitigating potential impacts on the South Pennine Moors SAC and SPAs. The Order Scheme has been reviewed against this guidance, and no significant adverse effects are anticipated (see NR14 Environmental Report for further details).
- 5.4.2 Trees and Landscaping on Development Sites SPD (Tameside)
- 5.4.3 This SPD outlines best practices for tree retention, landscaping, and biodiversity enhancement.

Employment Land SPD (Tameside)

- 5.4.4 The Employment Land SPD provides guidance on the appropriate use and development of employment land. 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 Scheme has been carefully considered to minimise temporary impacts as far as possible during construction.
- 5.4.5 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).

5.5 Relevant Transport Policy

Network North: Transforming British Transport¹

- 5.5.1 The Network North Strategy, launched in October 2023, offers an approach to enhancing connectivity and transport infrastructure across the North of England, within the context of the evolving plans for HS2.
- 5.5.2 The document confirms the full delivery of NPR as a key strategic rail objective.

Integrated Rail Plan for the North & Midlands²

- 5.5.3 The Integrated Rail Plan (IRP) for the North and Midlands published in November 2021, sets out key investment takers for the rail sector over a plan period of 30 years. The Integrated Rail Plan (IRP) sets out a blueprint for the development of train services across the Midlands and North and towards Scotland and London.
- 5.5.4 The IRP commits to the full electrification and modernisation of the Transpennine route between Manchester, Leeds and York, with Paragraph 3.79 stating that the TRU will become the first phase of the wider NPR project.
- 5.5.5 Paragraph 6.1 further states that a modal shift from road and air travel to rail travel also puts rail infrastructure “*at the heart of the UK’s ambitions to meet its net zero targets by 2050*”.

Transport for the North (TfN)

- 5.5.6 Transport for the North (TfN) has been established as a statutory regional transport body for the North – comprising all the northern city regions, Local Enterprise Partnerships, Highways England, Network Rail and HS2 Ltd. TfN adopted the second version of their Strategic Transport Plan in 2024³, 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.

¹ <https://assets.publishing.service.gov.uk/media/65294b416b6bf0014b75641/network-north-transforming-british-transport.pdf>

² DfT Integrated Rail Plan for the North and Midlands, November 2021 [Integrated Rail Plan for the North and Midlands - GOV.UK](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/101441/Integrated_Rail_Plan_for_the_North_and_Midlands_-_November_2021.pdf)

³ TfN Strategic Transport Plan, Transforming the North, 2024 [Strategic Transport Plan - Transforming the North | Transport for the North, 2024 - Transport for the North - Transport for the North](https://www.tfn.co.uk/transforming-the-north)

- 5.5.7 The Plan identified three connectivity needs for the North, including the delivery of Northern Powerhouse Rail and the Transpennine Route Upgrade to boost pan-northern connectivity. It is also supportive of a modal shift away from private vehicle usage towards public transport use.
- 5.5.8 Section 3.1 states that by vision 2050, the North of England will have evolved into a vibrant, socially inclusive region where communities, businesses, and locations thrive, which will be achieved *“through a transformed near zero emission, integrated, safe, affordable, and sustainable transport system, which will enhance connectivity and resilience, support mode shift and improve journey times for all users.”*
- 5.5.9 Section 3.2 outlines the Plan’s three strategic ambitions for the North: Transforming economic performance; rapid decarbonisation of the transport system, and enhancing social inclusion and health.
- 5.5.10 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.”*

5.6 Relevant planning history and site allocations

- 5.6.1 There is one approved Nationally Significant Infrastructure Project, and a further section of the TRU programme to be consented via the Transport Works Act within the vicinity of the Order Scheme.
- 5.6.2 The Development Consent Order (DCO) for the A57 Link Roads scheme (previously known as Trans Pennine Upgrade Programme), a Nationally Significant Infrastructure Project (NSIP), came into force on 7th December 2022 and construction started in May 2025.
- 5.6.3 The A57 Link Roads scheme spans between TMBC and Derbyshire County Council (DCC), approximately 14.5 km east of Manchester, and approximately 3.2 km to the south east of Stalybridge Tunnel.
- 5.6.4 The project involves the construction of two new roads aimed at improving connectivity and easing traffic congestion in the area. The specifics of the project are as follows:

- Mottram Moor Link Road: dual carriageway extending from the M67 junction 4 roundabouts to a new junction on the A57(T) at Mottram Moor.
 - A57 Link Road: single carriageway that connects the A57(T) at Mottram Moor to a new junction on the A57 at Woolley Bridge.
- 5.6.5 A further TWAO application is to be prepared during 2025/26 for the TRU section from Standedge Tunnel to the western portal of Gledholt Tunnel. The Order Scheme will help to enable these further upgrades to the railway line as part of the wider TRU Programme.
- 5.6.6 Table 3 sets out the developments and planning history pertinent to the Order Scheme.

Table 3: Relevant planning history

Site	Planning Application Reference	Status	Proposal Description
Stalybridge Station (TMBC)	22/00124/ENV	Screening Opinion issued – decision: EIA not required	Request for a screening opinion in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 with respect to a proposed battery energy storage system
Stalybridge Station (TMBC)	22/00883/FUL	Approved	Modification to existing fence line on boundary between operational railway land and the Rassbottom St Industrial Estate and the Installation of Overhead Line Equipment (OLE) and other supporting electrical infrastructure required in connection with Transpennine Route Upgrade programme

Site	Planning Application Reference	Status	Proposal Description
Printworks Underbridge Wakefield, printworks (TMBC)	23/00770/FUL	Approved	Development of a Battery Storage Facility, associated infrastructure, earthworks, and means of access
Printworks Road Stalybridge (TMBC)	20/00048/TPO	Approved	Various tree works for overhead power cable safety / clearance
Printworks Road Stalybridge (TMBC)	18/00046/TPO	Approved	Area 1- Prune back all trees to 6m from rail tracks and boundary fence
Printworks Compound (TMBC)	16/01107/FUL	Approved	Installation of Autotransformer Feeder Station and associated equipment, required in connection with electrification of the railway
Heyrod Hall Overbridge (TMBC)	18/00083/TPO	Approved	Prune and fell trees below power line as necessary for statutory clearance Prune and fell trees below power line as necessary for statutory clearance. Embankment With Trees Adjacent Railway Heyrod Hall Estate Stalybridge Tameside.

Site	Planning Application Reference	Status	Proposal Description
Heyrod Hall Overbridge (TMBC)	21/00987/FUL	Awaiting decision (as of 10/10/25)	Demolition of existing structures, remediation of the land and change of use of the land to form an ecological enhancement area, 162 new residential dwellings, creation of new access roads within and into the site, provision of landscaping, pedestrian and cycle routes and public and private parking areas.
Scout Tunnel and Scout compounds (TMBC)	25/00349/FUL	Approved	Single-storey side extension with a canopy.
Roughtown Road Overbridge (TMBC)	25/00718/FUL	Approved	Self-build construction of a three storey, 4-bedroom multigenerational family home, with associated landscape, private and communal amenity space, car parking, cycle parking and ancillary accommodation, plus associated highway and landscape works.
Relocated Mossley Station Mill Lane Underbridge (TMBC)	12/00151/NPRIV	Approved	Mossley Railway Station, Manchester Road, Extension of platform 2.

Site	Planning Application Reference	Status	Proposal Description
Heron Lane (TMBC)	23/00676/REM following outline approval of 20/00681/OUT	Approved	Reserved matters application (design details, slope stability & drainage) following outline approval of 20/00681/OUT for a detached house
Whitelands Road (TMBC)	21/01370/FUL	Approved	Formation of temporary construction compound including erection of temporary office buildings and boundary fencing required for Transpennine Route Upgrade rail enhancements
Uppermill Viaduct (OMBC)	FUL/352428/24	Application Withdrawn	Widening of highway, creation of footpath and removal of trees. Land Adjacent to Saddleworth Business Centre Huddersfield Road
Ward Lane Overbridge (OMBC)	PA/343795/19	Application Withdrawn	Outline development (residential) Land South of Ward Lane/ East of Huddersfield Narrow Canal Diggle
Ward Lane Overbridge, Grandpa Greene's ice cream shop (OMBC)	FUL/354892/25	Awaiting decision (as of 10/10/25)	Redevelopment of existing cafe building with ancillary takeaway facilities (Class E) to form single storey cafe (Class E) with ancillary takeaway facilities.

Site	Planning Application Reference	Status	Proposal Description
Moss Grove, off Shaw Hall Bank Road (OMBC)	FUL/353295/24	Awaiting decision (as of 10/10/25)	Erection of 2 no. dwellings.
Wharmton Tower, Oldham Road (OMBC)	HOU/353714/24 and LBC/353715/24	Approved	Demolition of existing orangery structure and rear porch and erection of new masonry built Orangery with lower ground floor level inclusive of new swimming pool.

Table 4: Relevant Site Allocations

Site Allocation	Relationship with TWAO
<i>Tameside Council</i>	
Development Opportunity Area: Harrop Street / Shepley Street, Stalybridge (former STC10)	<p>UDP policy E2 encourages proposals for the redevelopment of this area for industrial, leisure and non-food retail uses. The Scheme will help to enhance the local economy, which in turn may help to enhance development viability at this site allocation.</p> <p>The site allocation is located outside of the Order Scheme area, circa 500 metres to the south-west adjacent to Stalybridge Station. Any impacts from the Order Scheme upon this allocated area would therefore be indirect.</p>

Site Allocation	Relationship with TWAO
<p>Development Opportunity Area Castle Street / Longlands Mill, Stalybridge (former STC9 and remainder of STC8)</p>	<p>UDP policy E2 encourages proposals for the redevelopment of this area for workshops, leisure, office, retail and residential uses. The Scheme will help to enhance the local economy, which in turn may help to enhance development viability at this site allocation.</p> <p>The site allocation is located outside of the Order Scheme area, circa 400 metres to the south-west adjacent to Stalybridge Station. Any impacts from the Order Scheme upon this allocated area would therefore be indirect.</p>
<p>Development Opportunity Area: Knowl Street / North Road, Stalybridge (former STC11)</p>	<p>UDP policy E2 encourages proposals for the redevelopment of this area for residential, leisure and office uses. The Scheme will help to enhance the local economy, which in turn may help to enhance development viability at this site allocation.</p> <p>The site allocation is located outside of the Order Scheme area, circa 200 metres to the south, on the opposite side of the River Tame. Any impacts from the Order Scheme upon this allocated area would therefore be indirect.</p>
<p>Outdoor Sport and Recreational Development Site: Hartshead Power Station and Millbrook Sidings sites (former STA17 and 18)</p>	<p>UDP policy OL6 encourages proposals for equestrian pursuits, golf driving range, golf course extension or other commercial and leisure uses which do not conflict with the purposes of the Green Belt, and informal recreation at the site allocation.</p> <p>Application ref. 21/00987/FUL (see Table 2) is awaiting determination at this allocated area. As this allocated area is outside of the Order Scheme area, and the Order Scheme works at this location are all within the existing railway corridor, any impacts upon this allocated area will be indirect.</p>

Site Allocation	Relationship with TWAO
<p>Development Opportunity Area: Mossley Mills / Manchester Road, Mossley (former MOS2)</p>	<p>UDP policy E2 encourages proposals for the redevelopment of this area for residential and employment uses. The Scheme will help to enhance the local economy, which in turn may help to enhance development viability at this site allocation.</p> <p>The Relocated Mossley Station will be located adjacent to this allocated area on the western side. This will increase the accessibility of the area, including via sustainable modes of transport, which may enhance the viability and sustainability of this area for future development.</p>
<p><i>Oldham Council</i></p>	
<p>Mixed Use Development: Frenches Wharf/Wellington Road, Greenfield, Saddleworth.</p>	<p>The mix of uses permitted on the site is business and industry, tourism, residential and retail uses.</p> <p>The Scheme will help to enhance the local economy, which in turn may help to enhance development viability at this site allocation. The Order Scheme works to relating to MVL3/28 and MVL3/28A Oldham Road bridges will help to enhance accessibility and road safety in the area, which may help to support the operation of future uses within the area.</p>
<p>Business and Industrial: Land at Huddersfield Road, Diggle</p>	<p>Oldham Unitary Development Plan (UDP) policy B1 allocates this area for industrial and business uses.</p> <p>The Scheme will help to enhance the local economy, which in turn may help to enhance development viability at this site allocation. As the site allocation is circa 400 metres to the west of the Order Scheme area, any impacts upon this allocation will be indirect.</p>

5.7 Summary

5.7.1 Based on the policy review shown above it can be concluded that the relevant policy topic issues are as listed below:

- Principle of the Order Scheme, including the associated socio-economic benefits.
- Green Belt and Other Protected Open Land.
- Historic Environment.
- Archaeology
- Greenspace.
- Design.
- Ecology and Biodiversity.
- Sustainability and Climate Change
- Geoenvironment.
- Landscape and Visual Impact.
- Noise and Vibration.
- Arboriculture.
- Traffic and Transport.
- Air Quality.
- Water Environment and Flood Risk.

5.7.2 The following section of this Planning Statement provides an assessment of the Order Scheme against relevant policy.

6. PLANNING CONSIDERATIONS

6.1 Introduction

- 6.1.1 In this section, the planning considerations for the Order Scheme are examined against the relevant planning and transport topic issues and associated policies set out in section 5.

6.2 Principle of the Scheme Development

- 6.2.1 The Order Scheme forms an integral part of TRU and without delivery of the Order Scheme, the full benefits of TRU cannot be delivered. The need for and benefits of TRU and the Order Scheme are summarised in section 2 of this Planning Statement and more fully in the Statement of Aims (NR04).
- 6.2.2 The need for the Order Scheme is driven by a body of government policy, culminating in the Government's IRP for the North and Midlands (November 2021) and Network North (October 2023) where full support was given to the development of TRU as the first step in delivering the wider package of improvements known as Northern Powerhouse Rail. The importance of the TRU Programme has recently been reiterated by the UK Infrastructure: A 10 Year Strategy (June 2025).
- 6.2.3 The main benefits of the wider TRU and the Order Scheme are summarised below:
- Improve safety through level crossing closures.
 - Improve efficiency and reliability of the railway, bringing benefits of increased capacity (train capacity and frequency), reduced incidents and delays, and reduced journey times.
 - Reduce operation and maintenance costs.
 - Deliver environmental benefits, including a contribution to decarbonisation of the railway and improved local air quality.
 - Deliver socio-economic benefits, direct through employment and supply chain benefits from construction, and the indirect regional economic benefits of improved rail services.
- 6.2.4 The location of the Order Scheme is also supported in principle by national planning policy, given that upgrades to an existing railway line within the existing railway corridor are proposed to meet the goals of the TRU programme at this location. Paragraph 8 of the NPPF supports making effective use of land under its overarching objectives for the planning system. By virtue of following the existing railway corridor, the principle of

railway use and works which support its operations is already well established at the locations of the Order Scheme elements, and in turn conflicts with environmental receptors and local policy allocations are minimised as described in the rest of section 6.

- 6.2.5 The NPPF also contains several statements which support the development of transport infrastructure and are relevant to the Order Scheme.
- 6.2.6 The NPPF sets out in Chapter 9 Promoting Sustainable Transport that opportunities to promote public transport use should be identified and pursued, and that "*Significant development should be focused on locations which are or can be made sustainable.*" (paragraph 110).
- 6.2.7 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).
- 6.2.8 These improvements will increase connectivity between the towns and cities along the Route, which in turn acts as an enabler for economic improvements. This 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.
- 6.2.9 The NNNPS outlines the Government's support for addressing the needs of the national rail network, including delivering a modern network which connects major Northern cities "with more frequent trains, increased capacity, and faster journeys... including through electrification" (paragraph 3.74). The importance of the electrification of railway lines to achieving net zero targets by 2025 is emphasised at paragraph 2.26. As reflected in paragraph 3.51, there are identified capacity, frequency and speed shortfalls on the existing rail network, particularly in the North and Midlands, and programmes such as TRU are supported to increase capacity on existing congested lines. The importance of these programmes for relieving road congestion between urban centres is also highlighted at paragraph 3.60. This support has been reiterated in the UK Infrastructure: A 10 year Strategy 2025.

- 6.2.10 The NIDP sets out a vision to “*provide world class train services that drive economic growth and exceed passenger expectations*”. The Network Rail enhancement programme is vital to achieving this vision and TRU is identified as a crucial part of this programme.
- 6.2.11 The GMCA’s regional Places for Everyone plan seeks to promote sustainable movement across the region, including public transport enhancements and to connections with other cities (Policy JP-Strat14), and specifically through railway electrification and station enhancements as part of Northern Powerhouse Rail (Policy JP-C3).
- 6.2.12 Transport for the North have expressed in its Strategic Transport Plan 2024 that delivery of the TRU and the wider NPR are a key connectivity need for the North region which will boost economic performance. Major programmes, including TRU, are considered necessary in order to “deliver faster, greener, and more reliable journeys, enhance passenger experience, capacity and accessibility, and crucially, unlock pan-Northern freight” (section 5.1). Electrification is considered crucial to lowering emissions in the region, and will “lead to a more reliable and resilient railway” (section 3.2).
- 6.2.13 In terms of local planning policy, both OMBC and TMBC planning policy is supportive of public transport enhancements (OMBC JCS Policy 5 and TMBC UDP policy 1.5), and seeks to achieve associated sustainability goals through investment in transport infrastructure.
- 6.2.14 Therefore, the principle of the Order Scheme is strongly supported by national, regional and planning policy.

6.3 Green Belt and Other Protected Open Land

- 6.3.1 Several elements of the Order Scheme involve development in the Green Belt. Each one of the elements is for works to existing railway structures within the existing railway corridor.
- 6.3.2 The following interventions in the Green Belt require deemed planning permission:
- Printworks Road Temporary Site Compounds;
 - MVL3/7 Heyrod Hall Overbridge, Site Compound and Access Works; (the east side is Greenbelt, however the bridge itself is not);
 - MVL3/8 Springbank Lane Footbridge; (the east side is Greenbelt, though over railway it is not);
 - Wakefield Road Plant Access and Compound;

- MVL3/10A Manchester Road Footbridge;
- Scout Tunnel and site compound areas on the eastern side;
- Heron Lane Site Compound;
- MVL3/20 Wright's Mill Overbridge;
- Armit Road Site Compound;
- MVL3/28 Oldham Road Overbridge;
- Oldham Road Access and Drainage Works;
- MVL3/29 Wickens Underbridge;
- Moorgate Halt Level Crossing;
- MVL3/31 Uppermill Viaduct;
- Former Saddleworth Station;
- MVL3/35 Ravenstone Drive Footbridge;
- MVL3/39 Station Road Overbridge;
- MVL3/39B Bywash Underbridge;
- Standedge Tunnel Access Works.

