TRANSPORT AND WORKS ACT 1992

TRANSPORT AND WORKS (INQUIRIES PROCEDURES) RULES 2004

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

Commitments Register

INQ-34

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1. PURPOSE OF THE DOCUMENT

1.1.1 The purpose of this document is to provide an updated Commitments Register that incorporates the commitments set out in the Draft Environmental Commitments Register submitted as part of Jim Pearson's Proof of Evidence (NR/PoE/JP/4.3), together with additional commitments provided by Network Rail. The document also confirms where these commitments are secured. The updated Commitments Register is included at **Appendix 1**.

APPENDIX 1 – COMMITMENTS REGISTER

No.	Commitment title	Source	Mitigation Summary	Secured via
1	Recording significance of the historic environment	Environmental Report (ER) Volume 1: Chapter 5, Table 5-4 Volume 3: Appendix 5A	Historic Building recording to levels 1, 2 and 3 as appropriate (ER Vol1: Table 5-4) for 11 designated heritage assets. Written Scheme of Investigation for areas identified within ER Vol 1: Table 5-5 (with defined mitigation)	Draft conditions for Listed Building Consent for each structure identifies requirement for historic building recording to be undertaken in accordance with an approved Project Design. The level of recoridng will be identified in the project design in line with recommendation in the heritage statement. Planning condition 10 - As amended by INQ-24 Recording of non-designated structure MVL3/10A is secured via proposed planning condition 10 as amended (see INQ-24), in accordance with a written scheme of invetsigation to be approved by the local planning authority. The level of recording will be defined in the written scheme of investigation, in accordance with recommendation identifed in Chapter 5 of the Environmental REport [NR14]. Listed Building Consents documents are: NR18 LBC Heyrod Hall Overbridge NR19 LBC Springbank Lane Footbridge NR20 LBC Roughtown Road Overbridge NR21 LBC Wright's Mill Overbridge NR22 LBC Wright's Overbridge NR23 LBC Royal George Underbridge NR24 LBC Shaw Hall Bak Road Footbridge NR25 LBC Oldham Road Overbridge NR26 LBC Wickens Underbridge NR27 LBC Uppermill Viaduct (MVL3/31)
2	Minimising the impact of the scheme on the historic environment	ER Vol 1: Chapter 5 (mitigation section 5.10.2) ER Vol 3: Appendix 5A and 5B	Key embedded mitigation items listed in ER Vol 1: section 5.10.2. Main points: Use of natural stone cladding MVL3/7, MVL3/20, MVL3/25, MVL3/28; Retention and re-use of stone for parapet interiors MVL3/7 and MVL3/20; Gothic arcading , reinstatement of semi-octagonal piers and use of stone cladding on Royal George Underbridge (MVL3/25); Use of natural stone copers where possible for reconstructed structures MVL3, MVL3/8, MVL3/20, MVL3/25 and MVL3/28	The embedded design mitigation measures are detailed in the drawings submitted as part of the listed building consent applications. Draft condition 2 for each listed building consent application identifies that construction will be undertaken in accordance with these drawings. Compliance with this condition will be a legal requirement under Section 8 of the Planning (Listed Building & Conservation Areas) Act. NR18 LBC Heyrod Hall Overbridge NR19 LBC Springbank Lane Footbridge NR20 LBC Roughtown Road Overbridge NR21 LBC Wright's Mill Overbridge NR22 LBC Wright's Overbridge NR23 LBC Royal George Underbridge NR24 LBC Shall Hall Bank Road Footway NR25 LBC Oldham Road Overbridge NR26 LBC Wickens Underbridge NR27 LBC Uppermill Viaduct Draft conditions are also included which require approval by the Local Planning Authority of materials for external elevations, and the submission and approval of a methodology for the reclamation and reuse of fabric from structures proposed for reconstruction or demolition. **Planning Condition (see NR11 as amended by INQ-24).** Condition 8 Materials

