

**The Network Rail (Stalybridge to Diggle (Saddleworth)
Enhancements) Order**
Statement of Common Ground



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) TAMESIDE METROPOLITAN BOROUGH COUNCIL

Date: 29 May 2026

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order – March 2026
Statement of Common Ground – Network Rail Infrastructure Limited & Tameside Council

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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

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

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

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

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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**).
- 1.1.1 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 four listed

building consent applications (“**the Relevant LBC Applications**”) have been made to Tameside Metropolitan Borough Council (“**the Council**”):-

- 1.1.2 An application for listed building consent in respect of Heyrod Hall Overbridge (MVL3/7). The proposed works include the removal of the existing masonry deck and the reconstruction of Heyrod Hall Overbridge MVL3/7) (**NR18**);
- 1.1.3 An application for listed building consent in respect of Springbank Lane Footbridge (MVL3/8). The proposed works include the replacement of copers with natural stone steeple copers and minor repairs, and attachment of PFC channel for retaining wall (**NR19**);
- 1.1.4 An application for listed building consent in respect of Roughtown Road Overbridge (MVL3/17). The proposed works include the installation of coloured concrete steeple copers and attachment of OLE bridge arm to arch barrel (**NR20**);
- 1.1.5 An application for listed building consent in respect of Wright's Mill Overbridge (MVL3/20). The proposed works include the removal of existing masonry deck and reconstruction using a filler beam span finished with masonry cladding (**NR21**);
- 1.1.6 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 (“**the Open Space Applications**”). These applications relate to land which is located within the administrative area of the Council.
- 1.1.7 The 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.
- 1.1.8 The Council submitted representations on 18th December 2025 (given reference “**REP 05**”) (“**the Representation**”) and a Statement of Case (“**the SOC**”) on 23rd February 2026 in relation to Network Rail's application for the Order, request for deemed planning permission. Network Rail responded on 19 February 2026, and the Council issued a further letter on 23 February 2026.
- 1.1.9 The Council supports the strategic objectives of the TRU programme, recognising its benefits for decarbonisation, connectivity, economic growth

and regeneration. However, several matters require clarification, amendment or further information.

- 1.1.10 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, the Relevant LBC Applications and the Open Space Applications..

2. STRUCTURE OF STATEMENT

- 2.1.1 This Statement is structured so to address the matters raised by the Council in the Representation and/or the SoC by reference to the following themes:-

- Public Right of Way (MOS 69/ Stockport Road Level Crossing) (**See Section 3**)
- Order Powers – Article 19 (**See section 4**)
- Traffic Regulation Orders (Schedule 15) (**See section 5**)
- Temporary Stopping Up of Streets (Schedule 6) (**See section 6**)
- Habitat Regulations Assessment (**See section 7**)
- Listed Buildings Consent Applications (**Section 8**)
- Planning Considerations (**Section 9**)
- Brookfields (**section 10**)

3. PUBLIC RIGHTS OF WAY (MOS 69 – STOCKPORT ROAD LEVEL CROSSING)

3.1 Statement of Common Ground

- 3.1.1 The table below identifies the matters raised by the Council in relation to the proposed diversion of MOS/69 and sets out the areas where Network Rail and the Council have reached agreement.

Matter Source (The Representation or the SoC)	Summary of Matter	Statement of Common Ground
Representation SOC	Safety concerns relating to the proposed diversion of MOS/69/10 and MOS/69/20, including interaction	Network Rail confirms it will continue to work closely with the Council to develop and install any identified public

Tameside letter to NR (23/02/2026)	between walkers/dogs and livestock, and need for fencing, barriers, signage, and drainage/surfacing details.	<p>safety mitigation measures in relation to the proposed diversion of MOS/69/10 and MOS/69/20, and to keep the Council informed of progress made.</p> <p>Network Rail also confirms that it will continue to keep the Council updated on discussions with the landowner affected by the proposed diversion of MOS/69/10 and MOS/69/20, particularly as regards any proposals for the landowner to install fencing between the proposed diversion route and their land.</p> <p>The parties agree that in consideration of these commitments the safety concerns raised by the Council can be managed and resolved.</p>
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4. ORDER POWERS – ARTICLE 19 (DEEMED CONSENT)

4.1 Statement of Common Ground

- 4.1.1 The table below identifies the matters raised by the Council regarding Article 19 and sets out the areas where agreement has been reached.