6.3.3 These locations are subject to the Green Belt policies of the NPPF at Chapter 13 that prevent inappropriate development that would be harmful to the Green Belt. However, the NPPF identifies some forms of development as not inappropriate in the Green Belt, provided they preserve its openness and do not conflict the purposes of including the land within it. This includes local transport infrastructure which can demonstrate a requirement for a Green Belt location.

6.3.4 As all of the works listed above 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 Design and Access Statement will help to reduce their visual impact.

6.3.5 The relevant Order Scheme elements are all within or adjacent to the existing railway corridor and therefore will be seen within the context of the existing railway, thus reducing their visual impact and their impact upon the openness of the Green Belt. Furthermore Chapter 7 – Landscape and Visual Appraisal of the Environment Report (NR14) concludes that landscape character will not be significantly impacted across the route.

- 6.3.6 Further, they can be defined as works to established local transport infrastructure along an existing fixed railway line, and therefore the location within the Green Belt is required.
- 6.3.7 The proposed Oaklands Road Permanent Maintenance Facility site is designated as Other Protected Open Land in the adopted Oldham MBC Policies Map from 2013 (JCS Policy 22). The site is covered with trees and vegetation and lies on a slope. Earthworks will be required to create safe vehicular routes through the site to enable effective maintenance of the railway, but the footprint of the facility and extent of vegetation removal will be minimised as far as possible. Vegetation removal will be required to create a safe access route, however existing vegetation is proposed to be retained within a zone bordering Oaklands Road in order to minimise the visual impact on the surrounding area and to screen the proposed maintenance facility. Planning conditions are proposed which would require the approval of details of the design and access arrangements to the site when the designs have been developed further. A further proposed planning condition would require approval to a Landscape and Ecological Management Plan, including a plan of existing trees to be either retained and protected or to be removed.
- 6.3.8 Given that the Facility is a necessary ancillary use to the adjacent railway and the retention of some existing vegetation in order to minimise visual impact, it is considered that the proposals address the requirements of JCS Policy 22 on Other Protected Open Land.
- 6.3.9 The remainder of the works are either outside of the Green Belt, or benefit from Permitted Development Rights under Parts 8 and/or 18 of the GPDO.
- 6.3.10 The Order Scheme is therefore in accordance with national and local green belt policy comprising NPPF Chapter 13, TMBC policy OL1, and OMBC policy 22.

6.4 Historic Environment

- 6.4.1 An assessment of the effects of the Order Scheme on cultural heritage is set out in the Environmental Report (NR14), Chapter 5. Heritage Statements have been prepared in support of the LBC applications, which are submitted alongside the TWAO. These are presented in Volume 3 - Appendices of the Environmental Report, Appendix 5A – Heritage Statements [NR14]
- 6.4.2 The Order Scheme includes alterations to eight grade II listed bridges, the removal of one grade II listed overbridge, and OLE installation across the grade II listed Uppermill Viaduct. For each of these elements, the design

development process has been undertaken in liaison with Historic England and the relevant LPA, with a view to minimising and avoiding harm to the historic value and setting of heritage assets as far as possible.

6.4.3 The impact of the Order Scheme on these features is considered below.

Works on Listed Bridges

6.4.4 The Order Scheme includes works requiring deemed planning permission for works to ten grade II listed structures, comprising nine bridges and one viaduct. These are:

- MVL3/7 Heyrod Hall Overbridge
- MVL3/8 Springbank Lane Footbridge
- MVL3/17 Roughtown Road Overbridge
- MVL3/20 Wright's Mill Overbridge
- MVL3/23 Wright's Overbridge
- MVL3/25 Royal George Underbridge
- MVL3/26 Shaw Hall Bank Road Footway
- MVL3/28 Oldham Road Overbridge
- MVL3/29 Wickens Underbridge
- MVL3/31 Uppermill Viaduct

6.4.5 Section 4 of this Planning Statement explains why the works at these listed structures are required, with the installation of OLE infrastructure and in the case of underbridges, strengthening works instigating the requirement for the individual works at each structure.

6.4.6 The listed structures along the route of the Huddersfield & Manchester Railway are recognised to be of a group value, as a coherent group of structures which result from construction for a single historic railway route, providing an insight into mid-19th-century railway engineering and being representative of the broader trends in the development of railway construction during the Heroic Age of railway building (1841-1850).

6.4.7 The listed structures which are relevant to the Order Scheme are analysed individually below.

MVL3/7 Heyrod Hall Overbridge

- 6.4.8 Heyrod Hall Overbridge (MVL3/7) is a mid to late 1840s masonry overbridge, designed by Alfred Stanistreet (A.S.) Jee, comprising a single segmental arched bridge carrying a short private lane over the Huddersfield and Manchester Railway line, and providing access to Heyrod Hall from the A635 Wakefield Road.
- 6.4.9 A detailed condition assessment of the bridge was undertaken in April 2023, which found the bridge to be in generally fair condition with no signs of structural failure, and a small number of minor defects. The bridge survives in its original form, with no evidence of alteration.
- 6.4.10 The existing structure does not meet the required clearance dimensions for the installation of OLE infrastructure along the railway line, and several options were considered for how to approach installing OLE at Heyrod Hall Overbridge (MVL3/7). The proposed option and design is to reconstruct the bridge with a new concrete filler beam deck, and with new parapets and structural elements designed in a style to respond to and reflect the architectural significance of the existing historic structure. Demolition of existing elements is to be minimised to retain the existing fabric as far as practicable. The masonry abutments will be retained. The replacement deck beams will be clad with natural stone with natural stone copers, and the external parapet will be externally cast with natural stone masonry. The internal elevation will be clad with reclaimed stone as far as practicable, whilst the edge beam design includes a horizontal feature line which will tie in with the existing string course in the retained bridge abutments. Masonry the demolished span will be reclaimed as far as possible and assessed for suitability for reuse as cladding on the interior of the parapet. The parapet height will be increased to 1.5 metres in order to meet Network Rail safety standards for bridges over electrified railways, whilst being lower than the typical height of 1.8 metres due to the low risk at the site.
- 6.4.11 The proposed works will have a physical impact on the heritage asset and will result in the loss of the majority of the structure. The proposal therefore, results in substantial harm to the significance of Heyrod Hall Overbridge (MVL3/7). However, the design has embedded details to mitigate against harm wherever possible, notably through the use of reclaimed masonry cladding and natural stone copers, and the inclusion of a stringcourse detail. The material and finish will reduce the degree to which the proposed change is experienced when moving across the bridge.
- 6.4.12 The proposed works to the listed structure have been discussed with the appropriate stakeholders, including Historic England and TMBC, who have

been involved in the ongoing development of the design and mitigation at Heyrod Hall Overbridge (MVL3/7).

- 6.4.13 In addition to mitigation within the design and construction, a level 3 historic building recording is recommended to document the structure prior to its loss as an asset of heritage significance.
- 6.4.14 Due to the substantial harm to the significance of the structure, the LPA should refuse consent unless it can be demonstrated that the substantial harm is necessary to achieve substantial public benefits that outweigh that harm or loss, as per NPPF paragraph 214. Section 2 of this Planning Statement provides a summary of the need for TRU and the range of public benefits which it deliver. The works to Heyrod Hall Overbridge to increase the gauge clearance are considered essential to ensure the successful installation of OLE infrastructure, and the integration and realisation of the public benefits of the full TRU scheme, including creating a greener railway with a reduction in harmful emissions (helping to achieve national Government-set targets), and increasing linespeed, reliability, and frequency of services. Therefore, it is considered that the substantial harm is necessary to achieve substantial public benefits, which outweigh the harm.
- 6.4.15 Local Policy 1.11 states that redevelopment schemes involving historic buildings will be carefully considered by the LPA. Policy C5 states that alterations and additions to listed buildings should not adversely affect the essential character of the building, with external appearances and materials expected to match as near as possible with those of the existing building. Policy C6 will not permit a new development which fails to preserve, or detracts from, the setting of a listed building or structure. Although the bridge deck will be replaced, works have been proposed which will retain the existing appearance of the bridge as far as practicable, with reclaimed masonry stone and the stringcourse detail being used to match the existing bridge material and architectural appearance.
- 6.4.16 Local Policy C8 states that the Council will not recommend the demolition of listed buildings, apart from in exceptional circumstances, and where demolition is accepted, detailed recording of the building prior to demolition is required. The arch span of the bridge is to be removed and replaced, and therefore demolition has been limited as far as practicable, with the lower portions of the abutments and pilasters at each end of the parapets to be retained. A level 3 historic building record has been recommended in order to meet the requirements of the Local Policy.

MVL3/8 Springbank Lane Footbridge

- 6.4.17 The Springbank Lane Footbridge (MVL3/8) is a mid to late 1840s overbridge designed by A.S. Jee, forming a narrow flat arch bridge which crosses over the two-track railway line. It provides pedestrian access over the railway between the A635 Wakefield Road on the west with Springbank Lane on the east, on the peripheries of Heyrod.
- 6.4.18 A visual examination was undertaken as part of NR's maintenance regime in 2020, which notes that significant defects were present on this structure.
- 6.4.19 Springbank lane Footbridge (MVL3/8) does not meet the requirements for OLE infrastructure installation. Following optioneering, it has been determined to undertake minor track lowering to provide the necessary gauge clearance below the structure, and to raise the existing parapets to provide the necessary safety distances for pedestrian users of the bridge. In addition, repairs to the structure will be undertaken.
- 6.4.20 To facilitate the track lower between Springbank Lane Footbridge (MVL3/8) and Springbank Lane Overbridge (MVL3/9) it is necessary to construct a retaining wall between the structures. A Parallel Flange Channel (PFCs) will be bolted to the north elevation of the east abutment, enabling construction of the retaining wall between the bridges.
- 6.4.21 The current height of the parapets at Springbank Lane Footbridge (MVL3/8) falls below the minimum height requirement as set out in NR/L3/CIV/020. The minimum parapet height required for bridges over an electrified line is generally 1.5 m; however, justification must be provided that a height of 1.8 m cannot be achieved whilst taking into account the risk profile of the bridge. MVL3/8 was found to be 'low risk' with respect to security and contact with the public, and therefore the proposed raised parapet heights have been selected at 1.55 metres, a raise of approximately 0.15 metres over the existing parapets. The parapets will be raised through the addition of natural stone steeple copers. A structural assessment of the bridge established that it can accommodate the additional weight of natural stone copers without the requirement for structural strengthening.
- 6.4.22 Great weight has been given to retaining the structure's architectural interest as far as practicable, whilst achieving a design which meets the requirements of the Scheme. The works will result in the removal of existing flat stone copers, and the drilling of holes into the parapets. This will result in some limited loss of historic fabric, however, the existing copers were a later addition rather than part of the original design, having been installed during reconstruction of the bridge in the later part of the 19th century. The use of natural stone for the replacement copers is sympathetic to the

character the structure and will match with the materiality of the existing copers and the original abutments. Over time, the material would weather over time to better integrate visually with the remaining historic structure. The extent of the change of height has been limited as far as possible, and the height will only increase by 0.15 metres. The addition of the PFC will require limited physical intervention for its attachment. Therefore, these works will have an overall limited impact on the overall significance of the structure, which has been determined to be a sensitive alteration.

- 6.4.23 The relevant stakeholders including Historic England and TMBC have been involved in ongoing consultation regarding the design optioneering and works to the listed structure. It is noted that the proposed works have been found by Historic England to result in a very low level of less than substantial harm to the significance of the footbridge (MVL3/8).
- 6.4.24 In addition to mitigation within the design and construction, a level 1 historic building recording is recommended to document the structure prior to its loss as an asset of heritage significance.
- 6.4.25 The works to Springbank Lane Footbridge to are required to ensure the successful integration and realisation of the public benefits of the TRU scheme, including increasing linespeed, reliability, and frequency of services.
- 6.4.26 In accordance with the NPPF, great weight should be given to the asset's conservation. NPPF paragraph 215 states that where a development proposal will lead to less than substantial harm to the significance of the asset, harm should be weighed against the public benefits of the proposal. Section 2 of this Planning Statement provides a summary of the need for TRU and the range of public benefits which it delivers. The works to MVL3/8 are considered essential to ensure the successful installation of OLE infrastructure, and the integration and realisation of the public benefits of the full TRU scheme, including creating a greener railway with a reduction in harmful emissions (helping to achieve national Government-set targets), and increasing linespeed, reliability, and frequency of services. Therefore, it is considered that the substantial public benefits resulting from the proposal outweighs the less than substantial harm to the asset.
- 6.4.27 Local UDP Policy 1.11 states that redevelopment schemes involving historic buildings will be carefully considered by the LPA. Policy C5 states that alterations and additions to listed buildings should not adversely affect the essential character of the building, with external appearances and materials expected to match as near as possible with those of the existing building. Policy C6 will not permit a new development which fails to preserve, or detracts from, the setting of a listed building or structure. The

works to MVL3/8 comprise of the installation of new copers to raise the parapets to meet electrification requirements. Whilst these will increase the height and alter the appearance of the existing bridge, they are designed with natural stone to reflect the existing materiality. Therefore, it is considered that the proposed works will meet the relevant Local Policies.

MVL3/17 Roughtown Road Overbridge

- 6.4.28 Roughtown Road Overbridge (MVL3/17) is a single span bridge constructed for the Huddersfield & Manchester Railway in the mid to late 1840s, principally designed by A.S. Jee. The structure carries the single-lane Roughtown Road over the railway.
- 6.4.29 The bridge was subject of a detailed condition assessment in April 2022, and was found to be in fair condition with a number of minor defects.
- 6.4.30 The existing bridge deck is sufficiently high to meet OLE clearance requirements, however parapet extensions are required for the safety of the users of the bridge in line with Network Rail safety standards for bridges crossing an electrified railway. It is also proposed to attach an OLE to the underside of the arch barrel using bridge arms.
- 6.4.31 The existing stone copers are required to be removed with new steeple copers being installed as replacement. Whilst the Network Rail standard height for parapets over electrified railways is 1.8 metres, this can be reduced to 1.5 metres in low risk areas, which MVL3/17 has been found to be. Therefore the parapets are to be raised to 1.55 metres in height to meet the minimum requirements, whilst allowing for a 0.05 m tolerance for future resurfacing. This will raise the height of the bridge parapets by 0.325 m.
- 6.4.32 The steeple copers are proposed to be of lightweight concrete, colour matched to the historic fabric of the parapets. Whilst it is recognised that natural stone would provide the most sympathetic design solution for Roughtown Road Overbridge (MVL3/17), natural stone is significantly heavier than light-weight concrete (25kN/m³ vs 18kN/m³) and would result in unacceptable loading of the structure and parapets, with potential for adverse impacts to the structural integrity of the bridge
- 6.4.33 The intervention into the bridge's historic fabric would be required for removal of the existing coping stones and dowelling through the stone parapet to secure the new steeple copers. Whilst the use of lightweight coloured concrete would introduce a modern material into the historic structure, its visual impact would be mitigated as far as practicable by carefully colour matching the historic fabric.

- 6.4.34 The introduction of the new OLE bridge arm would have a localised physical impact on the fabric of the bridge, limited to the soffit of the overbridge, and would not be visible from the bridge deck or adjacent road.
- 6.4.35 Key aspects of the architectural interest within the bridge would be retained in full, including the form of the bridge's arched span and wing walls, the stringcourse and pilasters, and quality of detailing and construction.
- 6.4.36 Design development has been undertaken in consultation with Historic England and TMBC, and the proposals have been found to result in less than substantial harm to the significance of MVL3/17.
- 6.4.37 In addition to mitigation measure to reduce the visual impact of the proposal upon the structure, a Level 1 historic building record is recommended, to provide a permanent record of the structure in its current form, to be lodged with the Greater Manchester Historic Environment Record.
- 6.4.38 In accordance with the NPPF, great weight should be given to the asset's conservation. NPPF paragraph 215 states that where a development proposal will lead to less than substantial harm to the significance of the asset, harm should be weighed against the public benefits of the proposal. Section 2 of this Planning Statement provides a summary of the need for TRU and the range of public benefits which it deliver. The works to MVL3/17 are considered essential to ensure the successful installation of OLE infrastructure, and the integration and realisation of the public benefits of the full TRU scheme, including creating a greener railway with a reduction in harmful emissions (helping to achieve national Government-set targets), and increasing linespeed, reliability, and frequency of services. Therefore, it is considered that the substantial public benefits resulting from the proposal outweighs the less than substantial harm to the asset.
- 6.4.39 Local UDP Policy 1.11 states that redevelopment schemes involving historic buildings will be carefully considered by the LPA. Policy C5 states that alterations and additions to listed buildings should not adversely affect the essential character of the building, with external appearances and materials expected to match as near as possible with those of the existing building. Policy C6 will not permit a new development which fails to preserve, or detracts from, the setting of a listed building or structure. The works to MVL3/17 comprise the installation of new steeple copers to raise the parapets to meet electrification safety requirements and increase the clearance to meet the requirements for OLE installation, and the installation of OLE. Whilst these works will increase the parapet height and alter the appearance of the existing bridge, the new coping stones are colour matched to reflect the existing materiality, whilst the OLE are sited to avoid

impact on views of the structure. Therefore, it is considered that the proposed works to Roughtown Road Overbridge meet the relevant Local Policies.

