TRANSPORT AND WORKS ACT 1992

TRANSPORT AND WORKS (INQUIRIES PROCEDURES) RULES 2004

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

Consolidated Updates to Planning Conditions

INQ-38

Prepared by Mike Gradwell

Document Reference	INQ-38
Author	Network Rail
Date	08 July 2026
Revision Number	Rev. 1

[This page is intentionally left blank]

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order
Consolidated Updates to Planning Conditions - INQ-38

CONTENTS

1. GENERAL INTRODUCTION 4

1.1 Purpose of the Document 4

2. AMENDMENTS TO PLANNING CONDITIONS (NR11 – APPENDIX 2) 4

2.1 Proposed Amendments detailed in NR147 4

3. FURTHER AMENDMENTS TO PLANNING CONDITIONS PROPOSED DURING PUBLIC INQUIRY 5

3.1 Proposed Amendments detailed in INQ-24 5

3.2 Further changes to the proposed planning conditions 8

APPENDIX A – CONSOLIDATED AMENDMENTS TO THE CONDITIONS PROPOSED TO BE ATTACHED TO THE DIRECTION FOR DEEMED PLANNING PERMISSION 9

1. GENERAL INTRODUCTION

1.1 Purpose of the Document

1.1.1 On 29 May 2026 Network Rail submitted 'Planning Conditions (NR11 – Appendix 2) as amended 29 May 2026' (**NR147**). The purpose of this document was to detail amendments proposed by Network Rail to the planning conditions that were originally proposed by Network Rail to be attached to the Request for Deemed Planning Permission and Statement of Proposed Conditions.

1.1.2 Subsequent to the commencement of the Public Inquiry further revisions to the planning conditions were presented in **INQ-24**.

1.1.3 Since the submission of **INQ-24** further revisions to the planning conditions are being proposed by Network Rail. This document details the nature and reason for these further changes and confirms the position of the relevant Local Planning Authorities in relation to those changes.

1.1.4 This document then provides in **Appendix 1** a consolidated updated version of the proposed planning conditions is provided taking account of the changes identified in **NR147**, **INQ-24** and this document.

2. AMENDMENTS TO PLANNING CONDITIONS (NR11 – APPENDIX 2)

2.1 Proposed Amendments detailed in NR147

2.1.1 The table below details the nature of the changes to the planning condition which were submitted with **NR147**.

Nature of Proposed Change	Reason for Proposed Change	Position of the Relevant Local Planning Authority on the Proposed Change
New Planning Condition 13 - *relating to provision of heritage interpretation at Greenfield Station*	*This is detailed at Section 2 of **NR147** but that reasoning is restated here for ease of reference:* "The purpose of the proposed amendments to the planning conditions is to reinstate a planning condition relating to the provision of heritage interpretation at Greenfield Station which was erroneously omitted from the proposed planning conditions set out in Appendix 2 to the Request for Deemed Planning Permission and statement of proposed conditions (**NR11**). This planning condition was included in the list	*This is detailed in the table at Section 7 of **NR/SOCG/OBJ/185** but that position is restated here for ease of reference* "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

Nature of Proposed Change	Reason for Proposed Change	Position of the Relevant Local Planning Authority on the Proposed Change
	of proposed planning conditions as a consequence of pre-application engagement between Network Rail and Oldham Borough Council. Therefore, the planning conditions as set out in Appendix 2 to the Request for Deemed Planning Permission and statement of proposed conditions (**NR11**) are replicated in the Appendix to this document with the reinstated condition shown by way of tracked amendments as new planning condition 13. Consequently former planning condition 13 is also shown by way of tracked amendments re-numbered as planning condition 14.". **NOTE: This new condition is shown highlighted yellow, as new Condition 13 in Appendix 1.**	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."

3. FURTHER AMENDMENTS TO PLANNING CONDITIONS PROPOSED DURING PUBLIC INQUIRY

3.1 Proposed Amendments detailed in INQ-24

3.1.1 The table below details the nature of the changes to the planning condition which were submitted to the Public Inquiry as **INQ-24**.