Matter Source (The Representation or the SoC)	Summary of Matter	Statement of Common Ground
Representation SOC	Article 19(8) powers to install fencing, barriers and signage are appropriate and supported by the Council.	Both parties agree Article 19(8) is appropriate for securing safety measures on the replacement Public Right of Way (" PROW ") to be provided as identified in

	<p>The 28-day deemed consent period in Article 19(4) is unreasonably onerous.</p>	<p>column (4) of Part 1 to Schedule 8 of the Order (NR02).</p> <p>Network Rail and the Council agree that a 28-day period is a reasonable period on the basis that Article 19(4) is not requiring the Council to approve the principal or route of the replacement PROW. Both the principal and route of the replacement PROW will have been approved by the Secretary of State in granting the Order. All Article 19(4) is providing is for the Council to confirm that the replacement PROW, which the Order will have granted Network Rail statutory authority to provide, has then been provided to the reasonable satisfaction of the Council and can be open for use.</p> <p>Network Rail will, prior to commencing works to construct the section of replacement PROW identified in column (4) of Part 1 to Schedule 8 of the Order (NR02), engage with the Council on Network Rail's development of a method statement for the works to be undertaken by Network Rail to provide this section of replacement PROW. The purpose being to keep the Council informed as to the scope and nature of those works ahead of Network Rail seeking from</p>
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		<p>the Council the formal confirmation required by Article 19(4) of the Order (NR02) that this section of replacement PROW, which the Order will have granted Network Rail the statutory authority to provide, has been provided to the reasonable satisfaction of the Council and can be open for use.</p> <p>The Council can confirm that the provision of this commitment from Network Rail addresses this issue.</p>

5. TRAFFIC REGULATION ORDERS (SCHEDULE 15)

5.1 Statement of Common Ground

- 5.1.1 The table below identifies the matters raised by the Council in relation to Schedule 15 and sets out the areas where agreement has been reached.

Matter Source (Representation or the SoC)	Summary of Matter	Statement of Common Ground
Representation SoC	Need for a Construction Traffic Management & Travel Plan (" CTMP ") to manage construction traffic impacts.	Both parties agree a CTMP will be prepared and must be approved by the Council under proposed planning condition 7 to the Planning Direction (NR11).

		<p>The parties agree that the CTMP will identify diversion routes, time restrictions, and temporary traffic control measures and that the requirement for the production of the CTMP is governed by proposed planning condition 7 to the Planning Direction (NR11) which provides that the CTMP has to be submitted by Network Rail to the Council for approval prior to any stage of development commencing (excluding the commencement of preliminary works).</p> <p>Accordingly, the CTMP will need to be agreed by the Council before Network Rail can commence any section of substantive development.</p> <p>As such the Council agree that through proposed planning condition 7 to the Planning Direction (NR11) the Council is provided with a formal mechanism for ensuring the CTMP is provided.</p>
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6. TEMPORARY STOPPING UP OF STREETS (SCHEDULE 6)

6.1 Statement of Common Ground

- 6.1.1 The table below identifies the matters raised by the Council in relation to Schedule 6 and sets out the areas where agreement has been reached.

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order – March 2026
Statement of Common Ground – Network Rail Infrastructure Limited & Tameside Council

Matter Source (Representation or the SoC)	Summary of Matter	Statement of Common Ground
Representation SoC	This matter relates to the use of powers under the Order to temporarily stop up streets, including those identified in Schedule 6, and the associated management of impacts through the CTMP.	<p>The parties agree that the CTMP will include details of proposed temporary and permanent road closures and associated diversion routes. The parties also agree that 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 (NR11) 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> <p>Accordingly the Council agree that its concerns have been addressed.</p>
Representation	Concerns remain regarding consultation, and duration, mitigation, parking impacts	The parties agree that Network Rail's consultation