MVL3/20 Wright's Mill Overbridge

- 6.4.40 Wright's Mill Overbridge (MVL3/20) is a mid to late 1840s masonry overbridge, designed by A.S. Jee for the Huddersfield & Manchester Railway. The bridge comprises a single segmental-arched bridge, carrying a footpath over the railway line.
- 6.4.41 A detailed condition assessment was undertaken in August 2017, finding the bridge in fair condition with a number of minor defects. A visual inspection was then undertaken in July 2022, with no further changes found.
- 6.4.42 The existing bridge does not provide the required clearance for OLE installation under the structure, and so design optioneering has been undertaken to find a suitable design to increase the bridge height. The proposed option is to remove the existing deck, parapet and arch span, and reconstruct the bridge with a new filler beam deck span, and new parapets. These are to be designed in a style which reflects the architectural significance of the existing historic structure. Due to the presence of a bridleway across Wright's Mill Overbridge (MVL3/20) and the narrow width of the bridge deck, the parapet heights across the reconstructed bridge will be 1.8 m to ensure the safety of bridge users.
- 6.4.43 Demolition will be minimised as far as practicable, with suitable fabric to be retained for reuse where possible, and the existing masonry abutments will be retained. The external parapet elevation will be clad with natural stone masonry, and the internal elevation will be clad with masonry using stone reclaimed from the existing bridge where reasonably practicable. The edge beam design also includes a horizontal feature line which will tie in with the modified and retained existing string course.
- 6.4.44 Due to the demolition and removal of much of the existing bridge structure, the proposal will result in substantial harm to the significance of Wright's Mill Overbridge (MVL3/20). Efforts have been made to visually integrate the new fabric of the proposed deck and parapets with the retained elements, and materials and finish will reduce the degree to which the proposed change is experienced when moving across the bridge. This has been selected to offset the potential harm to the bridge.

- 6.4.45 Furthermore, in addition to the design mitigation, a historic building record to Level 3 standards is recommended, in order to provide a permanent record of the bridge in its current form.
- 6.4.46 Design development and optioneering has been undertaken in consultation with Historic England and TMBC, and the proposals have been found to result in substantial harm to the significance of MVL3/20.
- 6.4.47 Local Policy C8 states that the Council will not recommend the demolition of listed buildings, apart from in exceptional circumstances, and where demolition is accepted, detailed recording of the building prior to demolition is required. Demolition has been limited as far as practicable to the central bridge deck structure, with the abutments to be retained as far as possible. Due to the substantial harm to the significance of the structure, the LPA should refuse consent unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, as per NPPF paragraph 214. Section 2 of this Planning Statement provides a summary of the need for TRU and the range of public benefits which it deliver. The works to Wright's Mill Overbridge (MVL3/20) to increase the gauge clearance are considered essential to ensure the successful installation of OLE infrastructure, and the integration and realisation of the public benefits of the full TRU scheme, including creating a greener railway with a reduction in harmful emissions (helping to achieve national Government-set targets), and increasing linespeed, reliability, and frequency of services. Therefore, it is considered that the substantial harm is necessary to achieving substantial public benefits, which outweigh the harm.
- 6.4.48 Local Policy 1.11 states that redevelopment schemes involving historic buildings will be carefully considered by the LPA. Policy C5 states that alterations and additions to listed buildings should not adversely affect the essential character of the building, with external appearances and materials expected to match as near as possible with those of the existing building. Policy C6 will not permit a new development which fails to preserve, or detracts from, the setting of a listed building or structure. Although the existing bridge deck is to be removed and replaced with a modern structure, works have been proposed which will retain the existing appearance of the bridge as far as practicable, with reclaimed masonry stone being used where possible on the internal elevation, and the stringcourse detail reflecting the existing architectural appearance.

MVL3/23 Wright's Overbridge

- 6.4.49 Wright's Overbridge (MVL3/23) is a mid to late 1840s masonry overbridge designed by A.S. Jee for the Huddersfield & Manchester Railway,

comprising a single segmental-arched bridge, currently carrying a footpath over the railway.

- 6.4.50 The structure was subject to a detailed examination in April 2017, identifying it in fair condition, with a visual inspection in April 2023 identifying no change in the overall condition of the structure, and a number of minor defects.
- 6.4.51 The existing structure does not provide the required clearance to allow for installation of OLE beneath the bridge. A process of design optioneering was subsequently undertaken to identify the optimal solution. The option for full bridge removal was taken forward and found to be justified due to a range of cumulative factors including constructability, value for money, current limited use of the PRow across the overbridge for which an alternative route can be easily provided, and the impact of construction works on local residents and the railway network. The proposed PRow diversion route along the north western side of the railway to MVL3/22 Hobbe Hole Underbridge will require minor resurfacing works and devegetation to form a suitable route for users.
- 6.4.52 Furthermore, optioneering found that works to reconstruct the bridge would still result in substantial harm to the bridge's significance. Design development has subsequently aimed to mitigate the potential impact of the demolition as far as reasonably practicable.
- 6.4.53 The existing structure would be broken down to 500 millimetres below ground level, with reprofiling works proposed to tie in with the embankments on either side of the structure. Masonry from the demolished structure is to be recovered and reused for cladding works on the Scheme route as far as possible.
- 6.4.54 Consideration was given to the feasibility of retaining the abutments in-situ following removal of the bridge span to retain sections of the historic fabric. However, the limited amount of historic fabric remaining would not retain any of the historic structure's significance and would incur an ongoing maintenance and safety liability within the electrified railway corridor, with no practical function. Therefore, the removal of the bridge in its entirety is the preferred option.
- 6.4.55 The removal of this asset will mean the total loss of a historic bridge associated with the Heroic Age of railway construction, and is considered to have a detrimental impact on the historic character and group value that the structures along the railway line contribute to. The proposal would therefore result in total loss of significance and substantial harm to the significance of Wright's Overbridge (MVL3/23).

- 6.4.56 The optioneering process was undertaken in consultation with OMBC and Historic England to develop the proposals, and consultation has been ongoing through regular meetings.
- 6.4.57 A Level 3 historic building record in accordance with Historic England guidance is recommended to provide a permanent record of Wright's Overbridge (MVL3/23) in its current form, and be lodged with the Greater Manchester Historic Environment Record. This would help to compensate for the harm to significance resulting from the demolition by documenting the structure prior to its loss. Toolbox talks are also to be implemented to discuss best practice at the site, for example ensuring masonry reclamation is maximised.
- 6.4.58 As per the NPPF's paragraph 212, great weight was given to considering the asset's conservation, however, the issues of site-specific topography constraining potential construction methodology, demonstrated limited use of the structure with a viable alternative public right of way to be provided, and high whole life cost were felt to outweigh the minor benefit of retaining a small portion of historic fabric *in-situ*, leaving demolition as the preferred option. The substantial loss of the grade II Listed structure has been considered to be exceptional, as per paragraph 213, and is the only listed structure being fully demolished as part of the Scheme. NPPF paragraph 214 state that where a proposed development will lead to substantial harm or total loss of significance of a heritage asset, LPAs should refuse consent unless it can be demonstrated that the harm or loss is necessary to achieving substantial public benefits that outweigh the harm or loss. Section 2 of this Planning Statement provides a summary of the need for TRU and the range of public benefits which it deliver. The full demolition of Wright's Overbridge (MVL3/23) is considered essential in order to increase gauge clearance to the required level for successful installation of OLE infrastructure, and the integration and realisation of the public benefits of the full TRU scheme, including creating a greener railway with a reduction in harmful emissions (helping to achieve national Government-set targets), and increasing linespeed, reliability, and frequency of services. Therefore, it is considered that the substantial harm caused by the demolition of Wright's Overbridge is necessary to achieving substantial public benefits which outweigh the harm.
- 6.4.59 Furthermore, NPPF paragraph 218 states that LPAs should require the recording and understanding of the significance of any heritage assets to be lost in a manner proportionate to their importance and impact. A Level 3 historic building record has been recommended which would satisfy this requirement.

- 6.4.60 Oldham Council's Local Development Framework (LDF) Policy 24 and PFE policy JP-P2 seek to protect heritage features including listed buildings, and LDF Policy 24 gives a strong presumption against proposals involving demolition of listed structures. Efforts were made to seek conservation of the listed bridge, however, these have been considered unfeasible at this location, with demolition being found to be the only feasible method of providing the OLE gauge clearance which is required as part of the wider TRU scheme. Heritage interpretation boards are being explored as part of the wider Scheme.

MVL3/25 Royal George Underbridge

- 6.4.61 Royal George Underbridge (MVL3/25) is a single-span girder bridge which carries the railway line over Oaklands Road. Originally constructed in the mid to late 1840s by A.S Jee for the Huddersfield & Manchester Railway, the cast iron deck was replaced in the 1890s with steel girder deck.
- 6.4.62 The structure was subject to a detailed survey as part of NR's maintenance regime in 2019 which found the bridge to be in poor condition, with defects including section loss to the bottom flanges of main girders, fractures to cast iron parapet screens, displacement of cast iron feature course covers, and building and displacement to wingwall stonework. Further inspections were undertaken in 2021, 2023 and 2024 which found further corrosion and deterioration of steelwork.
- 6.4.63 The increase in linespeed as part of the Scheme will help to deliver the wider TRU objectives, and requires works to the underbridges along the structure to accommodate the resulting increased horizontal forces on the underbridge. The Royal George Underbridge is currently in poor condition and therefore requires works to the structure to support the increased linespeed and train loading. Without intervention, the Scheme will risk causing further irreparable damage to the structure, and optioneering has concluded in a full deck reconstruction as the most suitable option to secure the long term future of the bridge.
- 6.4.64 The existing bridge deck will be removed and the abutments cut down to enable reconstruction. Masonry will be retained for reuse as far as possible. It is anticipated there could be an opportunity to reuse such historic fabric from the demolished structure for works on the wider route, depending on its suitability.
- 6.4.65 A new U-type deck will be installed on rocker bearings and reinforced concrete bearing plinths, and will incorporate walkways for access. The edge beams would be of differing depths 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. The abutments will be reconstructed using three pre-cast concrete units. The new deck will be supported on pre-cast concrete cill units, doweled into the existing cut back abutments, and clad with stone on the external faces. Stone-clad pilaster units will be installed with semi-octagonal piers, continuing the geometry of the existing piers. These will match the existing architectural hierarchy of the piers, although there will only be three faces compared to the current five due to the wider deck. Reinforced concrete L-shaped units will be installed at track level for ballast retention on the approach to the bridge due to the increased width of the bridge, with grey GRP tubular guardrails on top. All pre-cast concrete units will be clad in natural stone to replicate the existing materiality of the bridge. Coloured concrete will be used on top of the approach units and feature course, colour matched to the existing wing wall copers. The wing wall rebuilding will use stone which matches the existing, employing reclaimed stone as far as practicable, and finished with coloured concrete copers. The new parapets will be steel panels with gothic arcade detailing to recreate the existing architectural detailing. . A drainage system would be installed with black cast iron down pipes which would feed into the highway drainage system.

- 6.4.66 Historic England and OMBC have been involved in ongoing stakeholder consultation with NR through the development of the route, and the design of the proposals for MVL3/25. The requirements to facilitate a safe structure which can operate as part of the improved railway requires a reconstructed bridge deck which will result in substantial harm to the significance of Royal George Underbridge (MVL3/25), however the design process in line with the stakeholder consultation has sought to maintain the existing appearance and architectural significance to mitigate harm as far as practicable.
- 6.4.67 The design process has minimised the extent of interventions as far as feasible in line with the requirements to provide a safe structure, which has resulted in the decision to reconstruct the bridge deck. The proposed works will have a physical impact on the heritage asset and will result in the loss of the majority of the structure. The proposal therefore, results in substantial harm to the significance of Royal George Underbridge (MVL3/25). However, the design has sought to sensitively respond to the historic form and design of the bridge through incorporation of measures such as gothic arcading to the new bridge parapets, reinstatement of the semi-octagonal piers and feature course, and use of stone cladding. Level 3 historic building recording in accordance with Historic England guidance is recommended to provide a permanent record of the underbridge in its current form, prior to works being undertaken, and help to compensate for the harm to the significance.

- 6.4.68 As per the NPPF's paragraph 212, great weight was given to considering the asset's conservation. Due to the existing poor condition and works required to allow for safe operation of the bridge in line with the TRU purpose to increase linespeed and train load, the design optioneering concluded that the structure would require the reconstruction of the bridge deck to secure its long-term safe operation.
- 6.4.69 NPPF paragraph 213 requires clear and convincing justification for the substantial harm to a listed structure, whilst NPPF paragraph 214 states that where a proposed development will lead to substantial harm or total loss of significance of a heritage asset, LPAs should refuse consent unless it can be demonstrated that the harm or loss is necessary to achieving substantial public benefits that outweigh the harm or loss. Section 2 of this Planning Statement provides a summary of the need for TRU and the range of public benefits which it deliver. The reconstruction of Royal George Underbridge (MVL3/25) has been found the only feasible method of facilitating the increased linespeed and track loading that TRU seeks to deliver. Therefore, it is considered that the substantial harm caused by the reconstruction of the Royal George Underbridge is necessary to achieve substantial public benefits which outweigh the harm.
- 6.4.70 Oldham Council's Local Development Framework Policy 24 states that the Council seeks to protect heritage features in the borough including listed buildings, and gives a strong presumption against proposals involving demolition of listed structures. Demolition has been limited to the bridge deck structure, with partial cutting back to the existing abutments. However, appropriate stakeholder engagement with OMBC and Historic England has sought a design proposal which will mitigate the harm to the bridge as far as possible, including by incorporating existing architectural features into the proposed structure, and utilising similar materials, with the existing structure's material to be retained where possible for use elsewhere on the Scheme.

MVL3/26 Shaw Hall Bank Road Footway

- 6.4.71 Shaw Hall Bank Road Footway (MVL3/26) is a mid to late 1840s constructed structure, engineered by A.S. Jee for the Huddersfield & Manchester Railway. The structure is a single-span underbridge, providing pedestrian access under the railway.
- 6.4.72 The structure was subject to a detailed examination as part of Network Rail's regular maintenance programme in December 2016, finding the bridge in fair condition, and several minor defects. Further visual assessments have been undertaken, most recently in 2021, finding no significant change to the bridge condition.

- 6.4.73 The increase in linespeed is part of the TRU upgrade will help to deliver the wider scheme objectives, and requires works to the underbridges along the Scheme to accommodate the resulting increased horizontal forces on the structures. Shaw Hall Bank Road Footway (MVL3/26) is currently understrength, and therefore requires provisions to the structure to support the linespeed increase. Without intervention, an increased linespeed has the potential to affect the structural condition of the underbridge. Additionally, the existing metallic handrails across the structure will be retained and electrically earth bonded.
- 6.4.74 Strengthening works will comprise the installation of two precast reinforced 'L' units on the inside of the underbridge parapets, secured in place by grout infill to the rear and sand/cement bedding underneath. This means that no drilling is required to the stone parapet or stone arch to support installation. An in-situ concrete stitch will be installed across the centre of the bridge deck between the precast reinforced units to secure these in place, and enable the precast units to perform as a single structural unit, increasing the strength of the bridge. These works will result in some minor intervention to the existing underbridge. Located on the inside of the bridge parapets and this will only cause slight physical impacts to the historic fabric, and will not result in any visual change to the structure, with no impact to the overall aesthetic value of the underbridge.
- 6.4.75 Historic England and OMBC have been involved in ongoing stakeholder consultation with NR through the development of the route, and the design of the proposals for MVL3/26. The design process has minimised the extent of interventions to maintain the existing appearance and significance of the structure as far as practicable, and the works will result in less than substantial harm to the significance of the underbridge at the lower end of the scale.
- 6.4.76 A Level 1 historic building record in accordance with Historic England guidance is recommended to provide a permanent record of the underbridge in its current form, prior to works being undertaken.
- 6.4.77 In accordance with the NPPF, great weight should be given to a listed building's conservation. NPPF paragraph 215 states that where a development proposal will lead to less than substantial harm to the significance of the asset, harm should be weighed against the public benefits of the proposal. Section 2 of this Planning Statement provides a summary of the need for TRU and the range of public benefits which it deliver. The works to MVL3/26 to strengthen the structure are required in order to support the electrification and linespeed improvements which are key public benefits of the Scheme. Without strengthening, the full scale of public benefits could not be completed, or the listed structure would be

required to be fully removed and replaced. The proposed works enable the grade II listed Shaw Hall Bank Road Footway (MVL3/26) to be retained whilst ensuring the full scale of public benefits. Therefore, when the scale of harm is weighed with public benefits, it is considered to be acceptable in line with the NPPF.

- 6.4.78 Oldham Council's Local Development Framework Policy 24 states the Council seeks to protect heritage features in the borough including listed buildings, and gives a strong presumption against proposals involving demolition of listed structures. The proposed works at the Shaw Hall Bank Road Footway (MVL3/26) have sought to protect the bridge's heritage features, with minimal physical intrusion and minimal visual change caused by the works. The works to provide structural strengthening are required to allow the historic bridge to continue to operate its original purpose safely on the modern electrified railway, and therefore these works protect the bridge's significance for the long term.

MVL3/28 Oldham Road Overbridge

- 6.4.79 Oldham Road Overbridge (MVL3/28) was constructed for the Huddersfield & Manchester Railway Company in the mid to late 1840s by A.S. Jee. The structure is a single span skew overbridge, built to carry Oldham Road across the railway.
- 6.4.80 The structure was subject to a detailed examination in June 2016, identifying it to be in fair condition, with the exception of the parapets and pilasters which were identified to be in poor condition due to repeated vehicle strikes. A further visual inspection in September 2021 again identified the long-standing issue of vehicle impacts to the inside of the bridge parapets, with further impacts and displacement of stonework and copings, and damage to stonework and movement of copings. Since the visual inspection, a further five rapid response surveys have been undertaken due to vehicles crashing into the bridge parapets.
- 6.4.81 Oldham Road Overbridge (MVL3/28) currently does not provide the required clearance to install OLE. A period of design optioneering was undertaken to consider the most appropriate solution for undertaking works to allow for OLE installation. The final proposal is to remove the deck of the bridge, and construct a new flat concrete beam deck with new parapets and structural elements designed in a style to respond to the architectural significance of the existing historic structure.
- 6.4.82 The reconstructed bridge would consist of retained masonry abutments beneath the level of existing impost bands, above which natural stone clad

precast concrete risers would be installed, and a concrete beam deck would be installed.