3	Construction methodology for areas of archaeological interest	ER Vol 1: Chapter 5 (mitigation section 5.10) : specifically, section 5.10.8 and Table 5-5. Commits to Table 5-5 listed requirements to be included in condition 10. ER Vol 3: Appendix 5A and 5B	Construction methodology submitted to local authority for areas of interest. Agreement between NR, local authority and Greater Manchester Archaeological Advisory Service (GMAAS) whether Written Scheme of Investigation (WSI) required. WSI includes defined requirements as per Deemed Planning (NR11) Condition 10 Archaeology.	**Planning Condition (see NR11 as amended by INQ-24)** Condition 10 Archaeology
4	Minimising devegetation and protecting trees during Preliminary Works	Deemed Planning (NR11) Condition 4 Preliminary Works	4(a)(i) A plan of existing trees including arboricultural method 4(a)(ii) a plan identifying protection of ecological assets; statement; 4(a)(iii) a plan identifying preliminary works access route details; and, 4(a)(iv) a description of the preliminary works for the relevant stage. Requires a plan identifying intended access to site prior to works commencing. Requires 7 days-notice of intention to work once the condition has been approved.	**Planning Condition (see NR11 as amended by INQ-24)** Condition 4 Pre Commencement
5	The application of standard ecological controls construction	ER Vol 1: Chapter 6 (mitigation section 6.3) : specifically secured in 6.3.1 for EM2, EM3, EM4 EM5 identified in CoCP Part A; section 4.5.2 ER Vol 3 : Appendix 6A	Compliance with Embedded Mitigation measures to avoid adverse effects (EM): · EM1 Layout design (embedded) · EM2 Lighting measures · EM3 Noise reduction · EM4 Surface water drainage and pollution prevention · EM5 Biosecurity measures (Invasive Non-Native Plant Species (INNPS) Management Plan Compliance with additional mitigation (AM): · AM1 apply mitigation hierarchy in connection to effects on sites of biological interest (agreed with Greater Manchester Ecological Unit (GMEU). · AM2 Mitigation hierarchy to avoid impacts on priority habitat · AM3 Mitigation strategy to avoid impacts on bats · AM5 Pre-construction ecological surveys · AM6 Breeding Bird avoidance strategy · AM7 Ecological toolbox talks	**Deemed Planning (NR11)** Condition 5(c) general Condition 6(c)(ii) addresses EM4, (iv) addresses EM3, (v) addresses EM2.

6	Habitat enhancement via the Ecological Management Plan	ER Vol 1: Chapter 6 (mitigation section 6.3) ER Vol 3 : Appendix 6A	Ecological Management Plan to be submitted to the relevant local authority as part of the Landscape (LEMP) and Ecological Management Plan. This plan will detail ecological and habitat enhancements in specific areas covered by the LEMP (reference to outline landscape plans ER Vol 2: Figures 7.3.1 to 7.3.20).	**Planning Condition (see NR11 as amended by INQ-24)** Condition 5(b)(iii) for an ecological management plan and Condition 5(c) fpor a LEMP
7	Implementing Biodiversity Net Gain	ER Vol 1: Chapter 6 (mitigation section 6.3.5) defines requirements will be detailed in the condition 9 submission ER Vol 3 : Appendix 6A	Requirement to comply with Biodiversity Net Gain (BNG) deliverable for the Scheme (habitat replacement plus adding 10% habitat value to the replaced loss). Condition 9a – provide a BNG strategy to achieve requisite BNG offset plus 10% gain in habitat value per the TRU target. Condition 9b – Provide evidence of BNG target achievement post completion of Order works. Using Defra metric 3.0 to measure and report BNG progress.	**Planning Condition (see NR11 as amended by INQ-24)** Condition 9: Biodiversity Net Gain
8	The application of general landscape controls during construction	ER Vol 1 : Chapter 7 (mitigation section 7.3) ER Vol 3 : Appendix 7A	Construction programme duration defined in advance. Construction working areas cleared as close as possible to construction start. Plant and material sensitively sited, sites kept tidy. Minimise light glare from construction lighting wherever possible. Minimise tree removal, protect retained trees where required.	**Planning Condition (see NR11 as amended by INQ-24)** Condition 3(a) Stages of development Condition 6(c)(ii) Pollution Prevention and Incident Control Plan, 6(c)(iii) waste management and material plan, 6(c)(iv) nuisance Management Plan Condition 6(c)(iv) Nuisance Management Plan Condition 4 Preliminary Works. **Code of Construction Practice Part A (NR17)** Section 3.3 Site Layout, section 3.5 Site Lighting and Signage

