

TRANSPORT AND WORKS ACT 1992

**Transport and Works (Applications and Objections
Procedure) (England and Wales) Rules 2006**

**THE NETWORK RAIL (STALYBRIDGE TO DIGGLE
(SADDLEWORTH) ENHANCEMENTS) ORDER**

STATEMENT OF COMMON GROUND

(1) Network Rail Infrastructure Limited; and

(2) Oldham Borough Council (OBJ/185)

Date: 02 June 2026

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1. INTRODUCTION

- 1.1 Network Rail Infrastructure Ltd ("**Network Rail**") made an application on 7 November 2025 to the Secretary of State for Transport pursuant to section 6 of the Transport and Works Act 1992 ("the TWA 1992") for the Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order ("**the Order**") (**NR02**) under Sections 1 and 5 of the TWA 1992.
- 1.2 The purpose of the Order is to give Network Rail the necessary powers to construct, operate and maintain works on the Transpennine line between Stalybridge and Diggle (Saddleworth), including works for the electrification of the railway between Stalybridge and Diggle (Saddleworth) for the purposes of increasing capacity and improving journey time and performance reliability of railway services on the Transpennine line both between Stalybridge and Diggle (Saddleworth) and between Manchester, Leeds and York.
- 1.3 The Order would authorise works to upgrade the operation of the existing railway between Stalybridge and Diggle (Saddleworth), including the construction of a new relocated station at Mossley, railway electrification works and bridge reconstruction works. The Order also confers powers to close and replace existing Level Crossings on the railway between Stalybridge and Diggle (Saddleworth) and powers in connection with the construction and operation of the railway.
- 1.4 The works proposed in the Order application are referred to in this Statement as "**the Order Scheme**". The Order Scheme forms part of the wider Stalybridge to Diggle (Saddleworth) Enhancements Scheme ("**the Scheme**"). In addition to the delivery of the works which comprise the Order Scheme, Network Rail will also be delivering a series of associated works to the railway between Stalybridge and Diggle under permitted development rights which are conferred on Network Rail by the Town and Country Planning (General Permitted Development) (England) Order 2015.
- 1.5 In connection with the application for the Order, a request has also been made to the Secretary of State for Transport under section 90(2A) of the Town and Country Planning Act 1990 that planning permission, so far as it is required, shall be deemed to be granted for the development proposed to be authorised by the Order ("**the Planning Direction**") (**NR11**).
- 1.6 Listed building consents are also required for the purposes of the proposals included in the application for the Order and accordingly ten listed building consent applications were submitted and have been referred to the Secretary of State for determination pursuant to Section 12(3A) of the Planning (Listed Buildings and Conservation Areas) Act 1990. The following seven listed building consent applications ("**the Relevant LBC Applications**") have been made to Oldham Borough Council ("**the Council**"):-
 - 1.6.1 An application for listed building consent in respect of Wright's Mill Overbridge (MVL3/20). The proposed works include the removal and

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- reconstruction of the bridge deck and the partial reconstruction of the abutments at Wright's Mill Overbridge (MVL3/20) (**NR21**);
- 1.6.2 An application for listed building consent in respect of Wright's Overbridge (MVL3/23). The proposed works comprise the demolition of Wright's Overbridge (MVL3/23) (**NR22**);
- 1.6.3 An application for listed building consent in respect of Royal George Underbridge (MVL3/25). The proposed works include the removal and reconstruction of the bridge deck and the partial reconstruction of the abutments at Royal George Underbridge (MVL3/25) (**NR23**);
- 1.6.4 An application for listed building consent in respect of Shaw Hall Bank Road Footway (MVL3/26). The proposed works include bridge deck strengthening of Shaw Hall Bank Road Footway (MVL3/26) (**NR24**);
- 1.6.5 An application for listed building consent in respect of Oldham Road Overbridge (MVL3/28). The proposed works include the removal and reconstruction of the bridge deck, the partial reconstruction of the abutments at Oldham Road Overbridge (MVL3/28) and the construction of an attached new footbridge (**NR25**);
- 1.6.6 An application for listed building consent in respect of Wickens Underbridge (MVL3/29). The proposed works include bridge deck strengthening and the replacement of handrails on Wickens Underbridge (MVL3/29) (**NR26**); and
- 1.6.7 An application for listed building consent in respect of Uppermill Viaduct (MVL3/31). The proposed works include the installation of overhead line equipment portals along Uppermill Viaduct (MVL3/31) (**NR27**).
- 1.7 Network Rail also made requests to the Secretary of State under section 19(1)(b) in relation to the acquisition of open space land and paragraph 6 (1)(a) of Schedule 3 of the Acquisition of Land Act in relation to the acquisition of rights over open space land. These applications relate to land which is located within the administrative area of Tameside Metropolitan Borough Council.
- 1.8 Tameside Metropolitan Borough Council has confirmed that it has no objection to Network Rail's Open Space Applications and is satisfied that the proposals, including the relevant acquisition of land and rights over open space pursuant to the draft Order (NR02) can be appropriately taken forward as part of the Order.
- 1.9 The Council submitted an objection dated 18th December 2025 (given reference OBJ/185) ("**the Objection**") in relation to Network Rail's application for the Order and request for deemed planning permission. The Council also submitted a representation dated 19th December 2025 in relation to the Relevant LBC Applications (given reference LBC/REP01) ("**the**

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Representation). The Council have also submitted Statement of Case dated 23rd February 2026 (**“the SoC”**) in relation to Network Rail’s application for the Order, request for deemed planning permission and the Relevant LBC Applications.

- 1.10 This Statement of Common Ground is intended to provide a succinct summary of the matters that have been resolved between the Council and Network Rail as regards Network Rail’s application for the Order, request for deemed planning permission and the Relevant LBC Applications.
- 1.11 This Statement of Common Ground is also intended to provide a succinct summary of the matters that remain unresolved between the Council and Network Rail Network Rail’s application for the Order, request for deemed planning permission and the Relevant LBC Applications.

2. STRUCTURE OF STATEMENT

- 2.1 This Statement is structured so to address the matters raised by the Council in the Objection and/or the SoC and through engagement in meetings by reference to the following themes:

- Boat Lane/Harrop Court Road and Station Road Bridgeworks – temporary diversion route, rights of way status and safety risks (**see section 3**).
- Greenfield Station – highway safety and design governance (**see section 4**)
- Land interests, access rights and impact on development land (**see section 5**)
- Construction programming and impact on Saddleworth Events Calendar (**see section 6**)
- Listed Building Consent Applications (**Section 7**)
- Planning considerations (**see section 8**)
- Habitats Regulations Assessment (**Section 9**)
- New ‘permanent maintenance facility’ on Oaklands Road, Grasscroft (**Section 10**)
- Moorgate Halt Leve Crossing – proposed closure of definitive footpath 209, Saddleworth (**see section 11**)

3. BOAT LANE/HARROP COURT ROAD AND STATION ROAD BRIDGEWORKS – TEMPORARY DIVERSION ROUTE, RIGHTS OF WAY STATUS AND SAFETY RISKS

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- 3.1 In relation to the matters raised by the Council in the Objection and/or the SoC regarding Boat Lane/Harrop Court Road and Station Road Bridgeworks – temporary diversion route, rights of way status and safety risks the table below summaries the Statements of Common Ground between the Council and Network Rail.
- 3.2 The Statements of Common Ground between the Council and Network Rail identified below also address the matters raised by the Council in Section 1 of the Objection and Section 2 of the SoC.

