

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**

UPDATED STATEMENT OF COMMON GROUND

(1) Network Rail Infrastructure Limited; and

(2) Oldham Borough Council (OBJ/185)

NR/SOCG/OBJ/185.1

Date: 14 July 2026

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

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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

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Relevant LBC Applications (given reference LBC/REP01) (“**the 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 Updated Statement of Common Ground is intended to provide a succinct summary update 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 Accordingly this Updated Statement of Common Ground supersedes and replaces the Statement of Common Ground between the parties dated 2 June 2026 which was submitted to the Inquiry as **NR/SOCG/OBJ/185**.

2. STRUCTURE OF STATEMENT

- 2.1 This updated Statement is structured so to address the matters raised by the Council in the Objection and/or the SoC, through engagement in meetings and (by way of update) matters raised by the Council at the Inquiry 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**)
 - The terms of the draft Order (**see section 12**).

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- 2.2 For the matters covered by sections 3 to 11, which were also addressed in the Statement of Common Ground dated 2 June 2026 (**NR/SOCG/OBJ/185**), this updated Statement provides in sections 3 to 11 the parties agreed updated statements on these matters.
- 2.3 Section 12, which was not included in the Statement of Common Ground dated 2 June 2026 (**NR/SOCG/OBJ/185**), provides the parties agreed updated position on the terms of the draft Order (**NR02** as updated by **NR145** and **NR145.1**).
- 3. BOAT LANE/HARROP COURT ROAD AND STATION ROAD BRIDGEWORKS – TEMPORARY DIVERSION ROUTE, RIGHTS OF WAY STATUS AND SAFETY RISKS**
- 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.
- 3.3 The table below has been updated to provide an agreed update statement on each of the matters previously addressed in the Statement of Common Ground dated 2 June 2026 (**NR/SOCG/OBJ/185**).

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 a temporary means of access for emergency services to these residential properties and</p>

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		<p>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> <p><u>Agreed Updated Statement</u></p> <p>The parties confirm that the statements set out above remain agreed.</p> <p>By way of update it is confirmed that the parties agree that the commitments set out above will be enforced by the Council through its approval, as local planning authority, of the Construction Traffic Management Plan (“CTMP”) under Planning Condition 7 (NR11 as updated by NR147 and INQ-38).</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 a temporary means of access for emergency services to these residential properties and business.</p> <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><u>Agreed Updated Statement</u></p> <p>The parties confirm that the statements set out above remain agreed.</p> <p>By way of update it is confirmed that the parties agree that the commitments set out above will be enforced by the Council through the Highways Agreement with Network Rail.</p>
Objection section 1	Concerns regarding the proposals for the	<p>Network Rail and the Council agree that Network Rail will provide details of the design</p>

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SoC section 2	temporary diversionary routes and emergency vehicles – route between Harrop Court Road and Boat Lane across private field.	<p>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><u>Agreed Updated Statement</u></p> <p>The parties confirm that the statements set out above remain agreed.</p> <p>By way of update it is confirmed that the parties agree that the commitments set out above will be enforced by the Council through the Highways Agreement with Network Rail.</p>
Objection section 1 SoC section 2	Diversion routes and emergency vehicles	<p>Network Rail and the Council have agreed that diversion routes and road closures proposed with 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> <p><u>Agreed Updated Statement</u></p> <p>The parties confirm that the statements set out above remain agreed.</p> <p>By way of update it is confirmed that the parties agree that:</p>

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		<ul style="list-style-type: none"> the commitments set out above will be enforced by the Council through its approval, as local planning authority, of the Construction Traffic Management Plan (“CTMP”) under Planning Condition 7 (see NR11 as updated by NR147 and INQ-38); and the Highways Agreement to be entered into between the Council and Network Rail Council establishes a Highways Network Management Group (an overview of which was provided to the Inquiry in INQ-36) 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 Planning Condition 7.
N/A	Concerns regarding drainage on Boat Lane and the condition of Boat Lane and Harrop Court Road for use as temporary diversionary route	<p>The Highways Agreement to be entered into between Network Rail and the Council 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> <p><u>Agreed Updated Statement</u></p> <p>The parties confirm that the statements set out above remain agreed.</p>

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		By way of update it is confirmed that the parties agree that the commitments set out above will be enforced by the Council through the Highways Agreement with Network Rail.
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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.
- 4.3 The table below has been updated to provide an agreed updated statement on each of the matters previously addressed in the Statement of Common Ground dated 2 June 2026 (**NR/SOCG/OBJ/185**).