9	Protecting the natural environment via the Landscape and Ecological Management Plan	ER Vol 1 : Chapter 7 (mitigation section 7.3) ER Vol 3 : Appendix 7A	Landscape and Ecological Management Plan (LEMP) to be submitted to the relevant local authority that must include: · General tree and vegetation management as defined in Condition 5(b); · Ecological requirements as required by Condition 5(c) (and refer to commitments 05 and 06) · Details of soft and hard landscaping as defined in Condition 5(d); and, · 7 days' notice that tree and ecological protection is in place as per condition 5(b)(i) and 5b(ii).	**Planning Condition (see NR11 as amended by INQ-24)** Condition 5 Landscaping and Ecology
10	The selection of appropriate materials and finishings for the New Mossley Station	Deemed Planning (NR11) Condition 8 Materials ER Vol 1: Chapter 7, section 7.3.4	Samples and specifications for all external elevations at the new Mossley Station to be submitted to and approved by the relevant planning authority. The building and lighting design of the relocated Mossley Station will be considerate of the surrounding area in accordance with the measures outlined in NR/L2/ENV/015.	**Planning Condition (see NR11 as amended by INQ-24)** Condition 8 Materials
11	The enhanced protection of trees (Arboriculture) during construction	ER Vol 1 : Chapter 8 (mitigation section 8.3) ER Vol 3 : Appendix 8A	For avoidance and minimisation of tree loss refer to commitments 04 and 08. In general protection of retained tree must be in accordance with BS5837. Where tree works are required to trees to be retained this will be in accordance with BS3998:2010 Tree Works. Site-specific tree work to be included in the relevant Work Package Plans (WPPs) and Task Briefing Sheets (TBSs), and signed off by the relevant ecological representative.	**Planning Condition (see NR11 as amended by INQ-24)** Condition 4 Preliminary Works

12	Noise and Vibration controls during construction	ER Vol 1 : Chapter 9 (mitigation section 9.3, specifically 9.3.2 ensures mitigation must be included in the NVMP) ER Vol 3 : Appendix 9A	Noise and Vibration Management Plan to be submitted to the relevant local authority to include mitigation as identified in sections 9.3.4 to 9.3.11 of ER Vol 1. Key points: • Compliance with BS5228-1 (Noise) and BS5228-2 (Vibration) management under Best Practicable Means (BPM) • Inform local residents about duration and timings of works via letter drop • Continuous vibration monitoring at sensitive locations above Stalybridge Tunnel and Scout Tunnel • Noise monitoring based on sensitive work locations • Dilapidation surveys at any building before and after works should vibration levels be predicted to exceed 12.5 mm/s Peak Particle Velocity (PPV). N.B. Compliance with BS5228-1 includes confirmation NR will adopt the guidance on noise insulation and / or rehousing criteria as per Table E-2 in BS5228-1.	**Planning Condition (see NR11 as amended by INQ-24)** Condition 6(c)(v) Noise and Vibration Management Plan Refer to Condition 6(c)(i) External Communications Programme **Code of Construction Practice Part A (NR17)** Section 8: Noise and Vibration
13	Commitment to liaise and inform 3rd party stakeholders during construction	Code of Construction Practice Part A (NR17) Community Consultation and Engagement Sections 2.4.10 to 2.4.17	The external communications programme to be submitted to and approved by the relevant local authority will include at minimum as defined in the CoCP Part A (NR17): · Principal contractor will implement external communications during works; · Outline NR Communications team requirements for information events, other regular consultation with residents and other stakeholders; · Up to date information supplied to the NR website; · Advance notice of works a minimum of 14 days in advance of works; · Letters and other forms of communication include NR 24-hours per day helpline number; · Details how enquiries and complaints will be logged at project level and dealt with.	**Planning Condition (see NR11 as amended by INQ-24)** Condition 6(c)(i) External Communications Programme

14	The control of site working hours	Code of Construction Practice Part A (NR17) Working Hours Sections 3.1.1 to 3.1.6	Standard working hours for civil works that do not require a possession of the railway: 08:00 to 18:00 Monday to Saturday with 30 minutes either side to set up and close site. Standard Varied working hours are any extension to Standard working hours required to ensure civil works meet possession of the railway work requirements or Network Rail's "Entry into Service" requirements. NR required to inform the local authority and residents of the intention to extend Standard working hours a minimum of 14 days in advance. Non-Standard working hours relate to civil or rail works that require a possession of the railway to complete. These works are generally possessions during short night shifts, or extended possessions over weekends or longer line possessions with works conducted during the day and night.	**Planning Condition (see NR11 as amended by INQ-24)** Condition 6(c)(i) External Communications Programme Condition 6(c)(v) Noise and Vibration Management Plan
15	Minimising operational noise from the new Mossley Station	ER Vol 1: Chapter 9: Section 9.3.12 ER Vol 3: Appendix 9A	Compliance with BS4142: Methods for rating and assessing industrial and commercial sound in considering: · Operation station plant · Public Address system	**Proposed New Planning Condition** New condition to be included in consolidated updated planning conditions to be submitted to the Inquiry.
16	For controlling traffic management during construction	ER Vol 1: Chapter 10: section 10.5 ER Vol 3: Appendix	Construction Traffic Management Plan to be submitted to the relevant local authority to include mitigation as identified in section 10.5.1 of ER Vol 1. Key points: · Required temporary and permanent road closures in reference to Order powers; · Construction traffic routes from main trunk roads to compounds; · Imposed time restrictions; · Temporary traffic control measures in reference to Order powers; · Prohibition of construction vehicles parking on public roads. · Means of monitoring construction HGV compliance with agreed routes · Diversions of Public Rights of Way (PRoW) will be detailed.	**Planning Condition (see NR11 as amended by INQ-24)** Condition 7 Construction Traffic Management and Travel Plan **Code of Construction Practice Part A (NR17)** Section 11: Public Access and Highway
17	Forming a Highways Management Group (Oldham)	Statement of Common Ground / Highways Agreement	A Highways Management Group is a forum including the Highways Authority and Network Rail to track the implementation of the approved Construction Traffic Management Plan and delivery of highways works authorised by the Order.	**Highways Agreement**