Matter Source (Objection or the SoC)	Summary of Matter	Statement of Common Ground
Objection section 1 SoC section 2	Lack of clarity on who will use the temporary access road and for what purpose (public traffic, construction vehicles, emergency vehicles etc.) and duration	<p>Network Rail and the Council have agreed that Network Rail construction traffic will only access along Boat Lane for the purposes of constructing the temporary access road between Boat Lane and Harrop Court Road (<i>“the Temporary Access Road”</i>) and subsequently for the purposes of removing the Temporary Access Road and reinstating the land on which it is to be constructed.</p> <p>Network Rail and the Council also agree that once constructed the Temporary Access Road will be used for the purpose of temporarily providing access to and from the residential properties and business located on Harrop Court Road, including providing an temporary means of access for emergency services to these residential properties and business, during the period that Network Rail require the temporary stopping up of vehicular access along parts of Harrop Court Road at its junction with Station Road in connection with the works to reconstruct Station Road Overbridge (MVL3/39) (Work No.10 in the Order (NR02)).</p>
SoC section 2	No clarity on non-motorised user (NMU) segregation	<p>Network Rail and the Council agree there is a requirement for the segregation of Non-Motorised Users on Boat Lane during the period Boat Lane is to be used as part of the route providing a temporary means of access to and from the residential properties and business located on Harrop Court Road, including providing an temporary means of access for emergency services to these residential properties and business.</p>

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		<p>Network Rail and the Council agree that Network Rail will provide details of the segregation of Non-Motorised Users to be provided on Boat Lane to the Council for comment prior to Network Rail constructing the Temporary Access Road. This commitment is detailed in a Highways Agreement which is being entered into between Network Rail and Oldham Council.</p>
<p>Objection section 1</p> <p>SoC section 2</p>	<p>Concerns regarding the proposals for the temporary diversionary routes and emergency vehicles – route between Harrop Court Road and Boat Lane across private field.</p>	<p>Network Rail and the Council agree that Network Rail will provide details of the design of the Temporary Access Road to the Council for comment prior to Network Rail constructing the Temporary Access Road. This commitment is detailed in a Highways Agreement which is being entered into between Network Rail and the Council.</p>
<p>Objection section 1</p> <p>SoC section 2</p>	<p>Diversion routes and emergency vehicles</p>	<p>Network Rail and the Council have agreed that diversion routes and road closures proposed within the administrative area of the Council will be detailed in the Construction Traffic Management Plan (“CTMP”) which Network Rail is required to submit to the Council pursuant to planning condition 7 of the Planning Direction (NR11).</p> <p>Network Rail and the Council agree that such diversion routes to be detailed in the CTMP will be suitable for emergency vehicles and refuse collection vehicles.</p> <p>The Highways Agreement to be entered into between Network Rail and the Council will make provision for Network Rail and the Council to establish a Highways Network Management Group with that Highways Network Management Group having an objective to monitor and oversee Network Rail's implementation of such measures as included in the CTMP that is approved by the Council pursuant to Condition 7 of the Planning Direction which are relevant to the works to be undertaken by Network Rail pursuant to the powers conferred by the Order within the area for which the Council is highway authority.</p>
N/A	<p>Concerns regarding drainage on Boat Lane and</p>	<p>The Highways Agreement to be entered into between Network Rail and the Council</p>

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	the condition of Boat Lane and Harrop Court Road for use as temporary diversionary route	<p>makes provision for Network Rail and the Council to agree a condition survey of Harrop Court Road and Boat Lane before Network Rail commences use of either road for purposes in connection with the construction of the Order Scheme and for Network Rail to reinstate both roads in accordance with that condition survey upon Network Rail's completion of use of both roads for purposes in connection with the construction of the Order Scheme.</p> <p>The Highways Agreement to be entered into between Network Rail and the Council will make provision for Network Rail and the Council to agree the design details (including details of road drainage apparatus) of the works permitted by the Order (NR02) to alter the layout of Boat Lane in the temporary manner specified in column (3) of Schedule 5 (<i>streets subject to alteration of layouts</i>) to Order to accommodate a temporary access to Boat Lane. .</p>
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4. GREENFIELD STATION – HIGHWAY SAFETY AND DESIGN GOVERNANCE

- 4.1 In relation to the matters raised by the Council in the Objection and/or the SoC regarding Greenfield Station – highway safety, design of highway works, and approval mechanisms, the table below summaries the Statements of Common Ground between the Council and Network Rail.
- 4.2 The Statements of Common Ground between the Council and Network Rail identified below also address the matters raised by the Council in Section 2 of the Objection and Section 3 of the SoC.

Matter Source (Objection or the SoC)	Summary of Matter	Statement of Common Ground
Objection section 2 SoC section 3	Concerns regarding highway design (zebra crossing location), RSA quality, zebra crossing location, and concerns regarding approval	The Highways Agreement to be entered into between Network Rail and the Council will make provision for Network Rail and the Council to agree the design details of the works permitted by the Order (NR02) to alter the layout of Shaw Hall Bank Road in

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	<p>mechanisms required under protective provisions.</p>	<p>the permanent manner specified in column (3) of Schedule 5 (<i>streets subject to alteration of layouts</i>) to Order in relation to the provision of a permanent zebra pedestrian crossing on Shaw Hall Bank Road.</p> <p>The Highways Agreement to be entered into between Network Rail and the Council will also make provision for Network Rail and the Council to agree the design details of the new street to be provided in substitution for the section of Oldham Road which is to be permanently stopped up to the extent specified in column (3) of Schedule 4 (<i>streets to be stopped up for which a substitute is to be provided</i>) to the Order (NR02).</p> <p>Network Rail and the Council agree to work together to seek to agree the nature of any barriers which may need to be provided at the intersection of the new footbridge and the new secondary means of escape at Greenfield Station for the purpose of preventing vehicular drop offs at this location. Where Network Rail and the Council agree the nature of the barriers to be provided then Network Rail and the Council agree that Network Rail will construct such barriers subject to the Council providing NR with such further consent for the barriers as may be required. This commitment (together with suitable escalation procedures) will be detailed in the Highways Agreement which is being entered into between Network Rail and the Council.</p>
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Statement of Matters not yet agreed – Greenfield Station

- 4.3 Oldham Council is not satisfied with the justification provided by Network Rail for the proposed location of the permanent zebra pedestrian crossing on Shaw Hall Bank Road.
- 5. LAND INTERESTS, ACCESS RIGHTS AND IMPACT ON DEVELOPMENT LAND**
- 5.1 In relation to the matters raised by the Council in the Objection and/or the SoC regarding land interests, access rights and impact on development - including tree loss, access arrangements, and land use impacts, the table below

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summarises the Statements of Common Ground between the Council and Network Rail.

- 5.2 The Statements of Common Ground between the Council and Network Rail identified below also address the matters raised by the Council in Section 4 of the Objection and Section 5 of the SoC.