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 mechanisms required under protective provisions.	<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 of the works permitted by the Order (NR02) to alter the layout of Shaw Hall Bank Road in 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><u>Agreed Updated Statement</u></p> <p>The parties confirm that the statement above, as provided in in the Statement of Common Ground dated 2 June 2026 (NR/SOCG/OBJ/185), has now been superseded by the position agreed by the parties and confirmed in the joint statement provided by the parties to the Inquiry in</p>

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		<p>INQ-39. By way of update the parties now confirm that INQ-39 represents the parties agreed position on this matter.</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><u>Agreed Updated Statement</u></p> <p>The parties confirm that the statements set out above remain agreed.</p> <p>By way of update it is confirmed that the parties agree that the commitments set out above will be enforced by the Council through the Highways Agreement with Network Rail.</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> <p><u>Agreed Updated Statement</u></p> <p>The parties confirm that the statements set out above remain agreed.</p> <p>By way of update it is confirmed that the parties agree that the commitments set out above will be enforced by the Council</p>
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		through the Highways Agreement with Network Rail.
Objection section 2 SoC section	Concerns regarding the justification provided by Network Rail for the proposed location of the permanent zebra pedestrian crossing on Shaw Hall Bank Road.	<u>Agreed Updated Statement</u> By way of update in relation to this matter which was identified as not agreed in the Statement of Common Ground dated 2 June 2026. The parties can now confirm that this matter has been resolved through the position agreed by the parties and confirmed in the joint statement provided by the parties to the Inquiry in INQ-39 . Therefore the parties confirm that INQ-39 now represents the parties agreed position on this matter.

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 summaries 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.
- 5.3 The table below has been updated to provide an agreed update statement on each of the matters previously addressed in the Statement of Common Ground dated 2 June 2026 (**NR/SOCG/OBJ/185**).

Matter Source (Objection or the SoC)	Summary of Matter	Statement of Common Ground
Objection section 4 SoC section 5	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 Council disputes NR's statement that no trees are affected - requires detailed	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. 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

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	reinstatement and tree protection information.	<p>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 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><u>Agreed Updated Statement</u></p> <p>The parties confirm that the statements set out above remain agreed.</p> <p>By way of update it is confirmed that the parties agree that the commitments set out above in relation to Plot 16-049 will be enforced by the Council through a combination of:-</p>
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		<ul style="list-style-type: none">• its approval, as local planning authority, of the details required under Planning Condition 4 (see NR11 as updated by NR147 and INQ-38); and• its approval, as local planning authority, of the LEMP required under Planning Condition 5 (see NR11 as updated by NR147 and INQ-38). <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><u>Agreed Updated Statement</u></p> <p>The parties confirm that the statements set out above remain agreed.</p> <p>By way of update it is confirmed that the parties agree that the commitments set out above in relation to Plots 12-003 and 12-007 will be enforced by the Council through a combination of:-</p> <ul style="list-style-type: none">• its approval, as local planning authority, of the details required under Planning Condition 4 (see NR11 as updated by NR147 and INQ-38); and• its approval, as local planning authority, of the LEMP required under Planning Condition 5 see
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		<p>NR11 as updated by NR147 and INQ-38).</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 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><u>Agreed Updated Statement</u></p> <p>The parties confirm that the statements set out above remain agreed.</p> <p>By way of update it is confirmed that the parties agree that the commitments set out above will be enforced by the Council through its approval, as local planning authority, of the BNG strategy required under Planning Condition 9 (see NR11 as updated by NR147 and INQ-38).</p>
Objection section 4 SoC section 5	Access Rights (16-052) – Unresolved access rights for private drive at 16-052	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

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	pending discussion with affected resident.	<p>Plot 16-052 for access to the railway for the installation of fencing. The landowner has not objected to the Order scheme.</p> <p><u>Agreed Updated Statement</u></p> <p>The parties confirm that the statements of fact set out above remain agreed.</p>
Objection section 4 SoC section 5	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>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, 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,</p>