- 6.4.83 The internal elevation of the parapets will be finished with natural stone cladding. Natural stone steeple copers would then be installed bringing the overall height of the parapets to 1.8 metres, meeting the requirements of electrified railways.
- 6.4.84 Additionally, it is proposed to construct a new footbridge (MVL3/27B), attached to the reconstructed road bridge. This will separate pedestrian traffic from the busy road bridge, improving highway alignment and visibility to enhance road safety. The proposed footbridge would consist of pairs of weathering steel I-beams with the external face of the parapet units clad with natural stone masonry and finished with natural stone steeple copers providing the minimum required parapet height of 1.5 m. A staircase would extend from the footbridge to platform 2, providing a secondary means of escape from the platform. A ramp and pedestrianised area would be constructed to either end of the bridges, finished with railings and natural stone cladding.
- 6.4.85 The proposed works will have a physical impact on the heritage asset and will result in the loss of the majority of the structure. This will largely erode the historic and architectural value of Oldham Road Overbridge (MVL3/28) through its substantial removal, though the lower portions of the existing abutments would be retained, comprising isolated sections of limited architectural interest. The proposed reconstruction would also have a less than substantial harm upon the group value of the other bridges along the route. Mitigation through natural stone cladding and reclaimed masonry and the reference to existing architectural features is considered to provide constancy with the existing structure, and reduce the visual impact.
- 6.4.86 The proposal has involved consultation with OMBC and Historic England throughout the process of design, including the design optioneering and mitigation stages. A Level 3 historic building record in accordance with Historic England guidance is also proposed to provide a permanent record of the bridge in its current form, and compensate for the harm to significance resulting from the demolition.
- 6.4.87 As per the NPPF's paragraph 212, great weight was given to considering the asset's conservation, with the design optioneering finding that the most appropriate works would be to remove the existing bridge deck, and construct a new bridge deck with new parapets on top of the existing abutments which are to be retained.

6.4.88 NPPF paragraph 213 requires clear and convincing justification for the substantial harm to a listed structure, whilst NPPF paragraph 214 states that where a proposed development will lead to substantial harm or total loss of significance of a heritage asset, LPAs should refuse consent unless it can be demonstrated that the harm or loss is necessary to achieving substantial public benefits that outweigh the harm or loss. Section 2 of this Planning Statement provides a summary of the need for TRU and the range of public benefits which it deliver. The reconstruction of Oldham Road Overbridge (MVL3/28) is considered the only feasible method of increasing gauge clearance to the required level for successful installation of OLE infrastructure, and the integration and realisation of the public benefits of the full TRU scheme, including creating a greener railway with a reduction in harmful emissions (helping to achieve national Government-set targets), and increasing linespeed, reliability, and frequency of services. Therefore, it is considered that the substantial harm caused by the reconstruction of Oldham Road Overbridge is necessary to achieving substantial public benefits which outweigh the harm.

6.4.89 Oldham Council's Local Development Framework Policy 24 states that the Council seeks to protect heritage features in the borough including listed buildings, and gives a strong presumption against proposals involving demolition of listed structures. Demolition has been limited to the bridge deck structure, with the existing abutments to be retained as far as possible.

MVL3/29 Wickens Underbridge

6.4.90 Wickens Underbridge (MVL3/29) is a mid to late 1840s masonry underbridge, designed by A.S. Jee for the Huddersfield & Manchester Railway, comprising a single span segmental-arched underbridge, which carries a footpath underneath the railway line.

6.4.91 A detailed examination of the bridge was undertaken in June 2016, identifying the general condition of the structure as fair. A visual inspection was undertaken in September 2021, identifying a number of defects.

6.4.92 The increase in linespeed as part of the TRU upgrade will help to deliver the wider scheme objectives, and requires works to the underbridges along the structure to accommodate the resulting increased horizontal forces on the underbridge. Wickens Underbridge is currently understrength in relation to the increased linespeed, and therefore requires provisions to the structure to support the linespeed increase. Without intervention, an increased linespeed has the potential to affect the structural condition of the underbridge. Additionally, the existing metallic handrails do not meet the

safety regulations of the electrified railways, and require replacement to GRP handrails.

- 6.4.93 Following design optioneering, the proposed works comprise the installation of two precast reinforced 'L' units to the underbridge parapets, secured in place by grout infill to the rear and sand/cement bedding underneath. This means that no drilling is required to the stone parapet or stone arch to support the installation. An in-situ concrete stitch will be installed across the centre of the bridge deck between the precast reinforced units to secure these in place, and enable the precast units to perform as a singular structural unit, increasing the strength of the bridge. These works will result in some minor intervention to the existing underbridge, though this will be on the inside of the bridge parapets and will only cause slight physical impacts to the historic fabric, and will create only a minor visual change to the structure, with no impact to the overall aesthetic value of the underbridge.
- 6.4.94 The replacement of the existing metallic handrails with new GRP handrails will be in line with the scale and visuals of the existing handrails. The handrails will be attached to the structure by stainless steel anchors, resin-fixed into the stone, with holes from the existing fittings made good using mortar colour-matched to the surrounding stone. Therefore, there will be no significant visual change to the structure.
- 6.4.95 Historic England and OMBC have been involved in ongoing stakeholder consultation with NR through the development of the route, and the design of the proposals for MVL3/29. The design process has minimised the extent of interventions to maintain the existing appearance and significance of the structure as far as practicable, and the works will result in less than substantial harm to the significance of the underbridge at the lower end of the scale. Despite minor physical impacts to the historic fabric of the bridge, the proposed works will allow for the existing bridge to be retained for future use as part of the modern electrified railway rather than reconstructed and replaced.
- 6.4.96 A Level 1 historic building record in accordance with Historic England guidance is recommended to provide a permanent record of the underbridge in its current form, prior to works being undertaken.
- 6.4.97 In accordance with the NPPF, great weight should be given to a listed building's conservation. NPPF paragraph 215 states that where a development proposal will lead to less than substantial harm to the significance of the asset, harm should be weighed against the public benefits of the proposal. Section 2 of this Planning Statement provides a summary of the need for TRU and the range of public benefits which it

deliver. The works to MVL3/29 to strengthen the structure are required in order to support the electrification and linespeed improvements which are central public benefits of the Scheme. Without strengthening, the full scale of public benefits could not be completed, or the listed structure would be required to be fully removed and replaced. The proposed works enable the grade II listed Wickens Underbridge (MVL3/29) to be retained whilst ensuring the full scale of public benefits. Therefore, when the scale of harm is weighed with public benefits, it is considered to be acceptable in line with the NPPF.

- 6.4.98 Oldham Council's Local Development Framework Policy 24 states that the Council seeks to protect heritage features in the borough including listed buildings, and gives a strong presumption against proposals involving demolition of listed structures. Strengthening works are to be undertaken at the listed Wickens Underbridge (MVL3/29) which will allow it to be retained for permanent future use. Without strengthening works, there would be a likelihood that further works or removal would be required at the structure. Therefore, the strengthening works represent the most favourable option for protecting the heritage features of the Wickens Underbridge (MVL3/29), supporting delivery of the Scheme aims with less than substantial harm to the listed bridge.

MVL3/31 Uppermill Viaduct

- 6.4.99 Uppermill Viaduct (MVL3/31) (also known as Saddleworth Viaduct) is a mid to late 1840s masonry viaduct of 23 spans, designed by A.S. Jee for the Huddersfield & Manchester Railway. The structure carries the railway across the River Tame valley to the north-west of the settlement of Uppermill, and spans the A370 High Street, Den Lane and Brownhill Lane, as well as the Huddersfield Narrow Canal and the River Tame.
- 6.4.100 A detailed examination as part of NR's maintenance regime was undertaken in November 2011, which identified the viaduct to be in an overall fair condition. A visual inspection in March 2020 identified no change in the overall condition of the structure. A small number of defects were identified.
- 6.4.101 It is necessary to install OLE across Uppermill Viaduct in order to deliver the electrification of the route. Due to the length and curve of Uppermill Viaduct and the required distance between OLE portals, it is not possible to span the OLE wires across the viaduct with portals only at either end. As such, it has been determined that a number of portals need to be installed on the viaduct itself. These requirements have been considered as part of the optioneering process, which has sought to minimise the visual presence of the portals on the structure. Design development has taken into

consideration a number of factors, including the significance of the listed structure, views of the structure and its siting within the local area, operational requirements, and constructability.

- 6.4.102 The design development and optioneering process has proposed to install seven OLE portals along the route of Uppermill Viaduct (MVL3/31), which would support the overhead electrical wires. Optioneering has identified that the attachment of OLE portal brackets on the exterior of the viaduct on the spandrel walls is the preferred option for installation due to the clearance required between track and parapet. The portals would be placed over piers 5, 8, 11, 14, 17, 20 and 25, with each portal supported on galvanised steel wall brackets installed into the masonry spandrel walls above the piers. This requires holes to be drilled for the insertion of anchors into the concrete saddle and attachment of the bracket steelwork on to these anchors. Bespoke bracketry has been proposed to avoid any clash with the viaduct's existing pattress plates and drainage downpipes.
- 6.4.103 The works to install the OLE portals will require some minor physical intervention into the structure, and there will be a resulting alteration of its appearance with new elements introduced to the viaduct. However, due to the considered and sensitive approach to design, the proposed works are considered to have a limited impact on the overall significance of the viaduct. The siting of the OLE portals has been selected to avoid the wider spans over Den Lane and the Huddersfield Narrow Canal and High Street, and to minimise intrusion from the presence of the OLE portals in views of the structure along these important viewing corridors. The portals will also be situated where vegetation would largely obscure visibility from the setting of the viaduct. The architectural features and the form of the viaduct would continue to be appreciable following OLE portal installation, and the portals are proposed to be placed to respond to the architectural rhythm of the viaduct, and not detract from its form. The significance that Uppermill Viaduct derives from its aesthetic value would therefore be maintained. The proposed works are therefore concluded to result in a low level of less than substantial harm to the significance of Uppermill Viaduct (MVL3/31).
- 6.4.104 Historic England and OMBC have been involved in ongoing stakeholder consultation with NR throughout the development of the Scheme designs, including the design development and optioneering of works to Uppermill Viaduct MVL3/31. This consultation has helped to inform the proposed placement of OLE portals and brackets to reflect the architectural rhythm of the viaduct and minimise both visual and physical intervention.
- 6.4.105 In addition to design mitigation, a Level 1 historic building recording in accordance with Historic England guidance is recommended, to provide a permanent record of the Viaduct in its current form.

- 6.4.106 In accordance with the NPPF, great weight should be given to a listed asset's conservation. NPPF paragraph 215 states that where a development proposal will lead to less than substantial harm to the significance of the asset, harm should be weighed against the public benefits of the proposal. Section 2 of this Planning Statement provides a summary of the need for TRU and the range of public benefits which it delivers. The works to MVL3/31 are 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, including creating a greener railway with a reduction in harmful emissions (helping to achieve national Government-set targets), and increasing linespeed, reliability, and frequency of services. Therefore, it is considered that the substantial public benefits resulting from the proposal outweighs the less than substantial harm to Uppermill Viaduct MVL3/31.
- 6.4.107 Oldham Council's Local Development Framework Policy 24 states that the Council seeks to protect heritage features in the borough including listed buildings, and locally significant buildings and structures of architectural or historic interest. Development to a listed structure must serve to protect or enhance its special interest and setting. The design development process has sought to minimise the physical and visual intrusion to the listed viaduct, with the siting of the OLE portals chosen over certain piers in order to limit the impact to key viewpoints of the viaduct. The design development has resulted in an option being taken forward which causes less than substantial harm to Uppermill Viaduct, whilst meeting the operational needs of the electrified railway, and therefore meeting the local planning policy requirements.

6.5 Archaeology

- 6.5.1 An appraisal of the predicted archaeology related impacts and consequential effects of the proposed Order Scheme Development is provided within the Environmental Report (NR15), Vol.3 Appendix 5. A 250 metre study area as part of the historic environment baseline identified five archaeological findspots that have been removed or destroyed. While these are no longer extant in their original location, they do suggest the potential for undiscovered archaeological remains in the wider area. Most of these assets are of post-medieval date, and include: Non-designated buried archaeological remains, particularly associated with railway and canal infrastructure. These would likely be of up to low value; Non-designated buried archaeological remains associated with earlier periods, these would likely be of up to low value; Industrial heritage remains related to non-designated structures associated with the railway, canal, mills and associated housing, leisure, religious and institutional facilities. These would likely be of up to low value; Non-designated structures, generally of

post medieval date, which hold up to low value; and Designated structures, which hold up to regional (medium) archaeological, aesthetic, architectural and historic significance.

- 6.5.2 Non-designated archaeological heritage assets within the Order Scheme boundary include:
- Potential archaeological remains of medieval or post-medieval settlement and farming at Printworks Main Office Compound and Printworks Compound;
 - Potential archaeological remains relating to the medieval or post-medieval estate at Heyrod Hall;
 - Archaeological remains of the post-medieval Scout Mills within the Scout Tunnel Western Portal Spoil Collection Area;
 - A former railway goods warehouse on Plevins Compound; and
 - The remains of a non-designated former goods shed within Scout Tunnel Eastern Portal Compound.
- 6.5.3 It is anticipated that the construction of the railway in the mid-19th century, and subsequent maintenance activities, is likely to have removed earlier archaeological deposits within the railway corridor.
- 6.5.4 A number of offline areas are required for the TWAO, such as compounds, laydown areas, vehicle, plant and materials access routes, road and PRow upgrades, works areas and areas of drainage and utility works. Archaeological remains may survive in some of these areas. Their survival and condition depends on factors including the depth of remains and the extent of any previous ground truncation caused by previous development.
- 6.5.5 The design of these offline elements is still in development, and therefore potential impacts upon archaeological deposits, if present, cannot currently be determined in all cases. As the design of these elements progresses, further consultation will be undertaken with the LPA's Archaeological advisor to advise on design measures and construction controls to limit impacts, and to determine the scope and nature of any programme of archaeological work.
- 6.5.6 A summary assessment of offline areas of potential impact included within the TWAO is set out in Table 5.

Table 5: Summary of archaeological and built heritage potential of the offline area of potential impact and likely mitigation works.

Offline area of potential impact	Archaeological potential	Anticipated mitigation works
Printworks Work Main Compound, Millbrook	Relatively steep slope, medieval or post-medieval farming. Low potential for significant archaeological remains.	Depending on impacts, a staged programme of archaeological investigation may be required.
Printworks Office Compound, Millbrook	Ruins and buried remains of the medieval Souracre Farm, Woodfield. High potential for archaeological remains of low or medium significance.	Depending on impacts, historic building recording and a staged programme of archaeological investigation may be required.
Heyrod Hall Compound	Archaeological remains relating to the development of Heyrod Hall in the medieval and post medieval period. Moderate potential for archaeological remains of low or medium significance.	Depending on impacts, a staged programme of archaeological investigation may be required.
Wakefield Road Compound, Millbrook	Former railway sidings. Low potential for significant archaeological remains.	No archaeological mitigation works anticipated.
Scout Tunnel Site Compounds: Scout West Ramp and Laydown areas	Scout West Laydown: low potential for significant archaeological remains. Scout West Ramp: Low potential for archaeological remains of low or medium significance, associated with C18th and C19th Scout Mill, such as mill leats.	Scout West Laydown area: No archaeological mitigation works anticipated. Scout West Ramp Site: Depending on impacts, a staged programme of archaeological investigation may be required.
Manchester Road: Scout West Spoil Hold Site	Moderate potential for archaeological remains of demolished terraced housing of low significance. Low potential for archaeological remains of low or medium significance, associated with C18th and C19th Scout Mill, such as mill leats.	Depending on impacts, a staged programme of archaeological investigation may be required.
Scout East Ramp Works	Low potential for significant archaeological remains.	No archaeological mitigation works anticipated.
Plevins Site Compound Works	Site was formerly used as Micklehurst Goods Station on the 'Micklehurst Loop', c. 1881-1966. The Goods Warehouse remains extant.	Depending on impacts, historic building recording and a staged programme of archaeological investigation may be required.

Offline area of potential impact	Archaeological potential	Anticipated mitigation works
Egmont Street Compound	Buried remains of the C19th Albert Mill may survive beneath areas of modern hardstanding. Moderate potential for archaeological remains of low or medium significance.	Depending on impacts, a staged programme of archaeological investigation may be required.
Relocated Mossley Station West Site Compound	Formerly former railway sidings, signal posts, and allotment gardens. Low potential for significant archaeological remains.	No archaeological mitigation works anticipated.
Mossley Station Relocation Works (Mossley Station Compound)	Formerly a railway siding with a coal depot. Non-listed ashlar gateposts and wall. Low potential for significant archaeological remains.	Historic building recording of surfaces, gateposts of boundary wall. Depending on impacts, a staged programme of archaeological investigation may be required.
New Earth Street Compound	Low potential for significant archaeological remains.	No archaeological mitigation works anticipated.
Roughtown Road Overbridge (MVL3/17) Works	Low potential for significant archaeological remains.	Roughtown Road Railway Overbridge (MVL3/17) will be protected via construction controls set out in the CoCP. No archaeological mitigation works anticipated.
Heron Lane Site Compound	Low potential for archaeological remains of low significance.	No archaeological mitigation works anticipated.
Armit Road Site Compound	Low potential for significant archaeological remains.	No archaeological mitigation works anticipated.
Stockport Road Level Crossing Diversion	Low potential for significant archaeological remains.	No archaeological mitigation works anticipated.
Royal George Underbridge (MVL3/25) and Compound Works	Former location of C19th Sunday School. Low potential for significant archaeological remains.	No archaeological mitigation works anticipated.
Oaklands Road Permanent Maintenance Facility Works	Former railway sidings. Low potential for significant archaeological remains.	No archaeological mitigation works anticipated.
Greenfield Compound Works	Low potential for significant archaeological remains.	No archaeological mitigation works anticipated.