Matter Source (Objection or the SoC)	Summary of Matter	Statement of Common Ground
Objection section 4 SoC section 5	<p>Attractive Landscaped Land (12-003, 12-007, 16-049) - Tree loss, landscape impact and insufficient reinstatement detail for plots 12-003, 12-007 and 16-049</p> <p>Council disputes NR's statement that no trees are affected - requires detailed reinstatement and tree protection information.</p>	<p>Network Rail and the Council agree that Network Rail require the temporary use of Plot 16-049 for vehicle parking and drop off and for the storage of fencing materials due to highway parking restrictions in this area.</p> <p>Network Rail and the Council agree that Network Rail will not remove any established trees from Plot 16-049 and will only park or lay down materials in the available grassed areas of the plot. Network Rail and the Council agree that specified trees for retention in plot 16-049 have significant landscape and amenity value and on that basis, and in this case established trees will be a diameter of over 200mm at a height of 1.5m. For standard de- vegetation, established trees will be considered to be when the diameter exceeds 300mm at a height of 1.5m. Network Rail notes the Council's draft policy on tree replacement and is content to comply with this draft policy in discharging the BNG condition.</p> <p>As per condition 4 pre Commencement Network Rail is required to submit an Arboricultural Method Statement (AMS) for plot 16-049 in compliance with BS5837 that will clearly identify vegetation that will be removed and vegetation that will remain and be protected as may be necessary to do so in considering root protection zones.</p> <p>Network Rail and the Council agree that Network Rail is committed to landscaping Plot 16-049 as set out in Figure 7.3.16 of Volume 2 Figures of the Environment Report. This plot shows the areas of</p>

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		<p>grassland that Network Rail will use for laydown of materials and avoid the established groups of trees.</p> <p>For plot 16-049 the approach to landscaping, reinstatement and mitigation is set out in NR14 Environmental Report, Volume 2, Figures 7.3.16 Which requires a Landscape and Ecological Management Plan to be approved by the Council under draft Condition 5.</p> <p>Network Rail and the Council agree that Network Rail will not remove any established trees on the boundary of the Plot 12-003 adjoining the Friezland Church Car Park.</p> <p>Plots 12-003 and 12-007 – Network Rail and the Council agree that should there be a requirement for de-vegetation on these plots that this will be detailed in the relevant LEMP to be submitted for approval by the Council under proposed planning condition 5 to the Planning Direction (NR11)</p> <p>Network Rail and the Council agree that BS5837 arboricultural tree protection method statements will be prepared and implemented and will apply across all relevant sites in compliance with the requirements of proposed planning conditions 4 and 5 to the Planning Direction (NR11).</p> <p>Network Rail and the Council agree that Biodiversity Net Gain ("BNG") focuses on habitat value rather than solely tree numbers and that BNG enhancements will be secured for a period of time as stipulated in BNG metric 3.0 technical requirements, e.g. 30 years for mature woodland, including long-term management and performance; and that replacement habitat may be delivered on-site, on other Network Rail land, or on Council land, subject to agreement.</p> <p>Network Rail and the Council agree that if Network Rail's BNG proposals enhance or exceed the outcomes required by the Council's new Tree Replacement Policy, this would be acceptable to the Council in principle. The BNG strategy that will be</p>
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		<p>submitted to part discharge BNG condition 9 will include a commitment to comply with the Council's policy on tree placement, as identified above.</p> <p>Network Rail and the Council have agreed that habitat value removal as measured by the BNG metric, on Council-owned land will be replaced on council-owned land, where practicable to do so.</p> <p>Network Rail and the Council agree that replacement habitat should be as close as possible to the habitat removed during construction works.</p>
<p>Objection section 4</p> <p>SoC section 5</p>	<p>Access Rights (16-052) – Unresolved access rights for private drive at 16-052 pending discussion with affected resident.</p>	<p>Network Rail has confirmed to the Council that it is actively engaging with the affected landowner regarding Network Rail's temporary right of access across Plot 16-052 for access to the railway for the installation of fencing. The landowner has not objected to the Order scheme.</p>
<p>Objection section 4</p> <p>SoC section 5</p>	<p>17-002, 17-003, 18-005, 18-007, 18-012, 18-013, 18-017, 18-019, 18-020, 18-021A, 18-021B, 18-022, 19-003B, 19-006 - These plots involve either temporary or permanent occupation where the Council requires retention of rights of access, protection of tenants' rights, and assurance that temporary works do not compromise operational access or adjacent land uses.</p>	<p>Network Rail confirm that all persons and bodies with a legal interest in land falling within the Order limits are parties to the Order application in their own right and were afforded the same statutory rights of consultation, objection, and negotiation as the Council as landowner. Network Rail confirm that each subsidiary interest holder has been contacted directly by Network Rail as part of the Order process and has been given the opportunity to raise queries, lodge objections, and enter into voluntary agreements with Network Rail independently of, and without any requirement for the involvement of, the Council.</p> <p>The Council owns the land upon which there is an EE mast and apparatus. The apparatus is there by virtue of a lease with the Council. As part of that lease, the Council provides access to the mast site, and the lease prohibits the Council from interfering with the access to the mast site. The Council is concerned that if the land over which there is access is taken by Network Rail, they may be liable to pay damages to EE. If the Order is made by the Secretary of State and implemented,</p>

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		<p>then Network Rail will serve notice for land take on all legal interests, including EE and the Council, with liability for loss or damage falling to Network Rail and not the Council. Practically, when Network Rail takes possession of the Council land, it will also take possession of EE's rights under the lease, and any liability to EE will fall to Network Rail and not the Council. As a second layer of protection for the Council following land take, the Council can recover any loss or cost resulting from the land take; therefore, if EE were to seek redress from the Council, then that would be a cost resulting from the land take and would be compensable by Network Rail. Additionally, in Schedule 17 of the draft Order, there are protective provisions for telecoms operators whereby Network Rail must agree with EE works that impact their apparatus, along with compensating them. In summary, provisions within the draft Order allow for any reasonable losses incurred by EE to be recovered from Network Rail rather than the Council.</p>
SoC section 5.3	<p>Plots 17-002, 17-003, 18-005, 18-012, 18-013, 18-020 18-021A/B ("the Former Railway Land") - Council requires retained access along 1km former railway corridor (the Former Railway Land) unless NR agrees to maintain land and boundaries.</p>	<p>Network Rail and the Council agree that Network Rail will not unreasonably withhold access for the Council over the Former Railway Land during the construction of the Order Scheme, subject to Network Rail's operational safety requirements. It is agreed by the parties that the Council will provide Network Rail with four (4) weeks' notice when access by the Council over the Former Railway Land is required and Network Rail will provide the Council with immediate access over the Former Railway Land in the event of an emergency.</p>
<p>Objection section 4</p> <p>SoC section 5.3</p>	<p>Plots 18-005, 18-007, 18-012, 18-013, 18-020, 18-021A/B ("the Ward Lane Bridge Access Land") - Council land comprising the Ward Lane Access Land is</p>	<p>Network Rail and the Council agree that Network Rail will not unreasonably withhold access for the Council over the Ward Lane Bridge Access Land during the construction of the Order Scheme,</p>