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SOC	<p>(Old Brow Court, Abney Road), and road safety (Milton St John's Primary School). TMBC objects to deemed consent provisions under Article 14(6) and (7). The Council strongly objects to these clauses and requests their removal or amendment to align with model clauses.</p>	<p>with the Council on streets that may be subject to temporary stopping up began in August 2024 and has continued thereafter.</p> <p>The parties agree and acknowledge that in relation to streets specified in Schedule 6 of the Order (NR02), which may be temporarily stopped up by Network Rail under Article 14(4) of the Order (NR02), Article 14(5)(a) of the Order (NR02) provides that Network Rail must not exercise the powers conferred by Article 14(4) without first consulting the Council. The parties are also entering into a Highways Agreement that will make provision for the process to be followed by the parties in relation to this required consultation.</p> <p>The parties agree and acknowledge that in relation to streets not specified in Schedule 6 of the Order (NR02), Network Rail is required by Article 14(5)(b) of the Order (NR02) to obtain the consent of the Council before Network Rail can exercise the powers of Article 14 in relation to such streets. The parties are also entering into a Highways Agreement that will make provision for the process to be followed by</p>
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		<p>the parties in relation to any such consent applications that may be made by Network Rail.</p> <p>The parties also agree that 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 act as the forum for Network Rail to provide advance notice to the Council of any possible requirements for Network Rail to formally submit consent applications to the Council under Article 14(5)(b) of the Order (NR02).</p> <p>Accordingly the Council agree that its concerns have been addressed.</p>
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7. HABITAT REGULATIONS ASSESSMENT

7.1 Statement of Common Ground

- 7.1.1 The table below identifies the summary of the Habitat Regulations Assessment (HRA) as included in the Environmental Report that is agreed by the Council and Network Rail.

Matter Source (Representation or the SoC)	Summary of Matter	Statement of Common Ground
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Environment Report (NR14): Volume 3: Appendix 6B Habitats Regulations Assessment	<p>The Habitats Regulations Assessment (HRA) concluded in screening for likely significant effects (LSEs) at the following European sites, all effect pathways for the Order 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>	The Council and Network Rail agree with the conclusions reached in the HRA that there are no LSEs from the Order Scheme on European designated sites.
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8. LISTED BUILDING CONSENT APPLICATIONS

8.1.1 Consultation has been undertaken with the Council throughout the development of proposals for listed structures within the Order Scheme. No specific objections in relation to the Listed Building Consent ("**LBC**") applications have been raised by the Council. The table below summarises the outcome of this consultation and the position of both parties.

Matter Source	Summary of matter	Statement of Common Ground
Pre-application engagement	<p>Listed building consent applications for:</p> <ul style="list-style-type: none"> • Reconstruction of Heyrod Hall Overbridge (MVL3/7) • Parapet heightening and minor repairs to Springbank Lane Footbridge (MVL3/8) • Parapet heightening and minor repairs to Roughtown Road Overbridge (MVL3/17) • Reconstruction of Wright's Mill Overbridge (MVL3/20) 	<p>Network Rail have consulted with the Council throughout the development of proposals for the listed structures as part of the Order Scheme. This included the sharing of draft listed building consent drawings in August 2024 and the draft heritage statements in March 2025 with the Council.</p> <p>In their written response provided on 7 November 2024 in relation to the draft listed building consent drawings, the Council stated that they were generally satisfied with the proposals and noted the need for justification of the works to be set out in the supporting heritage</p>

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order – March 2026
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Matter Source	Summary of matter	Statement of Common Ground
		<p>statements. The heritage statements were subsequently shared and feedback from the Council incorporated in the final documents.</p> <p>Based on the engagement to date, Network Rail understand the Council to be content with the works proposed to listed buildings within their administrative area under the Order Scheme and the justification provided for these.</p> <p>Network Rail also note that the Council have granted listed building consent for minor alteration of two listed structures (MVL3/9 and MVL3/10) in March 2026 as part of the Stalybridge to Diggle Scheme. These works have been consented separately to the Order Scheme due to construction programme requirements.</p>
<p>Pre-application engagement with the Council and ongoing engagement with the Council</p>	<p>Proposed Listed Building Consent conditions</p>	<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>Heyrod Hall Overbridge (MVL3/7): NR18 LBC Conditions MVL3/7 Heyrod Hall Overbridge</p> <p>Springbank Lane Footbridge (MVL3/8): NR19 LBC Conditions MVL3/8 Springbank Lane Footbridge</p> <p>Roughtown Road Overbridge (MVL3/17): NR20 LBC Conditions MVL3/17 Roughtown Road Overbridge</p> <p>Wright’s Mill Overbridge (MVL3/20): NR21 LBC Conditions MVL3/20 Wright's Mill Overbridge</p>

Matter Source	Summary of matter	Statement of Common Ground
		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 Condition 13 in Appendix 1.