Offline area of potential impact	Archaeological potential	Anticipated mitigation works
Wickens Underbridge (MVL3/29) Laydown Area & PRow Upgrade	Low potential for significant archaeological remains.	No archaeological mitigation works anticipated.
Former Saddleworth Station Site Compound	Previously used as a quarry. Low potential for significant archaeological remains.	No archaeological mitigation works anticipated.
Brownhill Lane Access	Nearsite of Brown Hill Bronze Age barrow (1096.1.0) and 19th century quarrying. Low to moderate potential for prehistoric archaeology of low to medium significance, associated with Bronze Age or later burials	Depending on impacts, a staged programme of archaeological investigation may be required.
Old Railway Tunnel Compound, Saddleworth (Butterhouse Tunnel)	Low potential for significant archaeological remains.	No archaeological mitigation works anticipated.
Ward Lane Satellite Compound	Low potential for significant buried archaeological remains.	No archaeological mitigation works anticipated.
Grandpa Green Compounds 1 & 2	Low potential for significant archaeological remains.	No archaeological mitigation works anticipated.
Diggle Compound	Low potential for significant buried archaeological remains. Strengthening of south end of the Standedge Canal Tunnel (MVL3/39A) would not result in any alteration to the fabric of the portal.	No archaeological mitigation works anticipated.

Historic Environment Mitigation and Consideration of Control Measures

6.5.7 Mitigation measures are outlined in full in Chapter 5 of the Environment Report (NR14) and described earlier in this section. A comprehensive optioneering and design development process has been undertaken to minimise impacts on listed railway structures within the Order Scheme boundary. This process, carried out in consultation with Historic England

and local planning authorities, has led to key design adaptations such as the use of a scheme-specific pantograph to reduce overhead wire height, track lowering under listed bridges, and a risk-based approach to electrical protection works to limit parapet height increases. Permanent heritage interpretation is proposed near Greenfield Station to highlight the historical significance of the Transpennine route, with content to be developed in consultation with heritage stakeholders.

- 6.5.8 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]. The planning condition would require a programme of archaeological works, construction controls to prevent accidental damage, and protocols for unexpected discoveries. Works subject to Permitted Development Rights (PDR) will follow Network Rail's environmental standard NR/L2/ENV/015.
- 6.5.9 Consultation with the LPA's archaeological advisor will guide the scope of archaeological investigations and construction methodologies. In sensitive areas, works will only proceed following approval and implementation of a Written Scheme of Investigation (WSI). This WSI will identify where a archaeological investigation and/or mitigation works are required and measures to protect, record, and secure significant any archaeological remains found, to be implemented by a suitably qualified person or body approved by the local authority. A public engagement framework will also be developed to promote awareness and understanding of the route's archaeological and historical significance.
- 6.5.10 The above mitigation measures allow the Order Scheme to comply with the NPPF Chapter 16 regarding the conservation and enhancement of the historic environment, in addition to OMBC Policy 24 and TMBC Policy 1.11.

6.6 Greenspace

- 6.6.1 None of the proposed works, outlined in section 3.1, are to be located within areas of designated greenspace or open space, apart from a minor incursion into open space for a small permanent parking area on Heron Lane to support the maintenance of the railway at this location. This is due to the majority of works being undertaken within NR's land ownership, or in close proximity to the railway line. Compounds have been chosen which do not require the temporary use of designated spaces.
- 6.6.2 As there will be no material impact to designated spaces, the Order Scheme complies with Chapter 8 of the NPPF.

6.7 Design

- 6.7.1 Chapter 12 of the NPPF stresses the importance of good quality design, and Oldham Council Local plan policy P07 as well as Tameside Council UDP policy 1.11 and C1 require high quality design which reflects local distinctiveness.
- 6.7.2 Compliance of the Scheme Development is covered in more detail in the Design and Access Statement (NR14) (DAS). The DAS includes a design appraisal, demonstrating that the Order Scheme complies with the relevant national and local planning policies by providing safe, well-functioning railway infrastructure, taking account of the important issues of access for maintenance and inspection, and materials durability. The DAS concludes that the Order Scheme is sympathetic to the local landscape through good design whilst making efficient use of land, minimising impacts on agricultural land and flood zones and adopting sustainable construction principles.
- 6.7.3 The Order Scheme design has been thoroughly informed by feedback from local and technical consultation. Although the location and design of the Order Scheme is largely dictated by functional railway infrastructure requirements and safeguarding for future infrastructure, the design responds to the surrounding local context and local needs.
- 6.7.4 The proposed works have been designed to incorporate materials that compliment those of existing structures. At key interventions such as stations and works to listed structures, reconstituted stone is to be used to reflect the local vernacular, helping the proposed works to reflect the character of the area. Existing architectural features are also to be retained and reflected in reconstructed structures.
- 6.7.5 Throughout the design development and optioneering process, opportunities have been sought to minimise the scale and impact of the Order Scheme elements. This is reflected by the fact that the only proposed new structures (not being alterations to existing structures) are the Relocated Mossley Station and the MVL3/27B Oldham Road Footbridge, and the only full removal is the demolition of the Wright's Overbridge (MVL3/23). Many structures will undergo only work which will not be visible upon completion. Where reconstruction works are required, design development and optioneering has sought to reflect the existing structures, by reconstructing in a similar style and scale where possible.
- 6.7.6 In the case of the Relocated Mossley Station, the 4-6 metre high stone wall which fronts onto Manchester Road is to be retained in order to screen the station from the residential properties on the opposite side of Manchester

Road. Reconstituted stone to reflect the local stone is to be used for the cladding of the proposed station building and lift shafts at the relocated station. The positioning of the lift shafts and footbridge minimises the walking distance for pedestrians to travel to gain access between platforms, whilst minimising the visual impact upon the residential properties on Manchester Road, by placing the footbridge and lift shafts at the end of the row of cottages, reducing direct overbearing impacts as well as loss of sunlight and outlook.

- 6.7.7 Overall, 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. The Order Scheme therefore complies with the design policy set out in Chapter 12 of the NPPF as well as local planning policy.

6.8 Ecology and Biodiversity

- 6.8.1 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).
- 6.8.2 One of the three overarching objectives for the planning system, as stated in the NPPF, is to protect and enhance the natural environment, including by improving biodiversity. Chapter 15 of the NPPF further emphasises the importance of enhancing the natural environment within planning, development, and planning decisions.
- 6.8.3 The Environmental Act 2021 makes provision for the application of a 10% net gain in biodiversity, however, the statutory biodiversity gain condition does not (yet) apply in relation to projects consented by TWAO for which planning permission is deemed to be granted by SoS under section 90(2A) of the Town and Country Planning Act 1990 .
- 6.8.4 Locally, TMBC UDP policy 1.10 aims to safeguard the natural environment, countryside character and biodiversity, and OMBC JCS policy 21 seeks to protect and enhance the natural environment.
- 6.8.5 Within the boundary of the Order Scheme, there are four international statutory nature conservation designations:
- Peak District Moors (South Pennine Moors Phase 1 SPA)

- South Pennine Moors Phase 2 SPA
 - South Pennine Moors Special Area of Conservation (SAC)
 - Rochdale Canal Special Area of Conservation (SAC)
- 6.8.6 Three national statutory nature conservation designations are located within 2 km of the boundary of the Order Scheme:
- Dark Peak SSSI – Located approximately 1 km east of the Scheme boundary.
 - Ladcastle and Den Quarries SSSI (geological designation) – Adjacent to the west of the Scheme boundary.
 - Huddersfield Narrow Canal SSSI – Approximately 80 m east of the Scheme boundary.
- 6.8.7 There are five ancient or veteran trees recorded within the study area of the Order Scheme as per the data collected from the Woodland Trust - Ancient Tree Inventory. None of these trees are within the Order Scheme Boundary.
- Veteran silver Birch (165 m east of the Order Scheme)
 - Veteran common hawthorn (350 m east of the Order Scheme)
 - Veteran goat willow (415 m east of the Order Scheme)
 - Ancient common hawthorn (470 m east of the Order Scheme)
 - Veteran common hawthorn (485 m east of the Order Scheme)
- 6.8.8 Within the study area of the Scheme, sixteen locally significant sites were identified, including twelve Sites of Biological Importance (SBI) and four Local Nature Reserves (LNRs):
- Armit Road Lodge SBI (Within the Scheme)
 - Cliffs at Mossley SBI (Within the Scheme)
 - Grasscroft Pasture SBI (Within the Scheme)
 - Moorgate Quarry SBI (10 m east of the Scheme)
 - Huddersfield Narrow Canal (North) SBI (15 m east of Scheme)
 - Hartshead SBI (25 m east of the Scheme)
 - Huddersfield Narrow Canal (South) SBI (15 m east of Scheme)
 - Royal George SBI (125 m south-east of the Scheme)
 - Marshes at Staley Hall SBI (215 m east of Scheme)

- Puddle Clay Pits SBI (230 m east of the Scheme)
- Castle Clough SBI (425 m east of the Scheme)
- Dacres SBI (435 m east of the Scheme)
- Brushes Valley LNR (645 m south-east of the Scheme)
- Castle Clough and Cowbury Dale LNR (765 m east of the Scheme)
- Knot Hill LNR (1.15 km west of the Scheme)
- Cowbury Dale LNR (1.20 km east of the Scheme)

6.8.9 Further biodiversity designations are also present within the vicinity of the Order Scheme Boundary as follows:

- Adjacent to the west of the existing railway line, for approximately 500 m before reaching the western portal of Scout Tunnel, is the Cliffs at Mossley, Greater Manchester SBI (Grade B classification). This designation is based on its woodland and grassland features. No direct impacts on the SBI are anticipated as the Order Scheme works will remain within the existing railway boundary. Indirect impacts are expected to be insignificant with the implementation of standard environmental control measures.
- The Relocated Mossley Station site is adjacent to a National Forestry Inventory area (deciduous woodland).
- Armit Road Lodge, Greater Manchester SBI (Grade C), located east of the railway on Greenfield's southern edge, is noted for its ponds and lodges. No direct impacts are anticipated, and indirect impacts are unlikely with standard environmental controls.
- The area immediately north and south of Greenfield Station, including the platforms, is designated as part of a Green Corridor.

6.8.10 A Phase 1 Habitat Survey was conducted in September and October 2024, identifying potential for the following protected or priority species:

- Great Crested Newt (GCN): Several ponds within 250 m of the Order scheme boundary were identified for further investigation. Environmental DNA (eDNA) surveys undertaken in 2022 for all but two of these ponds returned negative results, indicating GCN are not present.
- Bats: Emergence and re-entry surveys were subsequently conducted for structures identified as having roost potential, and further surveys are ongoing to confirm the presence or likely absence of roosting bats.
- Badgers: A single outlier badger sett was identified during the Phase 1 survey.

- Reptiles: Suitable trackside habitats were identified as having potential for reptiles; however, no further surveys were deemed necessary.
 - Birds: Potential for nesting birds was noted in woodland, trees, structures, and scrub.
 - Otter and Water Vole: Potential presence within waterbodies and riparian habitats was identified.
 - Invasive Plant Species: Japanese knotweed, Himalayan balsam, and rhododendron were identified at multiple locations.
- 6.8.11 Ecology surveys for most of the Order scheme were updated in autumn 2024. The remaining surveys are scheduled for completion in 2025 when the remaining site access requirements have been gained and the RLB has been confirmed.

Ecological Mitigation and Biodiversity Enhancements

- 6.8.12 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 layout has been informed by ecological baseline data, with permanent works sited to avoid high-value habitats and reduce tree loss wherever practicable. This approach reflects the principles of sustainable development and aligns with national planning policy objectives under NPPF Chapter 15.
- 6.8.13 The CoCP Part A outlines best-practice measures to manage ecological risks during construction, including controls on lighting, noise, dust, and surface water runoff. These measures will 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 and will include provisions for managing Invasive Non-Native Plant Species (INNPS).
- 6.8.14 A comprehensive suite of biodiversity enhancement measures will be delivered as part of the scheme, including:
- Native Species Planting: New planting schemes will prioritise locally appropriate native species to support pollinators, birds, and other wildlife, contributing to habitat creation and ecological resilience.
 - Habitat Connectivity: Planting will be strategically located to reinforce ecological corridors, enabling species movement between fragmented habitats and enhancing landscape permeability.

- Grassland Enhancement: Existing grassland areas will be improved through the introduction of species-rich wildflower mixes, increasing their biodiversity value and supporting invertebrate populations.
 - Faunal Habitat Provision: Bird and bat boxes will be installed in suitable locations, alongside planting schemes designed to provide foraging, nesting, and commuting habitats for a range of species.
 - Long-Term Management: All enhancements will be supported by a robust management regime to ensure their ecological functionality is maintained over time.
- 6.8.15 Mitigation for protected and priority species will be implemented in accordance with relevant legislation and best practice guidance. This includes:
- Great Crested Newts (GCN): If identified in updated surveys, further population assessments will be undertaken. Mitigation may include habitat avoidance, licensed translocation, or non-licensed method statements, developed in consultation with Natural England.
 - Bats: Further surveys will inform the need for mitigation, which may include roost protection, timing of works, and licensing where direct impacts are anticipated.
 - Badgers: Works near active setts will be subject to additional surveys. Mitigation will be tailored to sett type and timing, potentially requiring licensed closure or exclusion zones.
 - Reptiles: Vegetation clearance will be ecologist-supervised, with habitat checks and removal of refugia. A Precautionary Working Method Statement will guide these activities.
 - Birds: Vegetation clearance will be scheduled outside the nesting season. Where unavoidable, pre-clearance nesting checks will be undertaken within 48 hours of works, and exclusion zones established around active nests.
 - Otters and Water Voles: Due to limited watercourse impact, standard environmental controls will be applied. Licensing will be pursued if required.
 - Invasive Plant Species: Measures to prevent the spread of species such as Japanese knotweed will include exclusion zones, biosecurity protocols, and eradication by licensed contractors.
- 6.8.16 The 'Request for deemed planning permission and statement of proposed conditions' (Document 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.

- 6.8.17 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.
- 6.8.18 During both construction and operational phases, the Order Scheme will follow the mitigation hierarchy—avoid, minimise, mitigate, and compensate—to reduce ecological impacts and maximise biodiversity opportunities. Standard measures will include:
- **Pollution Prevention and Incident Control:** A Pollution Prevention and Incident Control Plan (PPICP) will be prepared under CoCP Part B to manage risks to watercourses and respond effectively to pollution incidents.
 - **Tree Root Protection:** Works will comply with BS5837:2012 standards, ensuring root protection zones are respected and tree health is maintained.
 - **Biosecurity Protocols:** Measures will be implemented to prevent the spread of INNPS, including site hygiene procedures and contractor training.
 - **Sensitive Timing of Works:** Construction activities will be scheduled to avoid peak breeding or nesting periods for key species, reducing disturbance.
 - **Ecological Monitoring and Adaptive Management:** Baseline data will be updated as needed, and ecological features discovered during works will be assessed and protected through adaptive mitigation.
 - **Licensed Species Mitigation:** Where required, species-specific licences (e.g., for bats or GCN) will be obtained to ensure legal compliance and ecological protection.
 - **Watching Briefs:** Ecologists will oversee vegetation clearance and ground disturbance in sensitive areas to identify and protect any unexpected ecological features.
- 6.8.19 Mitigation measures may be implemented through consenting or licensing as required to ensure compliance with the relevant legislation. 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 (Conserving and enhancing the natural environment). Planning Conditions are proposed require approval to a Landscape and Ecological Management Plan in relation to each stage of the development, and to a Code of Construction Practice (CoCP) Part B for each stage, which will incorporate the means to mitigate the construction impacts identified by the Environmental Report.

6.9 Sustainability and Climate Change

- 6.9.1 The NPPF states the primary purpose of the planning system is to contribute to the achievement of sustainable development (paragraph 7), with Chapter 14 supporting the transition to a low-carbon future through sustainability and climate change mitigation measures.
- 6.9.2 The NNNPS states that although rail travel is the cleanest public transport service, further decarbonisation is required to gain a net zero railway by 2050. Improving rail infrastructure is stated to support a modal shift from private vehicular use to public transport, which is stated to be a general aim of national and local government as a more sustainable travel option. Furthermore, the NNNPS supports an increase in freight being delivered by rail, and electrified rail to maximise the sustainable modal shift away from road travel.
- 6.9.3 Regionally, the PfE plan document supports the delivery of a low-carbon region and seeks to promote sustainable travel, including by promoting public transport and rail travel.
- 6.9.4 Local policy also reflects support of sustainable development and climate change mitigation and resilience, as identified within OMBC JCS policies 1 and 4, and TMBC UDP policies 1.2 and 1.5.
- 6.9.5 Network Rail's Sustainable Development Strategy sets out to deliver a "railway fit for the future," with a focus on sustainability in construction and resource management. The strategy prioritises the efficient use of natural resources, the integration of sustainable materials, and the minimization of waste through re-use and recycling practices. This approach includes the potential re-use of excavated material either on-site, at adjacent identified locations, or via recycling at nearby permitted facilities, thereby aligning with circular economy principles.
- 6.9.6 All construction activities will adhere to The Waste (England and Wales) Regulations 2011 and comply with Network Rail's Environment and Social Minimum Requirements (CRE-015) as secured by the CoCP Part A (NR17)

which outlines circular economy objectives. The Site Waste and Materials Management Plan will guide the management, minimisation, and disposal of waste throughout the construction phase.

- 6.9.7 Where feasible, transportation of materials and waste will be carried out via rail, reducing reliance on road transport and mitigating impacts on local communities. Where rail paths are unavailable, road transport will be used as a contingency. The programme will follow the CL:AIRE Code of Practice and the Definition of Waste Code of Practice (DoW CoP) to maximise the re-use of suitable excavated material.
- 6.9.8 Network Rail has a strategic objective to achieve a 4% reduction in carbon emissions as part of the design and implementation of the wider TRU programme, an objective that encompasses the Order Scheme. The carbon savings have been realised through measures such as replacing diesel generators with mains electricity connections at certain construction compounds. These initiatives demonstrate Network Rail's commitment to integrating carbon efficiency into the TRU programme.
- 6.9.9 Crucially, the TRU works facilitate the electrification of the railway. While some components of the Order Scheme may be carbon-intensive, such as the replacement of highway overbridges, these are balanced by the reduction in emissions achieved by the overall electrification of the railway. In operation, the whole TRU will result in a reduction in annual emissions of approximately 1,500 tonnes of carbon dioxide equivalents due to the electrification of the line and a shift to bi-modal trains (trains that are designed to run on diesel or electric power). This is consistent with UK Government policy to encourage electrification of railways as a means of reducing carbon emissions.
- 6.9.10 The Order Scheme is fundamental to the electrification of the line, as it facilitates the installation of OLE through the removal of level crossings, the increase in height of bridges that are currently too low to safely accommodate overhead wires, and the construction of equipment required for electrification.
- 6.9.11 The Order Scheme includes a number of mitigation and control measures to be used across the Order Scheme to minimise the impact in terms of sustainability and climate change. This includes the following measures:
- Embedding carbon reduction measures in the design process.
 - Temporary land returned to its original condition at the end of the works.
 - Use of hybrid or solar power at construction compounds.