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	<p>only accessible under the Ward Lane bridge; The Council would like to be granted an unrestricted right of access across the acquired land.</p>	<p>subject to Network Rail's operational safety requirements. It is agreed by the parties that the Council will provide Network Rail with four (4) weeks' notice when access by the Council over the Ward Lane Bridge Access Land is required and Network Rail will provide the Council with immediate access over the Ward Lane Bridge Access Land in the event of an emergency. It is agreed by the parties that the exception to this would be whilst the Network Rail crane is in position on Plot 17-003 and where it is not physically possible to provide safe access to the Ward Lane Bridge Access Land during the construction of Ward Lane Bridge works. It is agreed between Network Rail and the Council that Network Rail will not unreasonably withhold access subject to safety. Network Rail will require one weeks' notice period from the Council for access unless in an emergency.</p>
<p>SoC section 5.3</p>	<p>Plots 18-017 / 18-019 / 18-022 – Retain Grandpa Greene's access to car park where reasonably possible</p>	<p>Network Rail and the Council agree that Network Rail have consulted with the Grandpa Greenes business owner and that Network Rail will retain access to the car park as far as reasonable possible, except periods when the core works for the reconstruction of Ward Lane Bridge will be carried out, including works for the tie in of the highway, and it would not be safe to do so. Network Rail and the Council also agree that Network Rail will not exercise the powers of compulsory acquisition to be conferred by Article 24(1)(a) of the Order (NR02) over Plot 18-017 so as to either permanently acquire, or to extinguish existing private rights of way over, that part of Plot 18-017 that comprises the existing private road to the north of Ward Lane that provides access to the car park used by Grandpa Greene's." It is agreed that the business owner has not objected to the Order.</p>

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SoC section 5.4	<p>Public Car Parks (12-005, 19-002, 19-003A, 19-003B) - Loss of public car parks may displace parking and affect emergency access (especially Sam Road).</p>	<p>Network Rail has confirmed to the Council that access over Plot 19-003B for the owner of the domestic garage will be maintained by Network Rail. If there are occasions when access is not available due to the construction of the Order Scheme, the owner will be given four (4) weeks' notice by Network Rail, except in cases of emergency. The parties agree that the owner has been notified of this commitment.</p> <p>Network Rail and the Council agreed that parking surveys, including for Sam Road and Well-i-Hole, have been undertaken and are reported within the Environmental Report Volume 3 Appendix 10A Traffic and Transport Automated Traffic Count Surveys (ATC) in Table 3-7</p> <p>Network Rail and the Council agree that Network Rail will open the Sam Road car park for public use during periods when the Sam Road car park not is not being use by Network Rail for the purposes of the construction of the Order Scheme and when it is safe to do so.</p> <p>The parties agree that Network Rail's indicative requirements for use of the Sam Road car park in connection with the construction of the Order Scheme are:</p> <ul style="list-style-type: none">• Approximately 2 months from the commencement of works for the Order Scheme on Station Road for storage of ground hogs etc.• Maximum of 10 days for individual crane movements over various periods of 10 days throughout a period of at least 1 year and 8 months during the construction of the Order Scheme. <p>Network Rail and the Council agree that it is reasonable that a small area of the Sam Road car park will be required by Network Rail temporarily for the provision of some small welfare (i.e. toilets) due to distance to the Network Rail Diggle works compound access to that compound is restricted when the Station Road Bridge is out of use.</p>
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		<p>Network Rail and the Council agree that Network Rail will not use Sam Road or Well-i-hole Road car parks for staff car parking during the construction of the Order Scheme.</p> <p>Network Rail and the Council agree that the Well-i-hole Road car park is only required in the event of the requirement to place a smaller 500-ton crane in the Junction of Oaklands Road, Well-i-hole road and Shawhall bank road for purposes of providing safe clearance for the movement of the crane.</p> <p>Network Rail and the council agree that the preferred option to re-construct Royal George Bridge (Works) is to utilise a 750 ton crane placed adjacent to the bridge, which will not require use of the Well-i-hole car park.</p>
SoC section 5.5	Development Land (Plot 18-001) - Potential impact on sightlines may sterilise residential development; need for reinstatement detail and programme clarity.	<p>Regarding the prospective residential development land that the Council refers to, as there is no draft design or plan for the proposed residential development, Network Rail is unable to review the bridge design in order to engineer around any elements of work that may impose any future design requirements on a development that may come forward that does not exist today. If the Order scheme interferes with the sight lines of a proposed residential development, then loss in value to retained land as a result of the Order scheme could be recoverable loss under the compensation code or provisions within the Order application. Therefore, if the Order scheme resulted in a reduction in value of the land in question, that would be subject to a claim for loss at the relevant valuation date.</p>

6. CONSTRUCTION PROGRAMMING AND IMPACT ON SADDLEWORTH INTERESTS, ACCESS RIGHTS AND IMPACT ON DEVELOPMENT LAND

- 6.1 In relation to the matters raised by the Council in the Objection and/or the SoC regarding construction programme and the impact on Saddleworth events - including programme coordination, the table below summaries the Statements of Common Ground between the Council and Network Rail.

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6.2 The Statements of Common Ground between the Council and Network Rail identified below also address the matters raised by the Council in Section 5 of the Objection and Section 6 of the SoC.

Matter Source (Objection or the SoC)	Summary of Matter	Statement of Common Ground
Objection section 5 SoC section 6	No construction programme provided	<p>Network Rail and the Council agree that Network Rail will give as much notice as reasonable possible to organisers of major events within the administrative area of the Council of relevant Network Rail construction activities for the Order Scheme to help mitigate impacts and ensure all parties are aware of upcoming construction activity.</p> <p>It has been agreed between the Council and Network Rail that the Network Rail construction programme for the Order Scheme will recognise and consider major events being planned within the administrative area of the Council and seek to reduce disruption, where reasonably practicable.</p> <p>It has been agreed by the parties that Jack Childs the Oldham Highways Events Manager will be the point of contact between Network Rail and the Saddleworth event organisers.</p>
Objection section 5 SoC section 6	Risk of conflict with major Saddleworth events	<p>It has been agreed between Network Rail and the Council that an events management group will be established as soon as reasonably practicable days after the date the Order comes into force to review and co-ordinate the Network Rail construction programme for the Order Scheme and the programming of major events to be held within the administrative area of the Council. Other parties such as major event organisers, bus operators and Transport for Greater Manchester will be invited to meetings of this Group where necessary. The objectives of this Group are to:-</p> <ul style="list-style-type: none">- act as the forum for Network Rail sharing its construction access

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		<p>requirements for the construction of works for the Order Scheme within the administrative area of the Council and Network Rail's construction programme for such works;</p> <ul style="list-style-type: none">- act as a forum for the Council sharing details of the proposed timings of major events to be held within the administrative area of the Council reviewing and commenting; and- act as the forum for facilitating discussions on potential measures to mitigate potential interfaces between Network Rail's construction access requirements and construction programme and the proposed timings of major events to be held within the administrative area of the Council- Network Rail and the Council will agree terms of reference which will include a suitable escalation process
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7. LISTED BUILDING CONSENT APPLICATIONS

- 7.1 In relation to the matters raised by the Council in the Objection and/or the SoC regarding listed building consent applications and heritage matters - including impact on designated heritage assets and proposed mitigation, the table below summarises the Statements of Common Ground between the Council and Network Rail.
- 7.2 The Statements of Common Ground between the Council and Network Rail identified below also address the matters raised by the Council in Section 7.4 of the SoC.
- 7.3 Consultation has been undertaken with the Council throughout the development of proposals for listed structures within the Order Scheme. The table below summarises the matters identified by the Council in the Representation and the position of both parties in relation to those matters.

