



- **Land Coloured Orange** - This area of land continues to be required for use by Network Rail as a secondary temporary construction area to support the installation of new drainage apparatus on adjacent Network Rail land.
- **Land Coloured Blue** - This area of land continues to be required for use by Network Rail to provide a route for access on foot for staff, and for the delivery of small items of equipment, to the reduced secondary temporary construction areas shown coloured pink and yellow. This access route follows the existing natural access path through the Brookfield Site. Network Rail is confident that this route can be used for such limited access requirements with minimal or no changes required to the path or surrounding land. This is because it has previously been used by Network Rail for the delivery of equipment needed for the purposes of surveying the site of Mossley Station.
- **Land Hatched Blue** - This area of land continues to be required for use by Network Rail for use as a drop-off area in connection with staff access, and deliveries of small items of equipment, to the secondary temporary construction areas shown coloured pink and

- 3.4.8 Another reason for requiring access via Spring Street and Archer Street is plant breakdowns (such as piling rigs or excavators) or emergencies that require access outside rail possession times, when the Brookfield compound cannot be accessed across the railway.
- 3.4.9 To provide safe access across the Brookfields area, a suitable temporary running surface will need to be installed and removed upon completion of the works. This surface is proposed to extend from the existing lay-by on the south side of Spring Street, along the existing path line across the Brookfields area, as illustrated in the accompanying sketch below. (Figure 4). This limits the amount of land used at Brookfields and therefore the amount of vegetation which will need to be removed. The area will be reinstated after construction has been completed.



This will take full account of local school drop-off and pick-up periods and will recognise existing parking restrictions along Mill Lane, Archer Street and surrounding roads.

- 3.4.7 It is important to note that operations within the Brookfields area are very sequential and, as such, **are not particularly labour- or plant-intensive**. The bulk of material import and removal will occur via the temporary rail crossing; therefore, I can only envisage a labour force of 10-15 people at peak. This limits the amount of access required via Spring Street.
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Therefore, Network Rail construction traffic needing to access the Brookfields site will be limited to staff vehicles accessing the secondary temporary construction area and light goods vehicles (no larger than a standard bin wagon) delivering small items of equipment to this area.

This means that Mill Lane, Spring Street, and Archer Street will now **not** be required for access by heavy goods vehicles associated with the construction of Mossley Station. Instead Mill Lane, Spring Street, and Archer Street will only need to be used by Network Rail to allow the reduced secondary temporary construction area located within part of the Brookfields site to be accessed by light goods vehicles no larger than a standard bin wagon.

As a result of the changes outlined above Network Rail have been able to review and reduce the need for Temporary Traffic Regulation Orders to temporarily restrict parking (TTROs) on Mill Lane, Spring Street, and Archer Street. The plan attached with this Update Note shows the

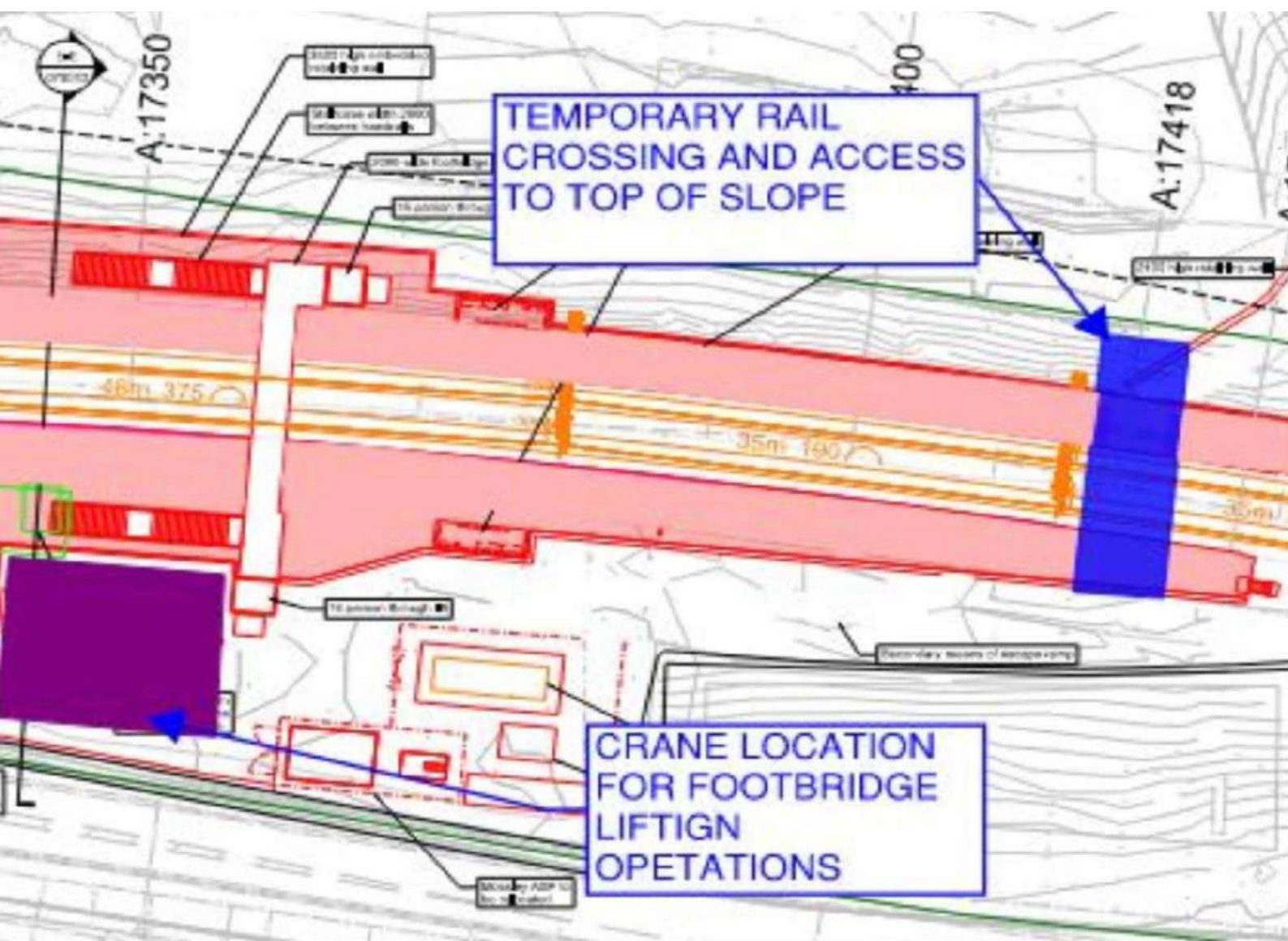
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Sections of Mill Lane either side of the Mill Lane Underbridge shown coloured green on the plan which need to be retained to allow works to be undertaken to the Mill Lane Underbridge.