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		<p>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> <p><u>Agreed Updated Statement</u></p> <p>The parties confirm that the statements of fact set out above remain agreed.</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><u>Agreed Updated Statement</u></p> <p>The parties confirm that the statements set out above remain agreed.</p> <p>By way of update it is confirmed that the parties agree that the commitments set out above will be enforced by the Council through a Lands Commitments Agreement with Network Rail.</p>
Objection section 4 SoC section 5.3	<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 only accessible under the</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, subject to Network Rail’s operational</p>

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	<p>Ward Lane bridge; The Council would like to be granted an unrestricted right of access across the acquired land.</p>	<p>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.</p> <p><u>Agreed Updated Statement</u></p> <p>The parties confirm that the statements set out above remain agreed.</p> <p>By way of update it is confirmed that the parties agree that the commitments set out above will be enforced by the Council through a Lands Commitments Agreement with Network Rail.</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</p>

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		<p>to the car park used by Grandpa Greene's." It is agreed that the business owner has not objected to the Order.</p> <p><u>Agreed Updated Statement</u></p> <p>The parties confirm that the statements set out above remain agreed.</p> <p>By way of update it is confirmed that the parties agree that the commitments set out above will be enforced by the Council through a Lands Commitments Agreement with Network Rail.</p>
SoC section 5.4	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>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><u>Agreed Updated Statement</u></p> <p>The parties confirm that the statements of fact set out above remain agreed.</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 is not being used by Network Rail for the purposes of the construction of the Order Scheme and when it is safe to do so.</p> <p><u>Agreed Updated Statement</u></p> <p>The parties confirm that the statements set out above remain agreed.</p> <p>By way of update it is confirmed that the parties agree that the commitments set out above will be enforced by the Council</p>

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		<p>through a Lands Commitments Agreement with Network Rail.</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> <p><u>Agreed Updated Statement</u></p> <p>The parties confirm that the statements of fact set out above remain agreed.</p> <p>By way of update it is confirmed that the parties agree that the commitments set out above regarding the provision of small welfare (i.e. toilets) facilities within the Sam Road car park will be enforced by the Council through a Lands Commitments Agreement with Network Rail.</p> <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><u>Agreed Updated Statement</u></p> <p>The parties confirm that the statements set out above remain agreed.</p> <p>By way of update it is confirmed that the parties agree that the commitments set out above will be enforced by the Council</p>
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		<p>through a Lands Commitments Agreement with Network Rail.</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> <p><u>Agreed Updated Statement</u></p> <p>The parties confirm that the statements of fact set out above remain agreed.</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> <p><u>Agreed Updated Statement</u></p> <p>The parties confirm that the statements of fact set out above remain agreed.</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 evens -

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including programme coordination, the table below summaries the Statements of Common Ground between the Council and Network Rail.

- 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.
- 6.3 The table below has been updated to provide an agreed update statement on each of the matters previously addressed in the Statement of Common Ground dated 2 June 2026 (**NR/SOCG/OBJ/185**).

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> <p><u>Agreed Updated Statement</u></p> <p>The parties confirm that the statements set out above remain agreed.</p> <p>By way of update it is confirmed that the parties agree that the commitments set out above will be enforced by the Council through the Saddleworth Major Events Agreement with Network Rail.</p>

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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 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;- 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 <p><u>Agreed Updated Statement</u></p> <p>The parties confirm that the statements set out above remain agreed.</p> <p>By way of update it is confirmed that the parties agree that the commitments set out above will be enforced by the Council through the Saddleworth Major Events Agreement with Network Rail.</p>
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7. LISTED BUILDING CONSENT APPLICATIONS

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- 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.
- 7.4 The table below has been updated to provide an agreed update statement on each of the matters previously addressed in the Statement of Common Ground dated 2 June 2026 (**NR/SOCG/OBJ/185**).

Matter Source	Summary of matter	Statement of Common Ground
Representation SoC Section 7.4	Listed building consent application for reconstruction of Wright's Mill Overbridge (MVL3/20) (grade II listed building)	<p>Network Rail and the Council are agreed that the proposed reconstruction of Wright's Mill Overbridge will result in substantial harm to the listed building.</p> <p>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.</p> <p><u>Agreed Updated Statement</u></p> <p>The parties confirm that the statements set out above remain agreed.</p>
Representation SoC Section 7.4	Listed building consent application for demolition of Wright's Overbridge (MVL3/23) (grade II listed building)	<p>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.</p> <p>In accordance with the NPPF and Planning Practice Guidance, Network Rail have assessed this to result in substantial harm to Wright's Overbridge.</p> <p><u>Agreed Updated Statement</u></p>