Matter Source	Summary of matter	Statement of Common Ground
Representation SoC Section 7.4	Listed building consent application for reconstruction of Wright's	Network Rail and the Council are agreed that the proposed reconstruction of

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Matter Source	Summary of matter	Statement of Common Ground
	Mill Overbridge (MVL3/20) (grade II listed building)	Wright's Mill Overbridge will result in substantial harm to the listed building. Impacts to the settings of grade II listed 7, 9, 11 and 11A Midge Hill, and the non-designated heritage asset of Midge Hall Underbridge are also acknowledged by both parties.
Representation SoC Section 7.4	Listed building consent application for demolition of Wright's Overbridge (MVL3/23) (grade II listed building)	Network Rail and the Council are agreed that the proposed demolition of Wright's Overbridge will result in total loss of significance for the structure. In accordance with the NPPF and Planning Practice Guidance, Network Rail have assessed this to result in substantial harm to Wright's Overbridge.
Representation SoC Section 7.4	Listed building consent application for reconstruction of Royal George Underbridge (MVL3/25) (grade II listed building)	Network Rail and the Council are agreed that the proposed works to Royal George Underbridge will result in substantial harm to the listed building. Low level impacts to the settings of the grade II listed Christ Church and Royal George Mills Conservation Area are also acknowledged by both parties.
Representation SoC Section 7.4	Listed building consent application for strengthening of Shaw Hall Bank Road Footway (MVL3/26) (grade II listed building)	Network Rail and the Council are agreed that the proposed minor physical interventions to Shaw Hall Bank Road Footway will result in a low level of less than substantial harm to the listed building.
Representation SoC Section 7.4	Listed building consent application for reconstruction of Oldham Road Overbridge (MVL3/28) (grade II listed building)	Network Rail and the Council are agreed that the proposed works to Oldham Road Overbridge will result in substantial harm to the listed building.
Representation SoC Section 7.4	Listed building consent application for strengthening of Wicken's Underbridge (MVL3/29) (grade II listed building)	Network Rail and the Council are agreed that the proposed minor physical interventions to Wicken's Underbridge will result in a low level of less than substantial harm to the listed building.
Representation SoC Section 7.4	Listed building consent application for attachment of OLE to Uppermill Viaduct	Network Rail and the Council are agreed that the proposed works to Uppermill Viaduct will result in a low level of less than substantial harm to the listed building.

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Matter Source	Summary of matter	Statement of Common Ground
	(MVL3/31) (grade II listed building)	Both parties acknowledge that although the proposals will be visible from within the conservation area, the landmark status of the viaduct will be maintained along with its contribution to the character and appearance of the conservation area.
Representation SoC Section 7.4	Impact of the Order Scheme on group value of listed railway structures	<p>Network Rail and the Council both recognise that the Order Scheme will result in less than substantial harm to the group value of listed railway structures along the route, with the Council categorising this as a high level of less than substantial harm, and Network Rail categorising this as harm at the middle of the scale.</p> <p>The test under paragraph 215 of the NPPF in relation to less than substantial harm to designated heritage assets requires harm to be weighed against the public benefits of the proposal. The Council recognise the significant benefits of the Order Scheme and have highlighted the need for impacts resulting from the listed building consent applications to be given significant weight in the decision-making process.</p>
N/A Pre-application engagement with the Council and ongoing engagement with the Council	Proposed Listed Building Consent conditions	<p>Both parties agree that the conditions proposed meet the guidance test for conditions and are appropriate for the purposes of the works proposed in connection with the Order.</p> <p>Details of the proposed LBC conditions are set out in the 'Listed Building Consent' applications for each structure:</p> <p>Wrights Mill Overbridge (MVL3/20): NR21 LBC Conditions MVL3/20 Wright's Mill Overbridge</p> <p>Wright's Overbridge (MVL3/23): NR22 LBC Conditions MVL3/23 Wrights Overbridge</p> <p>Royal George Underbridge (MVL3/25): NR23 LBC Conditions MVL3/25 Royal George Underbridge</p> <p>Shaw Hall Bank Road Footway (MVL3/26): NR24 LBC Conditions MVL3/26 Shaw Hall Bank Road Footway</p>

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Matter Source	Summary of matter	Statement of Common Ground
		<p>Oldham Road Overbridge (MVL3/28): NR25 LBC Conditions MVL3/28 Oldham Road Overbridge</p> <p>Wickens Underbridge (MVL3/29): NR26 LBC Conditions MVL3/29 Wickens Underbridge</p> <p>Uppermill Viaduct (MVL3/31): NR27 LBC Conditions MVL3/31 Uppermill Viaduct</p> <p>One additional planning condition to be attached to the Request for Deemed Planning Condition (NR11) has been agreed with the Council relating to the provision of heritage interpretation at Greenfield Station. This is presented as new Condition 13 in Appendix 1.</p>

8. PLANNING CONSIDERATIONS

- 8.1 In relation to the matters raised by the Council in the Objection and/or the SoC regarding planning considerations - including planning policy compliance, Green Belt impacts, and proposed planning conditions, the table below summaries the Statements of Common Ground between the Council and Network Rail.
- 8.2 The Statements of Common Ground between the Council and Network Rail identified below also address the matters raised by the Council in Section 7 of the SoC.

Matter Source (Objection or the SoC)	Summary of Matter	Statement of Common Ground
SoC section 7 and ongoing engagement with the Council	The Places for Everyone Plan (“ PfE ”) must now be considered in the determination of planning applications, alongside Oldham’s Joint Core Strategy and Development Management Plan	<p>Network Rail and the Council agree that all relevant planning policies at the local, regional, and national level have been appropriately identified.</p> <p>This is evidenced in the following documents submitted in support of the Order application, specifically:</p>

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	<p>Document (Local Plan), adopted November 2011, in accordance with the National Planning Policy Framework (“NPPF”).</p>	<p>Planning Statement (NR15) (Sections 5 Planning and Transport Policy and 6 Planning Considerations);</p> <p>Design & Access Statement (NR16) (Section 2 Planning Policy Context);</p> <p>Network Rail’s Statement of Case (NR30) (Section 6 Policy Framework);</p> <p>The Network Rail Planning Proof of Evidence of Michael Gradwell (NR/PoE/MG/15.2) (Sections 5-8), makes specific reference to compliance with PfE, the Council’s Core Strategy and the NPPF.</p> <p>Additionally, Network Rail has also entered into a <u>separate</u> Statement of Common Ground with the Council in relation to their updated Local Plan document. This demonstrates Network Rail’s willingness to cooperate with the Council on strategic land use planning allocations, and Network Rail’s relationship with the future development of land in the Council’s administrative planning area.</p>
<p>N/A</p> <p>Pre-application engagement with the Council and ongoing engagement with the Council</p>	<p>Oldham Council acknowledges Network Rail’s position that the proposed Green Belt interventions may be justified on the basis that they are temporary, relate to existing railway infrastructure, or require proximity to the operational railway.</p> <p>In respect of the temporary construction compounds, the Council accepts that they serve a transport infrastructure purpose and that their siting close to the railway is logical. However, the Council considers that insufficient justification has been provided regarding the overall number of compounds proposed.</p>	<p>The parties agree that Network Rail’s proposed temporary compounds will result in only a temporary impact on the Green Belt. The parties agree that the need for the development and full justification for the quantity and specific location of compounds is set out in Section 7.3 of Network Rail’s Statement of Case (NR30), and that the restoration requirements imposed on Network Rail by Article 31(5) of the Order (NR02) in relation to land used temporarily by Network Rail for construction and the provision by Network Rail of LEMPs for approval by the Council pursuant to proposed planning condition 5 to the Planning Direction (NR11), will satisfactorily address the temporary loss of land.</p> <p>Network Rail and the Council therefore agree that the Order works, including temporary compounds, do not conflict with the purposes of Green Belt designation, as defined by the NPPF.</p>