- **Spring Street** – All TTROs will be removed from Spring Street and therefore also removed from the Order application.
- **Archer Street** - The majority of TTROs will be removed from Archer Street and therefore also removed from the Order application. The exception is the retention of TTROs on a small section of Archer Street shown coloured green on the plan which need to be retained to enable access to the land hatched blue on the plan which, as explained above, will continue to be required for use by Network Rail as a drop-off area in connection with the reduced secondary temporary construction area located within part of the Brookfields



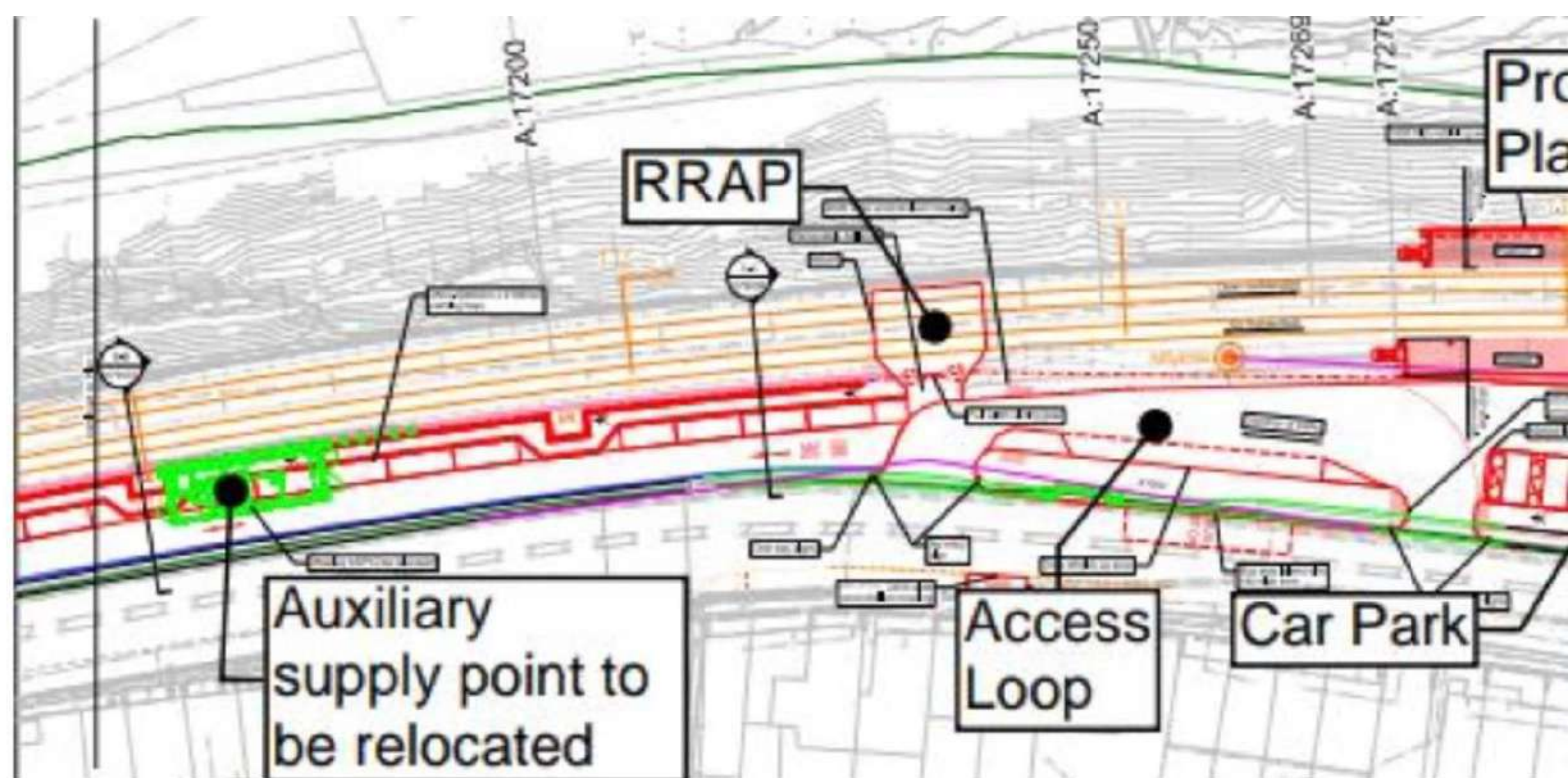


Figure 2 Annotated Extract from C