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Matter Source	Summary of matter	Statement of Common Ground
		The parties confirm that the statements set out above remain agreed.
Representation SoC Section 7.4	Listed building consent application for reconstruction of Royal George Underbridge (MVL3/25) (grade II listed building)	<p>Network Rail and the Council are agreed that the proposed works to Royal George Underbridge will result in substantial harm to the listed building.</p> <p>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.</p> <p><u>Agreed Updated Statement</u></p> <p>The parties confirm that the statements set out above remain agreed.</p>
Representation SoC Section 7.4	Listed building consent application for strengthening of Shaw Hall Bank Road Footway (MVL3/26) (grade II listed building)	<p>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.</p> <p><u>Agreed Updated Statement</u></p> <p>The parties confirm that the statements set out above remain agreed.</p>
Representation SoC Section 7.4	Listed building consent application for reconstruction of Oldham Road Overbridge (MVL3/28) (grade II listed building)	<p>Network Rail and the Council are agreed that the proposed works to Oldham Road Overbridge will result in substantial harm to the listed building.</p> <p><u>Agreed Updated Statement</u></p> <p>The parties confirm that the statements set out above remain agreed.</p>
Representation SoC Section 7.4	Listed building consent application for strengthening of Wicken's Underbridge (MVL3/29) (grade II listed building)	<p>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.</p> <p><u>Agreed Updated Statement</u></p> <p>The parties confirm that the statements set out above remain agreed.</p>

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Matter Source	Summary of matter	Statement of Common Ground
Representation SoC Section 7.4	Listed building consent application for attachment of OLE to Uppermill Viaduct (MVL3/31) (grade II listed building)	<p>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. 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.</p> <p><u>Agreed Updated Statement</u></p> <p>The parties confirm that the statements set out above remain agreed.</p>
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> <p><u>Agreed Updated Statement</u></p> <p>The parties confirm that the statements set out above remain agreed.</p>
N/A Pre-application engagement with the Council and ongoing	Proposed Listed Building Consent conditions	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.

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Matter Source	Summary of matter	Statement of Common Ground
engagement with the Council		<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> <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> <p><u>Agreed Updated Statement</u></p> <p>The parties confirm that the statements set out above remain agreed.</p> <p>By way of update, the parties have further agreed that the wording of new condition 13 should be amended in the manner described in Section 3.1 and Appendix 1 of the Consolidated Updates to Planning Conditions (INQ-38):-</p> <p>Notwithstanding the Council's position regarding the suitability of the alternative route proposed by Network Rail for the closure of the Moorgate Halt Level</p>

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Matter Source	Summary of matter	Statement of Common Ground
		Crossing (see paragraphs 11.4 to 11.6 below), by way of further update it is confirmed that the parties have agreed that in the event the Order authorises the closure of the Moorgate Halt Level Crossing and the closure of the associated section of Footpath 209 SADD (Dark Lane) over the level crossing a further additional planning condition should be attached to the Planning Direction (NR11 as updated by NR147) relating to the provision of heritage interpretation on the route of Footpath 209 SADD (Dark Lane) as proposed in paragraph 8.2.3.25 of Network Rail's Statement of Case (NR30). This new condition is presented in Section 3.1 and Appendix 1 of the Consolidated Updates to Planning Conditions (INQ-38), as new Condition 14.

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.
- 8.3 The table below has been updated to provide an agreed update statement on each of the matters previously addressed in the Statement of Common Ground dated 2 June 2026 (**NR/SOCG/OBJ/185**).

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,	Network Rail and the Council agree that all relevant planning policies at the local, regional, and national level have been appropriately identified.