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N/A Pre-application engagement with the Council and ongoing engagement with the Council	Proposed conditions	planning	<p>Both parties agree that there are no points of objection regarding the proposed planning conditions set out in Appendix 2 to the Planning Direction (NR11). Both parties agree that the conditions proposed both meet the guidance test for conditions and are appropriate for the purposes of this project.</p> <p>Subsequent to the submission of the TWAO application, it has become apparent that a condition relating to the provision of heritage interpretation at Greenfield Station was not included in the finalised list of proposed planning conditions set out in Appendix 2 to the Planning Direction (NR11). This item was originally included in the list of proposed planning conditions, as a consequence of pre-application engagement between NR and the Council. Both parties agree that this planning condition should be reinstated in the list of proposed planning conditions. Therefore, the planning conditions as set out in Appendix 2 to the Planning Direction (NR11) are replicated in Appendix 1 to this Statement with the reinstated condition shown by way of tracked amendments as new condition 13. Consequently, former Condition 13 is also shown by way of tracked amendments re-numbered as Condition 14.</p>
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9. HABITATS REGULATIONS ASSESSMENT

- 9.1 In relation to the requirements for habitats regulations assessment for the Order Scheme, the table below summaries the Statement of Common Ground between the Council and Network Rail.

Matter Source	Summary of Matter	Statement of Common Ground
Environment Report (NR14): Volume 3: Appendix 6B Habitats Regulations Assessment	The Habitats Regulations Assessment (HRA) concluded in screening for likely significant effects (LSEs) at the following European sites, all effect pathways for the Order	On 29 May 2026, Network Rail requested that the Greater Manchester Ecology Unit (GMEU) confirm whether they agree with the outcome of the Habitats Regulations Assessment (HRA) submitted as part of the Environmental Report with the TWAO

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	<p>Scheme could be screened out:</p> <ul style="list-style-type: none">• South Pennine Moors Special Area of Conservation;• South Pennine Moors (Phase 2) Special Protection Area; and,• Peak District Moors (South Pennine Moors Phase 1) Special Protection Area. <p>The HRA concluded that given there were no LSEs for any European site, there was no requirement to proceed to Stage 2 Appropriate Assessment.</p>	<p>application. Their comments will be provided as soon as possible.</p>
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10. NEW 'PERMANENT MAINTENANCE FACILITY' ON OAKLANDS ROAD, GRASSCROFT

- 10.1 In relation to the matters raised by the Council in the Objection and/or the SoC regarding the proposed permanent maintenance facility at Oaklands Road, Grasscroft, the table below summaries the Statements of Common Ground between the Council and Network Rail.
- 10.2 The Statements of Common Ground between the Council and Network Rail identified below also address the matters raised by the Council in Section 7.3 of the SoC.

Matter Source (Objection or the SoC)	Summary of Matter	Statement of Common Ground
SoC section 7 and ongoing engagement with the Council	New 'permanent maintenance facility' on Oaklands Road, Grasscroft. Whilst NR's Planning Statement NR15 (section 6.3) covers some of the justification for the Oaklands Road site it does not appear to directly address the fact	All parties agree that the site forms part of a Green Link / Corridor, and that the Order Scheme involves vegetation removal and other works. The site is on land designated as Other Protected Open Land (OPOL) in the Council's Proposals Map associated with the Local Plan. No specific objection has been raised by the Council, and draft planning conditions 11 (Oaklands Road

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	<p>this site forms part of a Green Link / Corridor, and the scheme involves vegetation removal and other works. The suggested conditions (for details of design and access arrangements, as well as a condition requiring a Landscape and Ecological Management Plan) will provide the level of detail required, which is why no specific objection was raised on this point, but it is reliant upon the detail being submitted through the discharge of conditions.</p>	<p>Permanent Maintenance Facility – Highway Accesses) and 12. Oaklands Road Permanent Maintenance Facility – Detailed Design), and 5 (Landscaping & Ecology) to the Planning Direction (NR11) will provide the level of detail required. Both parties agree that the proposed planning conditions provide the necessary level of control to ensure that the Council retains sufficient oversight of the detailed aspects of the development.</p>
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11. MOORGATE HALT LEVEL CROSSING – PROPOSED CLOSURE OF DEFINITIVE FOOTPATH 209, SADDLEWORTH

- 11.1 In relation to the matters raised by the Council in the Objection and/or the SoC regarding the proposed closure of Moorgate Halt Level Crossing and Footpath 209, the table below summaries the Statements of Common Ground between the Council and Network Rail.
- 11.2 The Statements of Common Ground between the Council and Network Rail identified below also address the matters raised by the Council in Section 3 of the Objection and Section 4 of the SoC.

Matter Source (Objection or the SoC)	Summary of Matter	Statement of Common Ground
Objection section 3 SoC section 4	<p>The Council requested that only the section of Definitive Footpath 209 which directly crosses the railway line be stopped up, rather than the full extent of the footpath between points P1 and P2 as shown on Sheet 15 (Part 2 of Schedule 8 of the draft Order).</p>	<p>Network Rail has accepted the Council's request and will submit to the Order Inquiry a request to amend Sheet 15 of the Deposited Plans and Sections, Traffic Regulation Plans and Open Space Plan (NR09) so as to reduce the extent of Footpath 209 SADD to be extinguished to the part which crosses the railway only, so that the remainder of Dark Lane can be retained as a public footpath, and the Council can retain its ability to exercise its</p>

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		statutory powers as highways authority to manage, protect and maintain the route. The parties agree therefore that this matter has been addressed to the satisfaction of the Council.
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Statement of Matters Not yet agreed – Moorgate Halt Level Crossing

Suitability of the Alternative Route

- 11.3 The Council does not agree that the alternative pedestrian route, including Footpath 244 SADD, proposed by NR represents an appropriate solution to the closure of the Level Crossing and the extinguishment of the part of Footpath 209 SADD (Dark Lane) provided for by the Order.
- 11.4 The Council maintains that the most appropriate replacement facility for the closure of the Level Crossing would be the provision of a new stepped footbridge located at, or in close proximity to, the existing Level Crossing.

Signed by (on behalf of Network Rail Infrastructure Limited)



Position: Head of Consents and Environmental Planning

Date: 8 June 2026

Signed by Oldham Council

Nasir Dad, Director of Environment



Date: 05 June 2026

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APPENDIX 1:

Agreed amendments to the conditions proposed to be attached to the direction for deemed planning permission

The following are the amendments (shown as tracked changes) agreed by Network and the Council to the conditions that were proposed by Network Rail to be attached to the Planning Direction. See Appendix 2 to **NR11**.