9. PLANNING CONSIDERATIONS

9.1 Planning policy compliance

9.1.1 No specific objections in relation to Planning matters have been raised by the Council. Therefore, Network Rail and TMBC agree that all relevant planning policies at the local, regional, and national level have been appropriately identified. This is evidenced through the submitted Order documentation, specifically:

- Planning Statement (**NR15**) (Sections 5 Planning and Transport Policy and 6 Planning Considerations);
- Design & Access Statement (**NR16**) (Section 2 Planning Policy Context);
- Network Rail's Statement of Case (**NR30**) (Section 6 Policy Framework);
- The Network Rail Planning Proof of Evidence of Michael Gradwell (**NR/PoE/MG/15.2**) (Sections 5-8)

9.2 Planning conditions

9.2.1 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.

9.2.2 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 Network Rail 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.

10. BROOKFIELDS SITE

10.1 Brookfields Update

- 10.1.1 The parties agree that Network Rail has undertaken a review of its proposed use of the Brookfields Site and has identified a number of changes to reduce the extent of the secondary temporary construction area, the scope of activities to be undertaken within that area, and the associated traffic and highway impacts. The detail of these changes is set out in the “Update Note – Changes to the Secondary Temporary Construction Area at the Brookfields Site (Mossley Station)”, which is appended to this Statement (**Appendix 2**). The Council confirms that it supports the changes proposed by Network Rail as described in the Update Note.
- 10.1.2 Network Rail have also committed to the Council to limiting the maximum size of Network Rail construction vehicles which would access along Archer Street in connection with the construction of the Order Scheme. Network Rail agree with the Council that such construction vehicle access along Archer Street will be restricted for routine construction access purposes to light goods vehicles of a maximum weight of 3.5 tonnes.
- 10.1.3 The parties agree that in emergency circumstances, such as emergencies requiring equipment to be brought to site, a larger vehicle of up to approximately 2.2 metres in width and 7 metres in length may be required and be permitted to access along Archer Street.
- 10.1.4 The parties agree that day-to-day Network Rail construction access along Archer Street will generally be undertaken by smaller vehicles, such as welfare vans or minibuses (approximately 2.3 metres by 5.6 metres), primarily for the purposes of staff transport.

- 10.1.5 Network Rail and the Council agree that these restrictions will be detailed by Network Rail and secured through a CTMP which covers Archer Street , which will be submitted by Network Rail to the Council for approval pursuant to proposed planning condition 7 of the Planning Direction (**NR11**).

SIGNED BY (ON BEHALF OF NETWORK RAIL INFRASTRUCTURE LIMITED)



POSITION: HEAD OF CONSENTS AND ENVIRONMENTAL PLANNING

DATE: 26 MAY 2026

SIGNED BY TAMESIDE COUNCIL

DATE:

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

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 (twenty-one) 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.

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).
- 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 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.

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

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 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).*

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.

143. 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.

APPENDIX 2:

**Update Note – Changes to the Secondary Temporary Construction Area at the
Brookfields Site (Mossley Station)**

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order (“the Order”)

Update Note – Changes to the Secondary Temporary Construction Area at the Brookfields Site (Mossley Station)

Introduction

Network Rail have undertaken a detailed review of its proposed use of the site known locally as the Brookfields Site (“the Brookfields Site”) as a secondary temporary construction area in connection with works proposed for the construction of Mossley Station.

The purpose of this Update Note is to explain the changes that Network Rail is making regarding:-

- the construction activities to be undertaken on the Brookfield Site;
- changes to the extent of the area of the Brookfield Site which Network Rail is now proposing to use as a secondary temporary construction area;
- changes to Network Rail’s construction traffic access requirements to the Brookfields Site; and
- changes to the extent of temporary traffic regulation affecting streets in the vicinity of the Brookfields Site.