- A Network Rail Resource Efficiency and Materials Sourcing Strategy (Network Rail 2020) covers all TRU work. This Strategy covers matters such as responsibly sourced timber and concrete, and includes a waste hierarchy principle, which prioritises preventing waste in the first place and then, in turn, preparing waste for reuse, recycling, recovery, and finally disposal.
 - As part of the CoCP, a Waste Management and Materials Plan will be prepared and secured by planning condition, which will consider the procurement of materials and the strategy to reduce the amount of material required and the likely waste to be generated.
- 6.9.12 In summary, 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. Therefore, the Order Scheme fully accords with the policies set out in Chapter 14 of the NPPF, as well as local planning policies within the OMBC JCS and TMBC UDP, and the relevant regional and national transport strategies.

6.10 Geo-environment and Land Contamination

- 6.10.1 The Order Scheme passes through urban and rural areas, with the potential for a wide range of potential contamination sources. In urban areas, potential contamination sources typically include the existing railway environment, infilled ground, shallow mine workings, landfill and industrial uses legacy. There is also potential for the release of ground gas generated from made ground within the railway corridor and old mine workings. In the rural areas contamination sources are normally limited to old mine workings and landfills.
- 6.10.2 The Order Scheme is located near geo-environmental receptors, including historic landfills within 200 meters of its boundary, which may pose potential risks related to contamination or ground stability.
- 6.10.3 The Order Scheme is in proximity to three geological Sites of Special Scientific Interest (SSSIs): Ladcastle and Den Quarries Geological SSSI, Standedge Road Cutting, and Park Clough.
- 6.10.4 At Greenfield Station there are two recorded landfills within 250 m, the nearest 37 m south. Potential contamination sources include the existing railway, historical landfill sites, and industrial legacy, posing moderate/low to low risks to human health, moderate/low risks to groundwater, low risks

to surface water, and moderate to moderate/low risks to property and services.

- 6.10.5 MVL3/20 Wright's Mill Overbridge is within the River Tame catchment, with the River Tame 8 m east and the nearest surface watercourse 16 m northeast. There are no surface water abstractions within 250 m, but there are eight licenced discharges, the closest 54 m east. Six recorded landfills are within 250 m, the nearest on-site. Potential contamination sources include the existing railway, historical landfill sites, and industrial legacy (e.g., foundries, mills, tanks), with potential ground gas from Made Ground.
- 6.10.6 For MVL3/7 Heyrod Hall Overbridge, there are no recorded landfills within 250 m. Potential contamination sources include the existing railway, farmland, and industrial legacy (e.g., tanks, electricity substations, cooling ponds), with potential ground gas from Made Ground and the on-site farm. Risks are moderate to low for human health, groundwater, and surface water, and moderate/low to low for property and services.
- 6.10.7 One recorded landfill is within 250 m of the Relocated Mossley Station site, located 69 m southeast. Potential contamination sources include the existing railway, nearby historical landfill, and industrial legacy (e.g., coal depots, refuse heaps, tanks), with potential ground gas from Made Ground and historic landfill.
- 6.10.8 The site of MVL3/29 Wickens Underbridge: The site features Made Ground in the southeastern tip and off-site to the south, with alluvium deposits along the northeast boundary and Lower Kinderscout Grit bedrock. It has a Secondary A superficial aquifer in the northeast and a Secondary A bedrock aquifer, with low to medium groundwater vulnerability. The site is within the River Tame catchment, with the river 25 m south and the nearest surface watercourse on-site. There are no groundwater SPZs within 250 m, but two groundwater abstraction licences 228 m northwest and three licensed discharges, the nearest 64 m west. One landfill is recorded 115 m northeast. Potential contamination sources include an existing railway, historical landfill, and industrial legacy, posing risks of ground gas from Made Ground and historic landfill.
- 6.10.9 For MVL3/17 Roughtown Road Overbridge, two landfills are recorded within 250 m, the nearest 169 m east. Potential contamination sources include old quarries, allotment gardens, unknown historical structures, nearby historical landfill, and industrial legacy, posing moderate to low risks to human health, groundwater, surface water, and low risks to property and services.

- 6.10.10 No landfills are recorded within 250 m of the Saddleworth Vehicle Access. Potential contamination sources include the existing railway, historical quarry, and industrial legacy, posing risks of ground gas from Made Ground and historic landfill.
- 6.10.11 The Diggle Compound is within the River Tame catchment, with the River Tame and Diggle Brook on-site and the Huddersfield Narrow Canal 16 m northwest. Three landfills are recorded within 250 m, the closest 65 m northwest. Potential contamination sources include existing railway buildings, a refuse heap on-site, nearby historical landfill sites, and industrial legacy, posing moderate to low risks to human health, groundwater, surface water, and property/services.
- 6.10.12 Part 2A of the Environmental Protection Act 1990, Network Rail to identify, manage, and remediate unacceptable risks from contaminated land. Design and construction for works such as the relocation of Mossley Station will address potential contaminants on-site or from adjacent land uses, following the measures set out in the CoCP Part A (NR17).

Mitigation and Control Measures

- 6.10.13 All works will comply with Network Rail's Environmental and Social Minimum Requirements (NR/L2/ENV/015), ensuring robust management of environmental and social risks throughout design and construction.
- 6.10.14 To mitigate potential contamination effects, all site activities will be carried out in accordance with the CoCP Part B, secured by planning condition, during construction of the Order Scheme. Good practice measures will be implemented through CoCP and the associated Pollution Prevention and Incident Control plan (PPICP) to avoid accidental spillages of polluting substances.
- 6.10.15 Additional control measures will be secured via the CoCP Part A (NR17), CoCP. Proposed Planning Condition 6 would require the submission and approval of Part B to the CoCP and relevant management plans, prior to commencement of each phase of the Order Scheme. The measures to be secured via the relevant management plans in CoCP Part B include:
- An external communication programme;
 - A pollution prevention and incident control plan;
 - A waste management & materials plan;
 - A nuisance management plan concerning dust, air pollution, hours of operation and temporary lighting;

- and a noise and vibration management plan including a construction methodology assessment.
- 6.10.16 Adherence to the environmental control measures specified in the CoCP will ensure that management of any excavated contaminated material will not pose a significant risk to receptors. Other standard preventative and mitigatory measures that will be applied across the Order Scheme works include:
- Standard good practice health and safety measures will be implemented, including an Order Scheme area-specific risk assessment;
 - Health and safety risk assessment;
 - Nuisance Management Plans; and
 - Compliance with the CL:AIRE Definition of Waste Development Industry Code of Practice.
- 6.10.17 On this basis, it is considered that the Order Scheme is compliant with NRWLP policy Land: 1 (which addresses contaminated land and the requirement for sites to be carefully assessed and any remediation put in place as required) and also with chapter 15, paragraph 174 (e) of the NPPF.

6.11 Landscape and Visual Amenity

- 6.11.1 A Landscape and Visual Technical Note presenting an appraisal of the landscape and visual amenity-related impacts and effects of the Order Scheme is presented in the Environment Report [NR14]. This appraisal addressed landscape effects related to changes to the fabric, character and quality of the landscape and how it is experienced, and visual effects related to changes to people's views.
- 6.11.2 The Order Scheme is divided into three National Character Areas (NCAs): Manchester Pennine Fringe, Southern Pennines, and Dark Peak.
- 6.11.3 The Manchester Pennine Fringe serves as a transitional zone between moorlands and urban regions, characterised by smooth land shoulders, steep valleys, and fast-flowing rivers. It features diverse woodland types, fragmented semi-natural habitats, and significant industrial architecture from the 18th and 19th centuries. The area is heavily influenced by recreational activities and urban fringe character, with nearly half classified as urban. The sensitivity of this area is rated as moderate-high.
- 6.11.4 The Southern Pennines and Dark Peak are characterised by high, flat-topped hills, extensive moorland vegetation, and significant habitats for upland birds and breeding waders. The Southern Pennines feature

enclosed upland pastures, dense gritstone settlements, and numerous reservoirs. The sensitivity of this area is rated as high.

- 6.11.5 The Dark Peak has a wild, remote character with blanket bog, dwarf shrub heath, and heather moorland. Both areas have rich historical elements, including prehistoric sites, medieval villages, and historic routes. Prominent landmarks and modern infrastructure are visible across these regions, contributing to their distinct landscape character. The sensitivity of the Dark Peak area is rated as high.
- 6.11.6 At the Regional Landscape Character scale, the Greater Manchester Landscape Character (GMCA) and Sensitivity Assessment identifies several Landscape Character Areas (LCAs) and Landscape Character Types (LCTs). The following LCAs and LCTs are within the vicinity of the Scheme: GMCA - LCA 33: Matley and Mottram Dark Peak Foothills - LCT: Pennine Foothills (Dark Peak); GMCA - LCA 36: River Tame - LCT: Incised Urban Fringe Valleys; GMCA - LCA 30: Shore Edge to Dove Stones Reservoir - LCT: Open Moorlands and Enclosed Upland Fringes (West/South Pennines); GMCA - LCA 32: White Gate to Mottram - LCT: Open Moorlands and Enclosed Upland Fringes (Dark Peak); PDNP - LCA Dark Peak – Western Fringe - LCT: Valley Pastures with Industry, and LCT: Enclosed Gritstone Uplands.
- 6.11.7 The Matley and Mottram Dark Peak Foothills (LCA 33) feature complex landscapes with steep slopes, pastoral farmland, and significant industrial heritage, with a sensitivity rating of moderate-high. The River Tame (LCA 36) includes narrow, incised valleys with fast-flowing rivers, riparian woodlands, and strong industrial heritage, also rated as moderate-high in sensitivity. The Shore Edge to Dove Stones Reservoir (LCA 30) and White Gate to Mottram (LCA 32) areas are characterised by elevated moorlands, diverse upland habitats, and historical elements, both with a sensitivity rating of moderate-high.
- 6.11.8 The Dark Peak – Western Fringe (PDNP) includes Valley Pastures with Industry and Enclosed Gritstone Uplands, featuring low-lying valleys, pastoral fields, and historic mill structures, with a sensitivity rating of moderate-high. These areas are marked by their rural and remote landscapes, strong visual connections to industrial heritage, and diverse habitats supporting significant wildlife. The assessment highlights the importance of preserving the unique characteristics and sensitivities of these regions while accommodating development and recreational activities.
- 6.11.9 The Order Scheme is within the Local Landscape Character area, LCA 4 Tame Settled Valley - Type 4a Rural Valley Sides with features of steep

valley sides with steps, terraces, and deep-sided cloughs shaped by geological processes. The landscape is a patchwork of in-bye pastures and hay meadows, which are crucial for biodiversity. Ancient broadleaved woodlands on the valley sides and cloughs support diverse species, while improved upland pastures are important for nature conservation. Coniferous woodlands, though less natural, are present in some parts. The upper slopes transition to moorland, creating a distinct boundary, in the steepest areas. Gritstone walls form a visible field pattern, providing shelter and historical interest.

- 6.11.10 Type 4b Urban Settlement linear and constrained by the valley's topography. These areas are characterised by tight-knit centres dominated by textile mill buildings, reflecting the region's industrial heritage. Vernacular architecture includes weavers' cottages and mill buildings, offering a glimpse into the area's past. Views from between buildings reveal the surrounding rural landscape, creating a visual contrast.
- 6.11.11 Type 4c Industrial Valley Bottom features a linear pattern of urban settlement along the valley floor and lower slopes. The industrial heritage is evident in the mills, chimneys, and packhorse bridges, with industry historically located in the valley bottom and workers' terraces on the slopes.
- 6.11.12 Type 4d Open Valley Bottom this area is used for informal recreation along the open valley floor. The River Tame and Huddersfield Narrow Canal form a green corridor. Gritstone walls define field boundaries, and the transport system, including main roads, railways, and canals, is confined to the valley bottom.
- 6.11.13 There are no national statutory or non-statutory designations relating to landscape value within the Order Scheme boundary. Given that the Order Scheme lies within the existing railway corridor it will not materially alter the character of these areas.
- 6.11.14 Following construction, the Order Scheme will result in permanent changes where infrastructure and associated planting are introduced. For the majority of the route, residual impacts will be neutral to minor adverse, with defining landscape characteristics remaining intact. However, the most notable change is at the Relocated Mossley Station, where receptors will experience a medium adverse effect due to new infrastructure and loss of mature vegetation.
- 6.11.15 At the wider landscape scale, the Order Scheme will not materially affect National Character Areas or local landscape character areas, with defining qualities such as rural valley settings and moorland edges preserved. The Order Scheme passes in proximity to several residential and commercial

properties. Following best practice and guidance provided by the Landscape Institute and the Institute of Environmental Management and Assessment (2013), it is assessed that significant effects are highly unlikely to occur beyond 1 km from the boundary of the TRU programme of works. Outside urban areas, the existing railway line is situated within designated Green Belt land. Additionally, the Dark Peak Nature Improvement Area intersects the Order Scheme boundary near the Standedge Tunnel.

- 6.11.16 The 190 m stretch of woodland on the eastern side of the railway line, located between Mill Lane underbridge and New Earth footbridge in Mossley, is subject to a Tree Preservation Order (TPO). This area may be impacted by the proposed Order works, and appropriate measures will need to be considered to mitigate any potential effects.
- 6.11.17 The primary receptor types classified as likely to experience visual impacts from the Order Scheme include road users, business users, PRoW users, green/open space users, and residents. However, the road users have a low sensitivity due to the transient and incidental nature of their views. Business users also have low sensitivity, as their views are neither designated nor hold amenity value.
- 6.11.18 PRoW users have a medium sensitivity, with views of local importance and an incidental appreciation of their surroundings.
- 6.11.19 The green/open space users and residents have higher sensitivities, with views from residences considered highly valuable and important to their living environment. The susceptibility of these receptors is high due to the importance of the views to their overall amenity and quality of life.
- 6.11.20 The Mitigation measures to protect Landscape and Visual features across the Order Scheme can be found in the Chapter 7 of the Environment Report [NR14] and include, but are not limited to, the following:
- Completion of a LEMP, including details of hard and soft landscaping proposals, proposed to be secured via a proposed planning condition.
 - The construction programme would be kept to the minimum practicable time to reduce the duration of any landscape and visual impacts;
 - Areas would be cleared for construction as close as possible to the works commencing;
 - Topsoiling, reseeding and planting would be undertaken as soon as practicable after sections of work are complete;

- As far as practicable, construction plant and materials storage areas would be appropriately sited to minimise their landscape and visual impact;
 - Construction sites would be kept tidy (e.g. free of litter and debris);
 - Work during hours of darkness would be avoided as far as practicable, and where necessary, directed lighting would be used to minimise light pollution/glare. Lighting levels would be kept to the minimum necessary for security and safety;
 - The construction would be managed such that the loss of any existing woodland, trees, shrubs and hedgerows, including within proposed construction compounds, is minimised; and
 - Root Protection Areas (RPAs) would be identified for trees being retained. Where this is not possible, the details of each tree would be required to determine an appropriate course of action.
- 6.11.21 The design of the Order Scheme has sought to minimise tree and vegetation loss through careful siting and optioneering. Embedded and additional mitigation will be secured through the LEMP, including:
- Retention and protection of trees wherever possible;
 - Compensatory tree, shrub and hedgerow planting, using predominantly native species;
 - Establishment of species-rich grassland and habitat connectivity;
 - Sensitive integration of new infrastructure into the local landscape; and
 - Long-term management and maintenance of mitigation planting.
- 6.11.22 For temporary works under permitted development rights, land will be restored to its previous condition, in line with Network Rail's environmental commitments (NR/L2/ENV/015).
- 6.11.23 The Order Scheme has been designed to avoid and reduce adverse landscape and visual impacts, with temporary construction effects managed through best practice. Permanent residual impacts are limited in extent, with the most notable change at Mossley Station. The proposed works at Stalybridge Tunnel and Scout Tunnel will be confined within the tunnels, avoiding adverse landscape or visual impacts on nearby sensitive receptors. However, surface construction activities may cause temporary adverse visual impacts.
- 6.11.24 With embedded mitigation and the LEMP secured by a proposed planning condition, the Scheme will integrate into its setting, provide landscape and biodiversity enhancements, and comply with the NPPF and relevant local

planning policies on landscape character, visual amenity, and green infrastructure.

- 6.11.25 The combination of minimal adverse effects and detailed proposals for landscape and visual impact mitigation, as outlined in the Environmental Report [NR14], ensure compliance with the relevant national and local planning policies, including within the NPPF, the National Design Guide, the regional PfE plan, and the OMBC JCS and TMBC UDP local plans.

6.12 Noise and vibration

- 6.12.1 This section summarises the potential noise and vibration impacts associated with the Order Scheme and sets out the proposed mitigation measures. It is informed by the Noise and Vibration Technical Appendix (Volume 3, Appendix 9A) and the Baseline Survey Report (Volume 3, Appendix 9B) of the Environmental Report (NR14).
- 6.12.2 The assessment has been undertaken in accordance with national legislation and guidance, including the Control of Pollution Act 1974, Environmental Protection Act 1990, the National Planning Policy Framework (2024), the Noise Policy Statement for England (2010), British Standards 5228-1 and 5228-2, and relevant local planning policies from Tameside MBC, Oldham MBC, and the Greater Manchester Combined Authority. These frameworks consistently emphasise the need to minimise noise and vibration impacts and to avoid significant adverse effects.

Existing Conditions

- 6.12.3 Baseline noise surveys were undertaken at three locations in the vicinity of the proposed Relocated Mossley Station, where background noise levels are relatively low. No baseline vibration monitoring was undertaken, as construction vibration is assessed against expected source levels rather than background conditions. Sensitive receptors have been identified close to the Order Scheme boundary, including residential, community and commercial premises, as detailed in the Environmental Report (NR14).