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	<p>alongside Oldham's Joint Core Strategy and Development Management Plan Document (Local Plan), adopted November 2011, in accordance with the National Planning Policy Framework ("NPPF").</p>	<p>This is evidenced in the following documents submitted in support of the Order application, specifically:</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><u>Agreed Updated Statement</u></p> <p>The parties confirm that the statements set out above remain agreed.</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</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</p>

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	<p>railway is logical. However, the Council considers that insufficient justification has been provided regarding the overall number of compounds proposed.</p>	<p>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> <p><u>Agreed Updated Statement</u></p> <p>The parties confirm that the statements set out above remain agreed.</p>
<p>N/A</p> <p>Pre-application engagement with the Council and ongoing engagement with the Council</p>	<p>Proposed conditions</p> <p>planning</p>	<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><u>Agreed Updated Statement</u></p> <p>The parties confirm that the statements set out above remain agreed.</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> <p><u>Agreed Updated Statement</u></p>

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		<p>The parties confirm that the statements set out above remain agreed.</p> <p>As stated in the table in section 7 above, the parties have now also agreed minor amendments to the wording of new Condition 13. See section 3.1 and Appendix 1 of the Consolidated Updates to Planning Conditions (INQ-38).</p> <p>In addition, and as also stated in the table in section 7 above, the parties have now agreed to the inclusion of new Condition 14 (See section 3.1 and Appendix 1 of the Consolidated Updates to Planning Conditions (INQ-38)) in the event that the Order authorises the closure of the Moorgate Halt Level Crossing and the closure of the associated section of Footpath 209 SADD (Dark Lane) over the level crossing.</p> <p>Notwithstanding the Council's position regarding the suitability of the alternative route proposed by Network Rail for the closure of the Moorgate Halt Level Crossing (see paragraphs 11.4 to 11.6 below), by way of further update it is confirmed that the parties have agreed that in the event the Order authorises the closure of the Moorgate Halt Level Crossing and works to upgrade Footpath 244 SADD a further additional planning condition should be attached to the Planning Direction (NR11 as updated by NR147 and INQ-38) relating to the Council's approval of design details for the enhancement works for Footpath 244 SADD. This new condition is presented in Section 3.2 and Appendix 1 of the Consolidated Updates to Planning Conditions (INQ-38) as new Condition 15.</p> <p>By way of update, Network Rail have proposed a further drafting amendment to paragraph b) of Condition 10 which was included in the Planning Direction (NR11 as updated by NR147). This further drafting amendment is described in Section 3.1 and Appendix 1 of the</p>
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		<p>Consolidated Updates to Planning Conditions (INQ-38). The need for this amendment is to ensure that the non-designated heritage asset, comprising the Manchester Road Footbridge MVL3/10A, which is affected by the works to be authorised by the Order is made subject to the terms of paragraph b) of Condition 10. The Council acknowledge the amendment proposed by Network Rail and confirm that as the non-designated heritage asset is located within the administrative area of Tameside Metropolitan Borough Council the Council do not have any comments on the proposed amendment as Tameside Metropolitan Borough Council is the relevant local planning authority affected by this amendment.</p> <p>By way of further update, the Council acknowledge the new planning conditions presented by Network Rail in Section 3.2 and Appendix 1 of the Consolidated Updates to Planning Conditions (INQ-38) as new Condition 16 (Piling Risk Assessment), Condition 17 (Contaminated Land and Controlled Waters) and Condition 18 (Unexpected Contamination). The Council notes that these conditions have been proposed by Network Rail following Network Rail's discussions with the Environment Agency and the Council confirms that it would be content for these planning conditions to be attached to the Request for Deemed Planning Permission (NR11).</p> <p>The Council also acknowledge the new planning condition presented by Network Rail in Section 3.2 and Appendix 1 of the Consolidated Updates to Planning Conditions (INQ-38) as new Condition 19 (Mossley Station operational noise). As this condition relates to development within the administrative area of Tameside Metropolitan Borough Council the Council do not have any comments on the proposed new condition as Tameside Metropolitan Borough Council is the relevant local planning authority affected by this new condition.</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.

9.2 The table below has been updated to provide an agreed update statement on each of the matters previously addressed in the Statement of Common Ground dated 2 June 2026 (**NR/SOCG/OBJ/185**).

Matter Source	Summary of Matter	Statement of Common Ground
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>	<p>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 application. Their comments will be provided as soon as possible.</p> <p><u>Agreed Updated Statement</u></p> <p>The parties confirm that the statements set out above remain agreed.</p>

10. NEW 'PERMANENT MAINTENANCE FACILITY' ON OAKLANDS ROAD, GRASSCROFT

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- 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.
- 10.3 The table below has been updated to provide an agreed update statement on each of the matters previously addressed in the Statement of Common Ground dated 2 June 2026 (**NR/SOCG/OBJ/185**).