Changes to the temporary construction activities to be undertaken on the Brookfield Site

Network Rail does continue to require the use of a secondary temporary construction area within part of the Brookfields Site to be able to carry out the works required for the construction of Mossley Station. In particular, this is needed to carry out temporary construction activities including providing temporary working areas, temporary material laydown areas and temporary spoil storage areas which are required to support the following works for Mossley Station:-

- removal of spoil and the construction of a new retaining wall structure to support the new platforms at Mossley Station;
- installing new drainage apparatus on adjacent Network Rail land; and
- removal / treatment of Japanese Knotweed.

However, as a result of the review Network Rail have been able to reduce the scope of the temporary construction activities that need to be undertaken within the Brookfields Site, in particular to:-

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- remove the need to also use the Brookfields Site as a temporary working area to support the construction of utility diversion works associated with the construction of the new platforms at Mossley Station. This is because the progression of the design of the new platforms has now enabled Network Rail to reduce the scope of utility diversions which had previously been identified as needed to accommodate the new platforms; and
- reduce the extent of Network Rail construction traffic needing to access the Brookfields Site to deliver large equipment and material and to remove spoil in association with the construction of Mossley Station. This is because Network Rail have confirmed that such deliveries and spoil removals can be undertaken either via the railway or via the Manchester Road Compound with construction traffic accessing that compound from Manchester Road (A635).

Reduced Land Requirements at the Brookfield Site

As a result of the changes outlined above Network Rail have been able to review and reduce the area of land required within the Brookfield Site for use as secondary temporary construction area. We have attached with this Update Note a plan which shows the reduced land requirements at the Brookfield Site. In summary the changes shown on the plan are:-

- **Land Coloured Grey** – This area of land is no longer required for use by Network Rail as a secondary temporary construction area to support the construction of Mossley Station. Therefore this land will be removed from the Order application.
- **Land Coloured Pink** – This area of land continues to be required for use by Network Rail as a secondary temporary construction area to support spoil removal and the construction of a new retaining wall structure to support the new platforms at Mossley Station and to support the removal / treatment of Japanese Knotweed.
- **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 yellow.

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As shown on the attached plan the land coloured red, which is located outside the Brookfields Site, will continue to be used by Network Rail as this is land on which the retaining wall and new platforms will be constructed and on which the Manchester Road Compound will be located.

Network Rail Construction Traffic Access and Temporary Traffic Regulation

As part of this review Network Rail has also reviewed its construction traffic access requirements for the delivery of large equipment and material and the removal of spoil in association with the construction of Mossley Station. As a result Network Rail have confirmed that such deliveries and spoil removals can be undertaken either via the railway or via the Manchester Road Compound with vehicle access to that compound being from Manchester Road (A635). This means that construction traffic will not need to access the reduced secondary temporary construction area located within part of the Brookfields site for the purposes of such deliveries and spoil removals.

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 reduced TTRO requirements on Mill Lane, Spring Street, and Archer Street. In summary the changes shown on the plan are:-

- **Mill Lane** – The majority of TTROs will be removed from Mill Lane and therefore also removed from the Order application. The exception is the retention of TTROs on the 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 the reduced secondary temporary construction area located within part of the Brookfields site

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Public Right of Way MOS/81/10

This public right of way will still need to be temporarily stopped up during construction but this will now be limited to those parts of the public right of way that cross the land shown coloured blue, pink and red on the plan that will continue to be used by Network Rail for the purposes stated above.

Next Steps

On 29 May 2026 Network Rail will submit to the Public Inquiry for the Order application, details of the amendments that Network Rail require to be made to the Order application to reflect the reduced secondary temporary construction area located within part of the Brookfields site and the reduced scope of TTROs described in this Updated Note.

Once submitted these details will be available for you to review on the Order Inquiry website ([Stalybridge Diggle - Gateley](#)).

Plan of Changes to the Secondary Temporary Construction Area at Brookfields Site (Mossley Station) – See Below

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order – March 2026
Statement of Common Ground – Network Rail Infrastructure Limited & Tameside Council

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