APPENDIX 2 OF NR11

CONDITIONS PROPOSED TO BE ATTACHED TO THE DIRECTION FOR DEEMED PLANNING PERMISSION

Interpretation

In the following conditions –

“the Code of Construction Practice Part A” means the Code of Construction Practice Part A (general overview and framework of environmental principles and management practice to be applied to the Order Scheme) submitted with the application for the Order on 7th November 2025;

“the Code of Construction Practice Part B” means the Code of Construction Practice Part B to be submitted to and approved by the relevant local planning authority under condition 6 (Code of Construction Practice). For the avoidance of doubt the term “Code of Construction Practice Part B” does not include the Code of Construction Practice Part A;

“the development” means the development authorised by the Order;

“the Environmental Report” means the report of environmental information submitted with the application for the Order on 7th November 2025;

“Network Rail” means Network Rail Infrastructure Limited;

“the Order” means The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order 202[X];

“the Order limits” has the same meaning as in Article 2 (interpretation) of the Order;

“the Order Scheme” means the development authorised by the Order; “the planning direction drawings” means the drawings listed in Appendix 3 to the request for a direction for deemed planning permission dated 7th November 2025;

“preliminary works” means environmental (including archaeological) investigations, site or soil surveys, ground investigations, the erection of fencing to site boundaries or the marking out of site boundaries; site clearance and de-vegetation; the erection of contractors’ work compounds, access routes and site offices;

“the relevant local planning authority” means Tameside Metropolitan Borough Council or Oldham Metropolitan Borough Council as the case may be;

the “site” means land within the Order limits;

“site clearance” includes minor ground excavation works in relation to establishing compound buildings and storage areas;

“stage” means a defined section or part of the development the extent of which is shown in a scheme submitted to and approved by the relevant local planning authority pursuant to condition 3 (stages of development); and reference to a numbered stage is to the stage of that number in the approved scheme;

1. TIME LIMIT FOR COMMENCEMENT OF DEVELOPMENT

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The development hereby permitted must commence before the expiration of five years from the date that the Order comes into force.

Reason: To ensure that development is commenced within a reasonable period of time.

2. IN ACCORDANCE WITH THE PLANNING DIRECTION DRAWINGS

The development must be carried out in accordance with the planning direction drawings (where applicable) unless otherwise agreed in writing by the relevant local planning authority.

Reason: To ensure that the development is carried out in accordance either with the consented design or such other design details as have been subjected to reasonable and proper controls.

3. STAGES OF DEVELOPMENT

- a) No development (excluding the commencement of preliminary works in accordance with the details approved pursuant to condition 4) is to commence until a written scheme setting out all the stages of the development has been submitted to and approved in writing by the relevant local planning authority.
- b) The scheme submitted and approved pursuant to paragraph (a) must be implemented as approved
- c) Any proposed variations to the scheme submitted and approved pursuant to paragraph 3(a) must be submitted to and approved in writing by the relevant local planning authority or both relevant local planning authorities (where applicable).
- d) Written notification must be given by Network Rail to the relevant local planning authority of commencement within each relevant stage, not later than 21 (twentyone) days following commencement of development (excluding the commencement of preliminary works in accordance with the details approved pursuant to condition 4) within that relevant stage.

Reason: To identify the individual stages for the purposes of these conditions.

4. PRELIMINARY WORKS

- a) No preliminary works within the relevant stage of the development are to commence until the details for that relevant stage as specified in paragraphs 4(a)(i) to 4(a)(iv) have been submitted to and approved in writing by the relevant local planning authority.
 - (i) a plan of existing trees (including groups of trees and woodland) to be either retained and protected or to be removed in accordance with an arboricultural method statement;
 - (ii) a plan identifying how ecological assets will be protected, as identified in Chapter 6 of the Environmental Report;
 - (iii) a plan identifying preliminary works access route details; and
 - (iv) a description of the preliminary works for the relevant stage.

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- b) The preliminary works within the relevant stage must be constructed in accordance with the approved details.
 - c) No preliminary works within the relevant stage are to commence until the protection measures specified in paragraphs 4(a)(i) and 4(a)(ii), and approved by the relevant local planning authority, are in place.
 - d) Network Rail must give 7 (seven) days written notice to the relevant local planning authority that the protection measures specified in paragraphs 4(a)(i) and 4(a)(ii), and approved by the relevant local planning authority, are in place prior to any preliminary works commencing within the relevant phase.
- Reason: To protect trees, ecological assets, public amenity and highway safety in relation to the construction of preliminary works .

5. LANDSCAPING & ECOLOGY

- a) No development (excluding the commencement of preliminary works in accordance with the details approved pursuant to condition 4) within the relevant stage of the development is to commence until a Landscape and Ecological Management Plan (LEMP) for that stage has been submitted to and approved in writing by the relevant local planning authority.
- b) The LEMP for each stage will include the following details:
 - i) a plan of existing trees (including groups of trees and woodland) to be either retained and protected or to be removed in accordance with an arboricultural method statement;
 - ii) a plan identifying how ecological assets will be protected, as identified in Chapter 6 of the Environmental Report;
 - iii) a plan of ecological mitigation details including areas of new planting and details of any habitats created or enhanced;
 - iv) an implementation timetable and a programme for initial aftercare, long term management and maintenance responsibilities for a period of five years post completion; and
 - v) details of organization(s) responsible for maintenance and monitoring.
- c) The LEMP must reflect the survey results and ecological mitigation, and enhancement measures set out in Chapter 6 of Volume 1 of the Environmental Report and must also include the following ecological measures:
 - i) the aims and objectives of the management to be undertaken;
 - ii) a programme of monitoring with thresholds for action as required; and
 - iii) details of measures to ensure protection and suitable mitigation to all relevant protected species and those species identified as being of importance to biodiversity (including any European Protected Species Licensing mitigation requirements).

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d) The LEMP must include both hard and soft landscaping works, covering the locations where landscaping will be undertaken, and must also include the following details:

- i) detailed landscape plans indicating full planting specification, including layout, species, number, density and size of trees, shrubs, plants, hedgerows and seed mixes with sowing rates, including extensive use of native species;
- ii) any structures, such as street furniture, any non-railway means of enclosure and lighting
- iii) details of any regrading, cut and fill, earth screen bunds, existing and proposed levels;
- iv) any areas of grass turfing or seeding and depth of topsoil to be provided;
- v) a timescale for the implementation of hard landscaping works; and
- vi) details of monitoring and remedial measures, including replacement of any trees, shrubs or planting that fail or become diseased within the first five years from completion.

e) The measures within the LEMP must be implemented in accordance with the approved details.

f) No development (excluding the commencement of preliminary works in accordance with the details approved pursuant to condition 4) within the relevant stage is to commence until the protection measures specified in paragraphs 5(b)(i) and 5(b)(ii), and approved by the relevant local planning authority, are in place.

g) Network Rail must give 7 (seven) days written notice to the relevant local planning authority that the protection measures specified in paragraphs 5(b)(i) and 5(b)(ii), and approved by the relevant local planning authority, are in place prior to any development (excluding the commencement of preliminary works in accordance with the details approved pursuant to condition 4) commencing within the relevant phase.

Reason: In the interests of the visual appearance and biodiversity of the area.