Construction Phase Impacts and Mitigation

- 6.12.4 The principal impacts will arise from construction activities. The type and duration of works vary across the Order Scheme, with some longer-term activities (e.g. at the Relocated Mossley Station) and short-term linear works (e.g. trackside works and works within Stalybridge and Scout tunnels). Without mitigation, noise and vibration from these activities could adversely affect nearby receptors.

- 6.12.5 Mitigation will be secured through the CoCP Part B, including a Noise and Vibration Management Plan (NVMP) to be agreed with the local planning authorities via (proposed planning condition 6). The NVMP will set out measures to manage and monitor construction activities, including:
- Application of “best practicable means” (BPM) in line with the Control of Pollution Act 1974 and BS 5228;
- 6.12.6 Careful selection of construction methods (e.g. use of rotary bored piling rather than percussive piling where practicable);
- Vibration monitoring at properties above the Stalybridge and Scout Tunnels, with trigger levels and stop procedures to prevent excessive impacts; and
 - Provision of temporary mitigation such as noise insulation or rehousing where required.
- 6.12.7 The CoCP Part B will also include:
- A requirement to provide an “external communication programme” including letter drops to local receptors such as residential properties, commercial and community facilities. Arrangements for submitting and dealing with complaints will be publicised, aligned to Network Rail’s existing well established complaints procedure including receiving, and resolving complaints.
 - A nuisance management plan concerning dust, air pollution, hours of operation and temporary lighting.
- 6.12.8 Continuous noise and vibration monitoring will be carried out at the buildings potentially most affected by the Order Scheme. These buildings are situated above the Stalybridge Tunnel and Scout Tunnel. Monitoring will be carried out during the works associated by the main works contractor. This monitoring will be conducted to ensure that vibration resulting from works within the tunnels are kept to a reasonable level and not adversely affecting properties above the tunnels.
- 6.12.9 Construction traffic may also result in temporary localised increases in noise. These impacts will be managed through the Construction Traffic Management Plan (CTMP), to be agreed with the relevant highway authorities.

Operational Phase Impacts and Mitigation

- 6.12.10 Operational rail noise and vibration have been scoped out of the assessment. Operational noise impacts from trains travelling at speed and idling are likely to be similar to, or lower than, the current situation due to

the introduction of electric trains. Any future increase of rail movements for the Order Scheme is assumed to be classified as permitted intensification of the operational railway, and therefore this is not included in the Order.

- 6.12.11 At the Relocated Mossley Station, it is considered that fixed plant noise will be adequately controlled to suitable levels with standard mitigation measures, such as plant selection, placement, orientation and screening, although further assessments in accordance with BS 4142 would be required at detailed design stage. Consideration will be given to reducing the impacts of noise from the Public Address (PA) systems at nearby NSRs as far as practical whilst providing adequate coverage, in line with the requirements of Network Rail in terms of safety and speech intelligibility.

Cumulative Effects

- 6.12.12 It is recognised that certain works will also be undertaken under Permitted Development Rights (PDR) concurrently with the Order Scheme. This may give rise to cumulative construction noise and vibration effects. These will be managed through the same framework of control measures, including NR/L2/ENV/015 and NR/L2/ENV/121, ensuring impacts are reduced to “as low as reasonably practicable” (ALARP) levels.
- 6.12.13 In the operational phase, potential cumulative effects from rail, road, plant and PA noise will be controlled through detailed design, risk assessment and implementation of best practicable means.
- 6.12.14 The assessment demonstrates that, with appropriate mitigation, noise and vibration effects during construction will be temporary, well-managed and not significant. Operational impacts will be minimised through design-stage controls, with electrification delivering an overall beneficial effect compared to current diesel rail services.
- 6.12.15 The Order Scheme is therefore consistent with the requirements of the NPPF, the Noise Policy Statement for England, and relevant local development plan policies, ensuring that noise and vibration impacts are minimised and that health, wellbeing and amenity of nearby communities are safeguarded.
- 6.12.16 Given that the majority of the Order Scheme lies within the existing rail corridor and is predominantly works to existing structures, the additional noise and vibration impacts during operation will be minimal and experienced within the context of an existing railway environment.
- 6.12.17 The activities anticipated to generate significant noise and vibration during construction include:

- Establishing and decommissioning site compounds
 - Demolition and construction of bridges
 - Piling activities for structures.
 - Movement of construction plant and materials delivery
 - Staff movements; and
 - On-site plant maintenance.
- 6.12.18 The most affected noise-sensitive receptors (NSRs) have been identified based on their proximity to the Order Scheme boundary. The receptors that have the potential to be significantly affected by the Order Scheme have been highlighted and listed in Section 3.2 of the Noise and Vibration Technical Note (Volume 3: Appendix 9A).
- 6.12.19 Detailed information on construction activities, programmes, and equipment for the Order Scheme is not currently available. Contractors appointed by NR will develop a more detailed construction methodology and programme in due course, following the guidance in BS 5228 Part 1 and Part 2. The nature and duration of the works will vary, including a mix of long-term and short-term stationary works, as well as short-term linear works. Long-term construction activities are defined as those that may affect any one receptor for at least ten days within any 15 consecutive days, or 40 days within any six consecutive months, according to British Standard 5228 Part 1.

6.13 Arboriculture

- 6.13.1 An assessment of arboriculture can be found in the Environmental Report (NR15): Volume 3: Appendix 7A with Arboriculture and associated Tree Protection Plans have been prepared to assess the impacts on trees and hedgerows from the Order Scheme
- 6.13.2 Ground level, non-intrusive assessments have been undertaken where access was possible. Trees within the rail operational boundary are excluded from the Order Scheme, and so no trackside surveys were undertaken, with tree data in these areas estimated using imagery and supplementary information, and largely recorded as groups. The trees were recorded according to the BS5837:2012 guidelines for assessment, and their outlines were plotted using aerial imagery.
- 6.13.3 The tree survey data were then plotted onto Tree Protection Plans (TPPs) to show individual trees, groups, woodlands, and hedgerows within the site extents. These were classified into categories A (high quality), B (moderate quality), C (low quality), or U (unclassified – poor) as per BS5837:2012. No irreplaceable habitats, ancient woodlands, or veteran trees were identified

within the site extents. Thirty parcels of deciduous woodland were found, and mapping and references of Tree Preservation Orders (TPOs) from Tameside Metropolitan Borough Council and Oldham Council have been provided. Some works on operational rail land using PD rights have exemptions for TPOs or trees within Conservation Areas.

- 6.13.4 The tree survey recorded 934 arboricultural features within the site extent, categorised in accordance with BS5837:
- 16 Category A (high quality),
 - 289 Category B (moderate quality),
 - 608 Category C (low quality), and
 - 21 Category U (poor condition, recommended for removal).
- 6.13.5 No ancient woodland, veteran trees, or irreplaceable habitats were identified within the site. However, 30 parcels of deciduous woodland were recorded as priority habitat.
- 6.13.6 Tree Preservation Orders (TPOs) and conservation area trees identified by Tameside MBC and Oldham MBC have been mapped against survey data to identify potential impacts. It is recognised that discrepancies may exist between local authority datasets and field survey records, and further site-based confirmation will be required at the detailed design stage. At present, the Order Scheme will likely result in the loss of approximately:
- 2.4 ha of Category B (moderate quality) trees,
 - 3.6 ha of Category C (low quality) trees, and
 - 1 Category A (high quality) tree.
- 6.13.7 Currently assumed tree loss is primarily associated with areas required for construction and operational safety. Whilst some TPO trees may be affected, exemptions apply where works are undertaken under Network Rail's permitted development rights.
- 6.13.8 These removals will be confirmed on site with the Principal Contractor and the details confirmed within a Final Arboricultural Method Statement secured as part of the LEMP production at detailed design. Landscape and ecology will be appropriately protected through the application of a comprehensive LEMP. The loss of trees will be unavoidable and will be limited where possible. Network Rail will make all practicable effort to minimise tree and vegetation removal in relation to the delivery of the Order Scheme and the relevant works elements that require planning permission. Where tree removal is unavoidable, this shall be mitigated through the measures to be included in the LEMP which is proposed to be secured via

a planning condition, which will help to achieve the TRU commitment to delivering BNG..

- 6.13.9 Mitigation measures in relation to the removal and protection of existing trees are fully set out in the Environmental Report (NR14): Volume 3: Appendix 8A and include the following:
- All existing retained trees and areas of trees for removal will be illustrated on TPPs. The ability to retain further trees will be kept under review as part of construction planning.
 - The primary tree protection mitigation is the provision of tree fencing, protective barriers, and ground protection.
 - The removal of trees will be confirmed with the contractor prior to the commencement of works on site as part of a pre-commencement meeting between the arboriculturist, design team, and contractor. All tree works are to be undertaken in line with current recommendations in accordance with BS3998:2010 Tree Work – Recommendations and comply with the current Arboriculture and Forestry Advisory Group (AFAG) or applicable Forestry Industry Safety Accord (FISA) advice published by the Health and Safety Executive (HSE) or FISA.
 - The tree works contractor shall provide access routes and loading bay locations for approval by the main contractor.
 - Tree protection measures will be included within Work Package Plans (WPPs) and Task Briefing Sheets (TBSs) as part of planning for construction activities.
- 6.13.10 Draft planning condition 4 requires the preparation and approval by the LPAs, prior to commencement of preliminary works, of a plan of existing trees to be retained and removed, including tree protection measures in accordance with BS5837:2012.
- 6.13.11 To mitigate the unavoidable loss of a relatively small number of trees across the whole Order Scheme, a LEMP will also be prepared for each element, for approval under planning condition. The LEMP will include detailed landscaping proposals, covering layout, species, number, density and size of trees and planting proposals will comply with the relevant national and local planning policies, including OMBC JCS policy 21 and TMBC UDP policy N5.
- 6.13.12 In accordance with OMBC JCS policy 21 (Protecting Natural Environmental Assets) and TMBC UDP policy N5 (Trees Within Development Sites) the Order Scheme designs have been carefully developed to avoid the loss of trees as far as practicable. This has involved carrying out an arboriculture

survey of all the development sites and using survey information to work with the design team to consider alternative locations for works and to amend designs and compound land requirements and methods of working, to reduce tree loss to the absolute minimum required. This matches NPPF Chapter 15 (Protecting the Natural Environment) which seeks to avoid significant harm to biodiversity as far as possible.

6.14 Traffic and Transport

- 6.14.1 The traffic and transport-related surveys were conducted in September and November 2024. Detailed information and maps of these survey locations are provided in Volume 3, Appendix 10A of report Chapter 10 - Traffic and Transport. The surveys were conducted in accordance with the Design Manual for Roads and Bridges (DMRB) and Transport Analysis Group (TAG) Unit M1.2 guidelines, ensuring data collection during neutral periods and considering weather conditions for non-motorised user surveys. The survey locations and types were agreed upon with Oldham and Tameside Borough Councils.
- 6.14.2 This section summarises the forecast traffic and transport impacts of the Order Scheme and sets out the proposed mitigation and management measures. It draws upon the detailed assessment contained within the Traffic and Transport Technical Appendix (Volume 3, Appendix 10A), the Transport Statement (Volume 3, Appendix 10B), and the Framework Construction Worker Travel Plan (Volume 3, Appendix 10C) of the Environmental Statement (NR14).
- 6.14.3 The Order Scheme will deliver modernisation and efficiency improvements to the rail corridor between Stalybridge and Standedge Tunnel. While rail usage may increase as a result of improved services, this constitutes permitted intensification and is not assessed as part of this chapter. The focus is therefore on the potential impacts during the construction period, with high-level consideration given to operational phase changes.
- 6.14.4 A programme of surveys, including traffic counts, parking surveys, and non-motorised user (NMU) counts, was undertaken during 2024–2025 to establish baseline conditions. Forecast traffic conditions for the peak construction year (2029) were derived using Department for Transport modelling tools (TEMPRO).
- 6.14.5 The study area includes the core construction routes, potential diversionary routes, and PRow affected by the Order Scheme.

Construction Phase Impacts

- 6.14.6 Construction will give rise to temporary increases in traffic, particularly heavy goods vehicles (HGVs), along designated core routes and diversionary routes. The assessment, based on IEMA (2023) guidelines, found that:
- Increases in traffic volumes are generally modest and, even where percentage thresholds are exceeded, actual numbers of additional vehicles are low 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.
 - Temporary suspension of some bus stops and parking spaces will be required, with alternative provision identified where necessary.
 - Approximately 20 PRowS will require temporary diversions, most of which will result in only minor additional journey times. A small number of longer diversions may result in temporary significant effects, which will be managed through provision of alternative safe routes.
 - Road safety has been assessed with reference to accident data, which did not identify any existing clusters that would be exacerbated by construction traffic.

Operational Phase Impacts

- 6.14.7 Permanent changes arising from the Order Scheme are limited to:
- Relocation of Mossley Station approximately 300m north of its existing location, with an increase in car parking from 56 to 86 spaces, provision of new bus stops and a new pedestrian crossing on Manchester Road. The modest increase in parking is not expected to result in a significant increase in traffic.
- 6.14.8 Permanent alterations to bridges and PRowS, resulting in minor operational improvements and negligible changes in traffic conditions.
- 6.14.9 Overall, the operational phase impacts are negligible and not significant.

Mitigation and Control Measures

- 6.14.10 To manage construction impacts, the Order Scheme will secure mitigation through the CoCP and CTMP, including:

- Designated construction traffic routes, prioritising the strategic road network.
 - Temporary diversions and phased traffic management to minimise disruption.
 - Provision of alternative routes for PRowS and temporary parking arrangements for displaced users.
 - A Construction Worker Travel Plan to promote sustainable travel for site staff.
 - A Nuisance Management Plan and Noise & Vibration Management Plan to minimise community impacts from construction traffic.
- 6.14.11 Operationally, no additional mitigation is required as impacts are not significant.

Cumulative Effects

- 6.14.12 The assessment has also considered concurrent works delivered under Permitted Development Rights. These will be managed under the same framework of controls, including the requirement for a CTMP, ensuring that cumulative effects are minimised.
- 6.14.13 The assessment demonstrates that the Order Scheme will not give rise to any significant traffic or transport impacts, either during construction or operation. Temporary effects during construction will be effectively managed and mitigated through established control measures. Permanent operational changes will enhance accessibility, safety and integration without creating significant additional demand on the highway network. The Order Scheme is therefore fully consistent with the NPPF, regional strategies, and local planning policies, supporting the delivery of sustainable, safe and efficient transport infrastructure.
- 6.14.14 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, in accordance with the NPPF Chapter 9, paragraphs 110-111 and 113, in addition to local planning policies OMBC JCS policy 5 and TMBC UDP policy T11.
- 6.14.15 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.

6.15 Air quality

- 6.15.1 The Order Scheme will not intercept any Air Quality Management Areas (AQMAs). There are three AQMAs located within approximately 500 metres of the western portal of Stalybridge Tunnel, which are considered relevant air quality receptors.
- 6.15.2 The potential air quality impacts associated with both the construction and operational phases of the Order Scheme. It draws on the findings of the Air Quality Technical Appendix (Volume 3, Appendix 13A of the Environmental Statement NR14) and applies relevant national and local planning policy guidance.
- 6.15.3 The assessment has been prepared in accordance with established best practice, including guidance from DEFRA, the Institute of Air Quality Management (IAQM), and the Department for Transport's Rail Environmental Policy Statement.
- 6.15.4 The Order Scheme does not lie within an Air Quality Management Area (AQMA). The nearest AQMA is located approximately 360m west of the Order Scheme boundary, covering sections of the A106 and A635, which may accommodate some construction traffic.
- 6.15.5 Monitoring data from Tameside and Oldham indicates that nitrogen dioxide (NO₂) concentrations have remained below the national Air Quality Strategy objective (40µg/m³) between 2020 and 2023. DEFRA background mapping also shows that concentrations of NO₂, PM₁₀ and PM_{2.5} in the vicinity of the Scheme are below relevant health-based standards.
- 6.15.6 Sensitive receptors include residential areas within 250m of the Scheme (Stalybridge, Mossley, Micklehurst, Grasscroft, Uppermill and Diggle) and one ecological receptor, the Huddersfield Narrow Canal Site of Special Scientific Interest (SSSI).

Construction Phase Impacts

- 6.15.7 Construction activities have the potential to generate both traffic-related and dust emissions.
- 6.15.8 An assessment undertaken using the DMRB air quality screening tool confirmed that the additional vehicle movements associated with the Order Scheme would result in negligible impacts on local pollutant concentrations, including within the nearby AQMA.

- 6.15.9 The IAQM methodology identified a high risk of dust soiling, medium risk from trackout, and low/negligible risks from earthworks. This results in an overall classification of “high risk” for construction phase dust.
- 6.15.10 A suite of mitigation measures will therefore be implemented through the Construction Code of Practice (CoCP) and CTMP. These measures will include routing construction vehicles to avoid the AQMA where practicable, use of dust suppression, covering of stockpiles, and proactive community engagement in line with IAQM best practice.

Operational Phase Impacts

- 6.15.11 Once operational, the Scheme will not generate additional vehicle movements or create new road junctions, and therefore, no significant changes to road traffic emissions are anticipated.
- 6.15.12 The introduction of electrified rail services represents a beneficial effect on air quality, as it will facilitate the removal of diesel passenger services. This is consistent with national policy objectives to reduce transport-related emissions.
- 6.15.13 Building-related emissions at the Relocated Mossley Station will be addressed at the detailed design stage. Low-emission heating solutions (such as air source heat pumps) and low-VOC finishes are recommended, ensuring compliance with sustainable design principles.

Mitigation and Management

- 6.15.14 The Scheme will be delivered in accordance with established Network Rail environmental standards (NR/L2/ENV/015) and the CoCP (Part A and Part B), secured through condition. Specific commitments include:
- A Nuisance Management Plan addressing dust, air pollution and wheel-wash measures;
 - Daily site inspections and complaints monitoring, with transparent reporting to local authorities;
 - Avoidance of diesel generators and idling vehicles;
 - Control of material handling, including covering of stockpiles and use of enclosed delivery systems; and
 - Provision of sustainable travel options for construction staff.
- 6.15.15 Works undertaken under Permitted Development Rights (PDR), such as temporary compounds and track lowering, will also be managed in accordance with the same standards to avoid cumulative effects. The

assessment demonstrates that with appropriate mitigation, the construction impacts of the Scheme on local air quality will not be significant. In the operational phase, the electrification of the railway will result in a net positive effect on emissions through the replacement of diesel services.