Nature of Proposed Change	Reason for Proposed Change	Position of the Relevant Local Planning Authority on the Proposed Change
Amendments to Planning Condition 13 - Heritage Interpretation	*This is detailed at Section 2.1 of **INQ24** but that reasoning is restated here for ease of reference:* *"*Network Rail are proposing the further minor drafting amendments shown tracked [***shown red below in this document***] below to existing Planning Condition 13 to amend the title to confirm the	*This is detailed in the table at Section 2.1.4 of **INQ24** but the position of the relevant local planning authority is restated here for ease of reference:* "Network Rail have shared these drafting amendments with Oldham Borough Council as the relevant planning authority but no comments have been received from Oldham

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

Nature of Proposed Change	Reason for Proposed Change	Position of the Relevant Local Planning Authority on the Proposed Change
	relevant location for this condition and to clarify the Scheduled Work listed in Schedule 1 of the Order (NR02) being referred to in the condition*".* "13. HERITAGE INTERPRETATION – GREENFIELD STATION Within 12 (twelve) months of the bringing into use of Oldham Road footbridge (being the work described as Work No.7 in the Order), 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."" **<u>NOTE:</u> These amendments to new Condition 13 are shown in red in Appendix 1.**	Borough Council as of the date of this Inquiry document".
Amendments to Planning Condition 10 - *Archaeology*	*This is detailed at Section 2.3 of **INQ24** but that reasoning is restated here for ease of reference:* "Existing Planning Condition 10 was included as part of the planning conditions originally proposed by Network Rail to be attached to the Request for Deemed Planning Permission and statement of proposed conditions (see Appendix 2 to NR11).	*This is detailed in the table at Section 2.3.4 of **INQ24** but the position of the relevant local planning authority is restated here for ease of reference:* "Network Rail have shared these drafting amendments with Tameside Metropolitan Borough Council as the relevant planning authority but no comments have been received from Tameside Metropolitan Borough Council as of the date of this Inquiry

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

Nature of Proposed Change	Reason for Proposed Change	Position of the Relevant Local Planning Authority on the Proposed Change
	Existing Planning Condition 10 has been agreed by both Tameside Metropolitan Borough Council (see paragraph 9.2 of the Statement of Common Ground dated 2 June 2026 **(NR/SOCG/REP/05))** and Oldham Borough Council (see the Table at paragraph 8.2 of the Statement of Common Ground dated 2 June 2026 **(NR/SOCG/OBJ/185))**." **NOTE: These amendments to Condition 10 are shown in red in Appendix 1.**	document."
New Planning Condition 14 - *Heritage interpretation – Footpath FP 209 SADD (Dark Lane)*	*This is detailed at Section 2.2 of **INQ24** but that reasoning is restated here for ease of reference:* "Network Rail propose to add new planning condition 14 as set out below. In the event that the Order (NR02) 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, the purpose for the new planning condition is to make provision for the implementation of a scheme of heritage interpretation relating to the history of Footpath 209 SADD (Dark Lane). This being a heritage interpretation scheme proposed by Network Rail in paragraph 8.2.3.25 of Network Rail's Statement of Case (NR30)." **NOTE: This new condition is shown highlighted yellow, as new Condition 14 in Appendix 1.**	*This is detailed in the table at Section 2.2.3 of **INQ24** but the position of the relevant local planning authority is restated here for ease of reference:* Network Rail have shared this new planning condition with Oldham Borough Council as the relevant planning authority but no comments have been received from Oldham Borough Council as of the date of this Inquiry document.