6. CODE OF CONSTRUCTION PRACTICE

a) No stage of the development (excluding the commencement of preliminary works in accordance with the details approved pursuant to condition 4) is to commence until a Code of Construction Practice (CoCP) Part B for that relevant stage, including the relevant plans and programmes referred to in paragraph 6(c) below (which incorporates the means to mitigate the construction impacts identified by the Environmental Report), has been submitted to and approved in writing by the relevant local planning authority.

b) Preliminary works must comply with the environmental controls as set out in the

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CoCP Part A.

c) Part B of the CoCP must include the following plans and programmes, for each stage as defined in Condition 3:

- i) an external communication programme;
- ii) a pollution prevention and incident control plan;
- iii) a waste management & material plan;
- iv) a nuisance management plan concerning dust, air pollution, hours of operation and temporary lighting; and
- v) a noise and vibration management plan including a construction methodology assessment.

d) Each stage of the development must be implemented in accordance with the approved CoCP Part B for that stage and the relevant plans or programmes, unless otherwise agreed in writing with the relevant local planning authority, must be implemented in full throughout the period of the works. Reason: To mitigate construction impacts arising from the development and to protect local and residential amenity. This condition includes provision to approve the necessary environmental management plans and mitigation measures, to be implemented during construction.

7. CONSTRUCTION TRAFFIC MANAGEMENT & TRAVEL PLAN

a) No stage of the development (excluding the commencement of preliminary works in accordance with the details approved pursuant to condition 4) is to commence until a Construction Traffic Management and Travel Plan (CTMP) for that stage has been submitted to and approved in writing by the relevant local planning authority.

b) The CTMP submitted to the relevant local planning authority for approval must include the following:

- i) details of construction access routes;
- ii) details of the access and egress points onto the public highway for such construction access routes, including the visibility splays, width and radii for such access and egress points and the existing traffic regulations and on-street parking conditions relevant to the operation of such access and egress points;
- iii) the package of interventions and mitigation outlined in Chapter 10 of the Environmental Report, including an implementation timetable for each stage;
- iv) details of anticipated off site traffic movements of vehicles associated with staff, commercial or construction vehicles and construction activities;
- v) prohibited routes for construction traffic;
- vi) any proposed time restrictions imposed on any routes;
- vii) details of the monitoring of construction HGV for compliance with the CTMP;
- viii) controls on interference with carriageway (including methods to be employed to prevent mud, grit, dust and dirt being carried onto the public highway); and

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ix) details of site parking, including for site operatives, and turning, loading and off-loading facilities.

c) The construction of each stage of the development must be carried out in accordance with the approved CTMP.

Reason: To protect public amenity and to maintain highway safety.

8. MATERIALS

a) Prior to their installation on the structures listed below, samples and specifications of all materials (including colour, where relevant) to be used on all external elevations of those structures shall be submitted to and approved in writing by the relevant local planning authority:

1. Mossley Station

b) The development must be constructed in accordance with those approved details and be retained at all times thereafter unless otherwise agreed in writing with the relevant local planning authority.

Reason: In the interests of good design and visual amenity.

9. BIODIVERSITY NET GAIN

a) No development (excluding the commencement of preliminary works in accordance with the details approved pursuant to condition 4) is to commence until a strategy (including baseline metric calculations) to achieve an overall minimum 10% net gain in biodiversity in the development, including monitoring, maintenance, management and reporting arrangements, has been submitted and approved in writing by the relevant local planning authority.

b) Upon completion of the works authorised by the Order, measures to achieve an overall minimum 10% net gain in biodiversity for the development (assessed in accordance with the 2019 Department for Environment, Food & Rural Affairs biodiversity metric 3.0) must be implemented in accordance with the approved strategy.

Reason: To meet the requirements of the National Planning Policy Statement (2024),

Places for Everyone Policy JP-G8, Policy 1.10 of the Tameside Metropolitan Borough Council Unitary Development Plan (2004) and Oldham Metropolitan Borough Council

JCS Policy 21 (2011) to achieve and maintain net gains for biodiversity for the development.

10. ARCHAEOLOGY

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

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assist in identifying any likely impacts on such areas of archaeological potential or heritage significance.

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

b) No development is to commence within the areas of archaeological interest identified in Chapter 5 of Volume One of the Environmental Report and/or in any areas that have been determined to require a written scheme of investigation in accordance with paragraph 10(a) until a written scheme of investigation for such areas has been submitted to and approved in writing by the relevant local planning authority. The written scheme of investigation must cover the following:

(i) a phased programme and methodology to include:

- a. historic building investigation; and
- b. archaeological evaluation, and monitoring and recording during development works.

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

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

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

(v) provision for archive deposition of the report, finds and records of the site investigation;

(vi) nomination of a competent person or persons/organisation to undertake the works set out within the approved written scheme of investigation;

(vii) the measures to be taken in order to protect, record or preserve any significant archaeological remains and surviving historic features that may be found; and

(viii) the public engagement framework for archaeology and heritage.

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

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11. OAKLANDS ROAD PERMANENT MAINTENANCE FACILITY – HIGHWAY ACCESSES

No development (excluding the commencement of preliminary works in accordance with the details approved pursuant to condition 4) in respect of the construction of:

- a) any works to improve the existing means of access and egress from Oaklands Road to the Oaklands Road Permanent Maintenance Facility (as identified on planning direction drawing 167037-TGP-2BC-MVL3-DRG-T-LP-000112); and
- b) a new means of access and egress from Oaklands Road to the Oaklands Road Permanent Maintenance Facility (as identified on planning direction drawing 167037-TGP-2BC-MVL3-DRG-T-LP-000112),

must commence until details of the improved and new accesses referred to in paragraphs (a) and (b) have been submitted to and approved in writing by the relevant local planning authority. The improved and new accesses referred to in paragraphs (a) and (b) must be constructed in accordance with the approved details and retained thereafter unless otherwise agreed in writing with the relevant local planning authority.

Reason: To protect public amenity and to maintain highway safety

12. OAKLANDS ROAD PERMANENT MAINTENANCE FACILITY – DETAILED DESIGN

No development (excluding the commencement of preliminary works in accordance with the details approved pursuant to condition 4) relating to the construction of the Oaklands Road Permanent Maintenance Facility (as identified on planning direction drawing 167037-TGP-2BC-MVL3-DRG-T-LP-000112) must commence until details of the layout, design, lighting and external appearance of any permanent buildings or structures to be constructed within the Oaklands Road Permanent Maintenance Facility for the purposes of the operation that facility have been submitted to and approved in writing by the relevant local planning authority. The Oaklands Road

Permanent Maintenance Facility must be constructed in accordance with the approved details and retained thereafter unless otherwise agreed in writing with the relevant local planning authority.

Reason: In the interests of good design and visual amenity

13. HERITAGE INTERPRETATION

Within twelve months of the bringing into use of Oldham Road footbridge, a scheme to commemorate railway heritage shall be submitted to, and approved in writing by, the Local Planning Authority. The approved scheme shall be implemented in accordance with the approved details and retained at all times thereafter."

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

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14. APPROVAL AND IMPLEMENTATION UNDER THESE CONDITIONS

Where under any condition the relevant local planning authority may approve amendments to details submitted and approved, such approval must not be given 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.

Reason: To provide for certainty in the approvals and implementation process and in the interests of proper planning.