- 6.15.16 The Order Scheme is therefore consistent with the objectives of the NPPF, DEFRA's Clean Air Strategy, and local planning policy, supporting the transition to a low-carbon, clean air transport system while safeguarding the health and amenity of local communities and the environment.
- 6.15.17 The Order Scheme therefore complies with the relevant national and local policies in relation to air quality. This includes NPPF Chapter 9 (paragraph 110) and Chapter 15 (paragraph 199), the NNNPS, and OMBC JCS policy 9.

6.16 Water Environment and Flood Risk

- 6.16.1 The majority of the Order Scheme area lies within Flood Zone 1, thereby being at low risk of flooding. Given that the Order Scheme will work predominantly within the existing railway corridor, it is considered that the additional impacts on flood risk will be minimal overall. Nevertheless, drainage mitigation measures and enhancements will be built into the design of the Scheme in line with Network Rail's minimum environmental and social standards, and a Flood Risk Assessment (FRA) was undertaken for the Order Scheme.
- 6.16.2 A series of related, more detailed technical appendices is presented in Volume 3 of the Environmental Report (NR14), which includes the Water Framework Directive (WFD) Screening (Technical Appendix 12A), Flood Risk Assessment (FRA) (Technical Appendix 12B), and Surface Water Assessment (Technical Appendix 12C).
- 6.16.3 As the Order Scheme is collectively over 1 ha in area, a site-specific FRA is required, which is provided in Volume 3 - Technical Appendix 12B FRA. The site-specific FRA outlines the findings of flood risk to and from the Order Scheme and, where necessary, an appraisal of possible mitigation measures to prevent or reduce flood risk. The key findings of the FRA are summarised below (further details can be found in Volume 3 - Technical Appendix 12B FRA).

Flood Risk Assessment Summary

- 6.16.4 In line with the National Planning Policy Framework (NPPF), both the Sequential Test and Exception Test have been applied to the following

seven sites within Flood Zones 2 and/or 3 associated with the Order Scheme:

- Temporary land take for Scout West Compound – falls partially in Flood Zones 2 and 3. Refer to Figure 12B.4.3 in Volume 2 of the Environmental Report [NR14].
 - Temporary land take for Egmont Street Replacement Carpark, and temporary right of access of Egmont Street road to Plevins Site Compound Works – the mid-section of this road is situated in Flood Zones 2 and 3, and falls within the high, medium, and low risk of fluvial flood extent. Refer to Figure 12B.4.3 in Volume 2 of the Environmental Report [NR14].
 - Temporary land take of Heron Lane road to Heron Lane Site Compound – falls partially in Flood Zones 2 and 3. Refer to Figure 12B.4.4 in Volume 2 of the Environmental Report [NR14].
 - Temporary land take for Armit Road Site Compound – falls partially in Flood Zone 2. Refer to Figure 12B.4.4 in Volume 2 of the Environmental Report [NR14].
 - Temporary land take of Saddleworth Rangers Replacement Carpark – falls within Flood Zone 2. Refer to Figure 12B.4.4 in Volume 2 of the Environmental Report [NR14].
 - Temporary land take adjacent to High Street road for Uppermill Viaduct (MVL3/31) and Site Compound Works – falls partially in Flood Zone 2. Refer to Figure 12B.4.5 in Volume 2 of the Environmental Report [NR14].
 - Temporary land take for Diggle Access and Diversion Works – falls within Flood Zone 2 and 3. Refer to Figure 12B.4.6 in Volume 2 of the Environmental Report [NR14].
- 6.16.5 The Sequential Test has been undertaken for all seven sites, confirming that relocation to lower flood-risk areas is not feasible due to topographical, operational, and land availability constraints. The linear nature of the railway corridor limits alternative site options.
- 6.16.6 The exception Test is required for four sites within Flood Zone 3, classified as ‘essential infrastructure’. These include:
- Scout West Compound;
 - Egmont Street Replacement Carpark and access;
 - Heron Lane access; and
 - Diggle Welfare and Rail Hub access.

- 6.16.7 The remaining three sites in Flood Zone 2 also qualify as ‘essential infrastructure’ and do not require the Exception Test.
- 6.16.8 The FRA has confirmed that the requirements of the Sequential Test and the Exception Test have been fulfilled. The requirements of tests are passed for the Order Scheme and its associated relevant works components – including the seven high-risk sites.
- 6.16.9 Surface Water Flooding: Surface water flood risk varies across the Scheme. Most works involve upgrades to existing infrastructure, with only three new permanent assets requiring mitigation:
- Relocated Mossley Station;
 - Greenfield Station Platform 2 SME staircase; and
 - MVL3/27B New Oldham Road Footbridge.
- 6.16.10 All are elevated above ground level and will incorporate permanent drainage systems to manage flood risk. Surface water management will be addressed through:
- The Pollution Prevention and Incident Control Plan (PPICP) to be included under CoCP Part B which is proposed to be secured via a planning condition.
 - CIRIA guidance (C811D).
 - Network Rail's environmental standards and CoCP Part A [NR17].

Flood Risk from Groundwater, Artificial Sources & Wider Impacts

- 6.16.11 The risk from groundwater flooding is considered low across the Order Scheme due to local hydrogeology, historical records, and Groundsure assessments. Minimal below-ground construction is proposed, and where necessary, it will be designed to resist groundwater ingress. No discharge to ground is planned. Surface water management measures (via the PPICP and CoCP Part B) will address any rare groundwater emergence.
- 6.16.12 The Order Scheme includes several elements that may interact with the groundwater environment during construction and operation, such as tunnel works, bridge reconstructions, station relocation, and temporary compounds with below-ground works. These are located within the Manchester and East Cheshire Carboniferous Aquifers.

- WFD Stage 2 identified potential risk to this groundwater body from accidental pollution.
 - WFD Stage 3 concluded that embedded mitigation and best practice measures are sufficient to maintain compliance with the Water Framework Directive (WFD), with no further mitigation or derogation required.
- 6.16.13 Surface Water Interaction: The WFD assessment also identified potential impacts on five surface water bodies:
- Three river water bodies: Tame (Source to Chew Brook), Tame (Chew Brook to Swineshaw Brook), Tame (Swineshaw Brook to Mersey)
 - Two canal water bodies: Huddersfield Narrow Canal (west section), Huddersfield Narrow Canal (summit section)
- 6.16.14 The assessment was based on an outline design and will be updated at the detailed design stage. No significant changes are anticipated, and current mitigation measures are expected to ensure continued WFD compliance.
- 6.16.15 In relation to artificial sources:
- Reservoirs: Some sites fall within reservoir flood extents, but the risk is low due to strong safety records and regular maintenance.
 - Canals: Although some works are near the Huddersfield Narrow Canal, the risk is low as the sites are outside modelled hazard zones and canals are tightly regulated.
 - Sewers: No significant risk identified.
- 6.16.16 In summary, the Order Scheme is not expected to increase flood risk elsewhere due to:
- Most works being in Flood Zone 1.
 - Minimal change to impermeable areas.
 - No significant alteration to floodplain storage or overland flow paths.
 - Adequate drainage and mitigation measures in place for new assets.
 - No interference with groundwater flow or discharge to aquifers.

Flood Risk Assessment Conclusions

- 6.16.17 The FRA for the Order Scheme has concluded that there are no significant constraints to the Order Scheme in relation to flooding that cannot be mitigated during construction and operation.

- 6.16.18 The only area of the Order Scheme located beyond Flood Zone 1 is the temporary land take of Heron Lane (required for access to earthwork between MVL3/19 and MVL3/20, to drainage, and for the construction of a drainage outfall), which is situated within Flood Zone 3.
- 6.16.19 The risk of surface water flooding across the Order Scheme is variable, and mitigation will be required in some locations to minimise the impact of surface water flooding to and from the Order Scheme.

Mitigation and Control Measures

- 6.16.20 The proposed Order Scheme does not present any significant flood-related constraints that cannot be effectively addressed through standard protective provisions during both construction and operational phases. As such, no additional bespoke flood mitigation measures are deemed necessary. Flood risk will be managed through compliance with:
- Surface water management protocols outlined in the Project Planning and Implementation Control Plan (PPICP) to be included as part of CoCP Part B, which is proposed to be secured via a planning condition.
 - Industry best practices as per CIRIA's Environmental Good Practice on Site Guide (C811D).
 - Regulatory requirements under Network Rail's NR/L2/ENV/015.
 - Utilisation of the Environment Agency's flood warning service.
 - Implementation of mitigation measures specified in Part A of the CoCP, which governs control measures for permitted development works. These provisions ensure that cumulative impacts are proactively managed and mitigated through integrated planning and environmental control strategies.
 - Modifications to surface water drainage, particularly the new outfall to OW 14, may affect water quality. To prevent adverse impacts, surface water runoff will be attenuated before discharge, with mitigation measures outlined in the PPICP.
- 6.16.21 These measures collectively ensure that flood risk is appropriately mitigated within the framework of existing environmental and construction standards.

Operational Phase Mitigation

- 6.16.22 During the operational phase of the Order Scheme, no additional flood risk mitigation is required, as the baseline flood risk remains unchanged.

Nevertheless, good practice measures outlined in the Project Planning and Implementation Control Plan (PPICP), to be included under Part B of the CoCP, will continue to be implemented. These include protocols for the safe storage, use, and management of potential contaminants on site, as well as the use of bunding, hardstanding, and silt fencing to prevent pollution. Furthermore, no surface water discharge will occur without prior consent from the relevant regulatory authorities. These include the Environment Agency (EA) for discharges into main rivers, the Lead Local Flood Authorities (LLFAs) for ordinary watercourses—specifically Tameside and Oldham Metropolitan Borough Councils—and United Utilities for discharges into surface water sewers.

- 6.16.23 Where construction involves deep foundations below the groundwater table (e.g., piling, retaining walls), designs will be informed by site-specific groundwater monitoring data. A piling risk assessment will be conducted under CoCP Part B to prevent contamination pathways into aquifers.
- 6.16.24 If groundwater dewatering is required, it will follow industry best practices and be integrated into the CoCP Part B.
- 6.16.25 Construction runoff poses risks to both surface and groundwater bodies. These risks will be addressed through strict control of construction practices to be detailed in the PPICP.
- 6.16.26 Works will follow environmental best practices as per:
- PPG 5 (Works near water) and PPG 6 (Construction sites) – although withdrawn by the EA, these remain useful references.
 - GPP5 (Guidance for Pollution Prevention) – applicable in Northern Ireland, Scotland, and Wales, but not currently endorsed by the EA.
- 6.16.27 No specific mitigation measures are required during the operational phase for surface water quality. However, runoff management will continue to be governed by the PPICP under CoCP Part B to ensure environmental protection.
- 6.16.28 For groundwater, the mitigation measures applied during the construction phase, particularly those related to deep foundations and below-ground works, will remain applicable during operation. These measures are intended to ensure the long-term protection of groundwater resources and prevent the introduction of contamination pathways.

7. PLANNING CONDITIONS

- 7.1.1 Where it is necessary to mitigate an adverse effect of the Order Scheme as set out in the Environmental Report (NR15) (and summarised in Section 6 of this Planning Statement), it is proposed that mitigation shall be secured by the imposition of planning conditions.
- 7.1.2 A full list of proposed planning conditions is set out in Schedule 1 to the Request for Deemed Planning permission submitted in accordance with Rule 10(6) as part of the TWAO application (NR11). Previous drafts of these conditions have been discussed with the Local Planning Authorities during the preparation of the TWAO application.
- 7.1.3 In summary the proposed planning conditions cover the following matters:
- Condition 1 requires that the development must commence before the expiration of five years from the date that the Order comes into force, in order to ensure that development is commenced within a reasonable period of time.
 - Condition 2 requires the development to be implemented in accordance with the planning drawings to ensure that the development is carried out in accordance with the consented design details.
 - Condition 3 requires that no development (excluding preliminary works) is to commence until a written scheme setting out the stages of development has been submitted to and approved in writing by the local planning authority.
 - Condition 4 relates to preliminary works and requires the submission and approval of environmental and access information, as well as notice of implementation of mitigation measures before the commencement of preliminary works for each stage of the development.
 - Condition 5 requires that no development (excluding preliminary works) is to commence until a Local Environmental Management Plan has been approved in relation to each stage of the development.
 - Condition 6 requires that no development (excluding preliminary works) is to commence until a CoCP Part B has been approved in relation to each stage of the development.
 - Condition 7 requires that no development (excluding preliminary works) is to commence until a Construction Traffic Management and Travel Plan has been approved in relation to each stage of the development.
 - Condition 8 is a requirement for approval of details of external surface materials for specified works prior to installation.

- Condition 9 requires that no development (excluding preliminary works) is to commence until a strategy for the delivery of Biodiversity Net Gain has been approved, and for the approved measures to be implemented upon completion of the works authorised by the Order.
- Condition 10 addresses archaeological requirements. It requires a construction methodology to be submitted to and approved by the LPA prior to any development, and a written scheme of investigation in relation to areas of archaeological potential or heritage significance.
- Condition 11 requires approval to details relating to a new highway access point and upgrades to an existing access point, to serve the Oaklands Road Permanent Maintenance Facility
- Condition 12 requires approval to the design, lighting, layout and external appearance of any permanent buildings or structures to be constructed within the Oaklands Road Permanent Maintenance Facility.
- Condition 13 requires that any proposed changes to details approved in accordance with the planning conditions must not be approved by the LPA except in relation to changes where it has been demonstrated to the local planning authority that the approval sought is unlikely to give rise to any materially new or materially different adverse environmental effects from those reported in the Environmental Report.

8. CONCLUSION

- 8.1.1 This Planning Statement addresses the elements of the Order Scheme that require planning permission under the Deemed Planning Permission and provides an evaluation of compliance against material planning considerations, including national, regional and local planning policy and associated evidence base.
- 8.1.2 It demonstrates that there is strong need case for the Order Scheme, as an integral part of the wider TRU scheme, the need for which is identified in a series of government policy and strategy documents. It sets out the substantial benefits that will flow from the implementation of the Order Scheme, both to the north of England as a whole and the communities along this section of the TRU Programme. The delivery of TRU is a central component of the Government's Integrated Rail Plan (IRP) for the North and Midlands (November 2021) and the UK Infrastructure: A 10 Year Strategy, and in turn is fundamental to resolving serious existing problems with the main sustainable transport artery connecting the major northern cities and to achieving economic growth targets in the north of England. The IRP sets a programme for the introduction of Northern Powerhouse Rail services on the Transpennine route and it is clear that the implementation of the Order Scheme is required urgently and will contribute to the delivery of benefits of a scale important to the national economy.
- 8.1.3 In designing the Order Scheme, Network Rail has undertaken formal consultation and extensive engagement with local authorities, other regulatory bodies, affected landowners and the local community. Feedback from this engagement process has informed the identification and evaluation of alternative options for the elements of the Order Scheme. The preferred options for each element of the Order Scheme have been selected based on a range of relevant factors, including environment and sustainability, land and property, cost, design and engineering feasibility, construction, maintenance and deliverability. This thorough process has resulted in a Scheme of affordable development interventions that meet the aims of TRU, whilst having minimal impact on the environment and communities and with uncontentious compliance with planning policy.
- 8.1.4 Compliance of the Order Scheme with the most relevant and important elements of planning policy is outlined below. Taken as a whole, this Planning Statement demonstrates that the Stalybridge to Diggle (Saddleworth) Order Scheme complies with relevant national and local planning policy and that as a consequence deemed planning permission should be granted.

Green Belt

- 8.1.5 Numerous Order Scheme elements, including several compound and support sites, are located within the Green Belt but can be defined as local transport infrastructure that cannot be delivered elsewhere. All of these elements involve relatively limited and in many cases temporary changes to the landscape and views. None of these elements will conflict with the purposes of the Green Belt or compromise its openness and are therefore not inappropriate development in the Green Belt.

Cultural heritage

- 8.1.6 The Order Scheme involves the demolition or re-modelling of 9 No. grade II listed railway overbridges and works to 1 No. grade II listed viaduct. However, the substantial public benefits derived from the Order Scheme, combined with designs that respect the heritage value of the existing bridges and conserve elements of the original structures, significantly outweighs the harm caused. Therefore, the Order Scheme design is compliant with national and local cultural heritage policy.

Ecology

- 8.1.7 The Order Scheme does not affect any international or national or local sites designated for ecology.
- 8.1.8 Network Rail has committed to delivering a Scheme that meets a minimum Biodiversity Net Gain of 10%, managing its works in accordance with a Code of Construction Practice, and to deliver ecological enhancement measures outlined in a Landscape and Ecological Management Plan, all of which are proposed to be secured via proposed planning conditions. Overall, the Order Scheme complies with the NPPF and local plan policy requiring no adverse effects to ecology during construction and operation and the achievement of Biodiversity Net Gain Targets.

Sustainability and climate change

- 8.1.9 Of fundamental importance is the part that the Order Scheme will play in the electrification of the Transpennine railway and the carbon reduction benefits that this will bring, in compliance with the NPPF as well as regional and local planning policies.

Landscape and visual impact

- 8.1.10 The Order Scheme does not affect any areas designated nationally or locally for landscape value. The Order Scheme involves small-scale development which will not have any significant impact on local landscape

character. The main Order Scheme impacts on views will be during construction works, but these impacts will be minor and temporary.

- 8.1.11 In addition, the Order Scheme elements have been designed to minimise visual intrusion through the scale, design and materials to be used for the proposed works.

Arboriculture

- 8.1.12 The Order Scheme works have been planned carefully to avoid tree loss as far as possible. While the Order Scheme will involve some loss of mature trees, where tree loss is necessary, this will be carefully controlled and minimised via a tree protection plan. Where necessary, replacement tree planting will be delivered in accordance with a LEMP. Both the tree protection plan and LEMP are proposed to be secured via planning condition.