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 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>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 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> <p><u>Agreed Updated Statement</u></p> <p>The parties confirm that the statements set out above remain agreed and that this matter will be controlled by the Council, as local planning authority, through Planning Conditions 5, 11 and 12 (see NR11 as updated by NR147 and INQ-38) as referenced above.</p>

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

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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.
- 11.3 The table below has been updated to provide an agreed update statement on each of the matters previously addressed in the Statement of Common Ground dated 2 June 2026 (**NR/SOCCG/OBJ/185**). In addition, the table below has been updated to confirm Statements of Common Ground between Network Rail and the Council on matters raised by the Council during the course of the Inquiry.

Matter Source (Objection or the SoC)	Summary of Matter	Statement of Common Ground
Objection section 3 SoC section 4	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>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 statutory powers as highways authority to manage, protect and maintain the route.</p> <p>The parties agree therefore that this matter has been addressed to the satisfaction of the Council.</p> <p><u>Agreed Updated Statement</u></p> <p>The parties confirm that the statements set out above remain agreed.</p> <p>By way of update the Council acknowledge and agree that the amendment referenced above was submitted to the Order Inquiry by Network Rail as Inquiry Document NR149 and the Council confirms that it</p>

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

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		supports the amendment request detailed in Inquiry Document NR149 .
N/A	At the Inquiry queries were raised by the Council as to the operation of Article 19 of the Order to dedicate as a public footpath the full extent of the widened Footpath 244 SADD as proposed by the Order.	<p><u>Agreed Updated Statement</u></p> <p>Notwithstanding the Council's position regarding the suitability of the alternative route proposed by Network Rail for the closure of the Moorgate Halt Level Crossing (see paragraphs 11.4 to 11.6 below), the Council agrees that this query has been addressed by the amendments agreed between the parties to Article 19 which were submitted to the Inquiry as Inquiry Document INQ-10 and which have now been incorporated into the draft Order as amended 7 July 2026 (NR145.1) as explained in the Updated Consolidated Paper of Order Amendments (NR146.1).</p>
N/A	The Council raised in Inquiry the need for protections for the existing culvert that crosses beneath Footpath 244 SADD in consequence of Network Rail carrying out the enhancement works to Footpath 244 SADD proposed to be authorised by the Order.	<p><u>Agreed Updated Statement</u></p> <p>Notwithstanding the Council's position regarding the suitability of the alternative route proposed by Network Rail for the closure of the Moorgate Halt Level Crossing (see paragraphs 11.4 to 11.6 below), the Council agree that, in the event the Order authorises works to upgrade Footpath 244 SADD, the protective provisions for lead local flood authorities provided by Part 4 of Schedule 17 to Order (NR02 as updated by NR145 and NR145.1) provide the Council with the appropriate protective provisions to protect the existing culvert that crosses beneath Footpath 244 SADD in consequence of Network Rail carrying out the enhancement works to Footpath 244 SADD proposed to be authorised by the Order.</p>

Statement of Matters Not yet agreed – Moorgate Halt Level Crossing

Suitability of the Alternative Route

- 11.4 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.

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- 11.5 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.
- 11.6 By way of update, the parties agree and acknowledge that the statements set out in paragraphs 11.4 and 11.5 above, which were also stated in the Statement of Common Ground dated 2 June 2026 (**NR/SOCG/OBJ/185**), remain the Council's stated position on these matters.

12. THE DRAFT ORDER

- 12.1 By way of update, the Council can confirm, without prejudice to the Council's position regarding the suitability of the alternative route proposed by Network Rail for the closure of the Moorgate Halt Level Crossing (see paragraphs 11.4 to 11.6 above), that in consideration of the further commitments provided by Network Rail in the Highways Agreement, Lands Commitments Agreement and Saddleworth Major Events Agreement (as referred to above) and the amendments agreed by the parties to Article 19 (as documented in Inquiry Document **INQ-10** and explained in the Updated Consolidated Paper of Order Amendments (**NR146.1**)) and Article 43(9)(a) (as explained in the Updated Consolidated Paper of Order Amendments (**NR146.1**)) the Council are content with terms of the draft Order as submitted (**NR02**) and as updated by **NR145** and **NR145.1**.

Signed by (on behalf of Network Rail Infrastructure Limited)



Position: Head of Consents and Environmental Planning

Date: 14 July 2026

Signed by Oldham Council



Nasir Dad, Director of Environment

Date: 14 July 2026