3.2 Further changes to the proposed planning conditions

3.2.1 The table below details the further changes proposed to the planning conditions.

Nature of Proposed Change	Reason for Proposed Change	Position of the Relevant Local Planning Authority on the Proposed Change
New Planning Condition 15: *Design details and approval for enhancement works for Footpath 244 SADD*	Notwithstanding Oldham Borough Council's position regarding the suitability of the alternative route proposed by Network Rail for the closure of the Moorgate Halt Level Crossing, 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**) relating to the Council's approval of design details for the enhancement works for Footpath 244 SADD. **<u>NOTE:</u> This new condition is shown highlighted yellow, as new Condition 15 in Appendix 1.**	Oldham Borough Council as the relevant planning authority confirmed agreement to the condition via email to Network Rail 7th July 2026.
New Planning Condition 16 - *Piling Risk Assessment* **New Planning Condition 17** - *Contaminated Land and Controlled Waters* **New Planning Condition 18** - *Unexpected Contamination*	The reason for this change has been discussed by Network Rail with the Environment Agency ("EA") as part of the preparation of a draft Statement of Common Ground : Network Rail and the EA agree that the information included in the Environment Report (**NR14**) regarding contaminated land and controlled waters is sufficient for the current stage of the scheme to be authorised by the Order. The EA noted in its Representation that it was not currently content that the mitigation is secured in the Environment Report (**NR14**) for the following items that summarise the points raised by the EA.	Network Rail have shared these draft conditions with the Environment Agency but no comments have been received as of the date of this Inquiry document. At present these new planning conditions have not been shared with Oldham Borough Council and Tameside Metropolitan Borough Council.

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

Nature of Proposed Change	Reason for Proposed Change	Position of the Relevant Local Planning Authority on the Proposed Change
	Accordingly, the new planning conditions are being proposed by Network Rail so to secure the mitigation detailed in the Environment Report (**NR14**). **NOTE: These new conditions are shown highlighted yellow, as new Conditions 16, 17 and 18 in Appendix 1.**	
New Planning Condition 19 – *Mossley Station operational noise*	In the Environmental Commitments Register included as the Appendix to Proof of Evidence Environmental Management: Jim Pearson (**NR/PoE/JP/4.3**), the register identified as item 15 commitment relating to minimising operational noise from the new Mossley Station was identified. To ensure compliance with this commitment this new condition is proposed by Network Rail. **NOTE: This new condition is shown highlighted yellow, as new Condition 19 in Appendix 1.**	At present this new planning condition has not been shared with the relevant planning authority, Tameside Metropolitan Borough Council.

APPENDIX A– CONSOLIDATED AMENDMENTS TO THE CONDITIONS PROPOSED TO BE ATTACHED TO THE DIRECTION FOR DEEMED PLANNING PERMISSION

AMENDMENTS SHOWN HIGHLIGHTED YELLOW AND/OR IN RED

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.*

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) or within the areas comprising the limits of deviation (as defined in Article 2 of the Order) for the work described as Work No.2 in the Order (reconstruction of Manchester Road Footbridge MVL3/10A) 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 of 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 – GREENFIELD STATION

Within 12 (twelve) months of the bringing into use of Oldham Road footbridge (being the work described as Work No.7 in the Order), 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."*

14. HERITAGE INTERPRETATION – FOOTPATH FP 209 SADD (DARK LANE)

Within 12 (twelve) months of the closure of the Moorgate Halt Level Crossing in accordance with Article 19 of the Order, a scheme to disseminate information relating to the history of Footpath 209 SADD shall be submitted to, and approved in writing by, the relevant 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 the Places for Everyone Joint Development Plan document.*

15. DESIGN DETAILS AND APPROVAL FOR ENHANCEMENT WORKS FOR FOOTPATH 244 SADD

(a) The enhancement works authorised by the Order for Footpath 244 SADD shall not commence until the detailed designs for those elements of the enhancement works which are specified on the drawings referenced in paragraph (c) below have been submitted to and approved in writing by the relevant local planning authority.

(b) The design details to be submitted under paragraph (a) must include the details of any ground investigations results undertaken to inform the detailed designs of any elements of the enhancement works which are specified on the drawings referenced in paragraph (c).

(c) The drawings referred to in paragraph (a) above are:-

1. Moorgate Footpath Upgrade – Replacement Proposed Site Plan Sheet 1 of 3 (696780-WCL-1700-MOG-DRG-ECV-780105);
2. Moorgate Footpath Upgrade – Replacement Proposed Site Plan Sheet 2 of 3 (696780-WCL-1700-MOG-DRG-ECV-780106);
3. Moorgate Footpath Upgrade - Proposed Site Plan Sheet 3 of 3 (696780-WCL-1700-MOG-DRG-ECV-780107);
4. Moorgate Footpath Upgrade – Replacement Proposed Longitudinal Section Sheet 1 of 3 (696780-WCL-1700-MOG-DRG-ECV-780108);
5. Moorgate Footpath Upgrade – Proposed Longitudinal Section Sheet 2 of 3 (696780-WCL-1700-MOG-DRG-ECV-780109);

6. Moorgate Footpath Upgrade – Proposed Longitudinal Section Sheet 3 of 3 (696780-WCL-1700-MOG-DRG-ECV-780110); and
7. Moorgate Footpath Upgrade – Replacement Proposed Cross Sections & Details (696780-WCL-1700-MOG-DRG-ECV-780111).

(d) The construction of the enhancement works for Footpath 244 SADD must be carried out in full and in accordance with the approved details.

***Reason**: To enable reasonable and proper control to be exercised over these aspects of the development as required by Places for Everyone Policies JP-P1 (Sustainable Places) and JP-C6 (Walking and Cycling).*

16. Piling Risk Assessment

a) Where intrusive piling is necessary for any stage, no development within the relevant stage is to commence until a Piling Risk Assessment, prepared in compliance with the Piling and Penetrative Ground improvement Methods on Land Affected by Contamination: Guidance on Pollution Prevention, for that stage has been submitted to and approved in writing by the relevant local planning authority.

b) The construction of the relevant stage of the development must be carried out in accordance with the approved Piling Risk Assessment.

***Reason**: To mitigate construction impacts and to protect the environment.*

17. Contaminated Land

a) No stage of the development shall commence (excluding the commencement of preliminary works in accordance with the details approved pursuant to condition 4), until the Preliminary Risk Assessment provided in Volume 3 Appendix 11A (Geoenvironment Technical Appendix) of the Environment Report has been updated for that stage and submitted to and approved in writing by the relevant local planning authority.

b) Where any Preliminary Risk Assessment undertaken pursuant to paragraph (a) above confirm remediation measures are necessary for that relevant stage, no development in that relevant stage is to commence until a Remediation Statement, demonstrating how the site will be made suitable for the intended use, has been submitted to and approved in writing by the relevant local planning authority. The Remediation Statement must include a programme for all works and for the provision of and timescale for the submission to the relevant local planning authority of verification reports for written approval.

***Reason**: To ensure that the presence of contamination is identified, risks assessed and proposed remediation works are agreed in order to make the site suitable for use.*

18. Unexpected Contamination

Where significant unexpected contamination* is encountered:-

(i) the relevant local planning authority must be notified in writing immediately and, where agreed with the relevant local planning authority, as necessary operations on the affected part of the site must cease; and

(ii) an amended or new Remediation Statement must be submitted to, and approved in writing by, the relevant local planning authority prior to any further remediation works being undertaken on the relevant affected part of the site, such further remediation works must thereafter be carried out in accordance with the amended or new approved Remediation Statement.

(*unexpected contamination within this context of this condition is taken to mean visual or olfactory evidence of significant additional contamination previously not identified in the Preliminary Risk Assessment approved under condition 17.)

***Reason**: To ensure that the presence of unexpected contamination is identified, risks assessed and proposed remediation works are agreed in order to make the site suitable for use.*

19. New Mossley Station – Operational Noise

A noise impact assessment under the provisions of BS4142 2014, which specifically considers any plant, equipment and public address system to be installed at Mossley Station (being the work described as Work No.3 in the Order) shall be undertaken and submitted to and approved in writing by the Local Planning Authority prior to any such equipment or system being installed. The assessment shall detail provisions to be made for the control of noise emanating from the equipment/system. Any noise mitigation measures as may be required shall be implemented before the plant, machinery and public address system is brought into operation and such measures shall thereafter be maintained.

Reason: To prevent the emission of noise above a level that would be detrimental to the aural amenity of the area.

~~15.~~ 20. 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.*