18	Forming a Highways Management Group (Tameside)	Statement of Common Ground / Highways Agreement	A Highways Management Group is a forum including the Highways Authority and Network Rail to track the implementation of the approved Construction Traffic Management Plan and delivery of highways works authorised by the Order.	**Highways Agreement**
19	Developing a Construction worker travel plan	ER Vol 1: Chapter 10: section 10.5.1 defines what must be included in the worker travel plan ER Vol 3: Appendix	Construction Worker Travel Plan to be submitted to the relevant local authority to include mitigation as identified in section 10.5.1 of ER Vol 1. Key points: · Reduce the level of and solo occupancy car travel to work; · Travel arrangements to hub parking areas and then to remote worksite;	**Planning Condition (see NR11 as amended by INQ-24)** Condition 7 Construction Traffic Management and Travel Plan **Code of Construction Practice Part A (NR17)** Section 10: Travel Plan
20	To conduct Contaminated Land supplementary ground investigations	ER Vol 1: Chapter 11: Section 11.3 (Table 11-1) ER Vol 3: Appendix 11A	Additional ground investigation for assessment of asbestos in made ground at various sites and incorporate into construction work as may be appropriate. Additional ground investigations to substantiate or discount ground gas potential accumulation in new Mossley station lift shafts and incorporate into detailed design as may be appropriate.	**Network Rail 's Sustainability Minimum Requirements for Projects – Design and Construction (SMRP) (NR/L2/ENV/015) (NR115)** Section 8.2.1 Contaminated Land Contractual requirement NR with its contractor. **Code of Construction Practice Part A (NR17)** Section 10: Resource and Waste Management
21	Update Contaminated Land Initial Hazard Review (IHR) and Preliminary Risk Assessment (PRA)	Draft Statement of Common Ground EA with NR: Status: Draft Statement of Common Ground with EA for signature	Update IHR and PRA on detailed understanding of the construction work required.	**Proposed New Planning Condition** Contaminated Land condition part (w) – update initial hazard review and Preliminary Risk Assessment. New condition to be included in consolidated updated planning conditions to be submitted to the Inquiry.
22	Potentially complete further contaminated land site investigation, remediation and verification	Draft Statement of Common Ground EA with NR: Status: Draft Statement of Common Ground with EA for signature	Should the result of implementing commitment no. 21 result in unacceptable risk, conduct further site investigation, remediation as required and complete a verification report.	**Proposed New Planning Condition** Contaminated Land condition (x) part (b) – site investigation, remediation and verification report. New condition to be included in consolidated updated planning conditions to be submitted to the Inquiry.

23	Encountering unexpected contamination	Draft Statement of Common Ground EA with NR: Status: Draft Statement of Common Ground with EA for signature	Should significant unexpected contamination be encountered, comply with draft condition (y) to alert the local authority and complete remediation	**Proposed New Planning Condition** Contaminated Land condition (y) unexpected contamination New condition to be included in consolidated updated planning conditions to be submitted to the Inquiry.
25	Implement CL:AIRE to self -certify material re-use	ER Vol 1: Chapter 11: Section 11.3.3 ER Vol 3: Appendix	Compliance with CL:AIRE DoWCoP for re-use of material, includes sampling and categorisation of excavated material.	**Network Rail 's Minimum Sustainability Requirements for Projects (SMRP) – Design and Construction (NR/L2/ENV/015) (NR115)** Compliance with NR requirements: Section 8.2.1 Contaminated Land
26	Complete piling risk assessments	ER Vol 1: Chapter 11: Section 11.3.3 Statement of Common Ground EA with NR ER Vol 3: Appendix	Piling risk assessments in compliance with Environment Agency Guidance "Piling and Penetrative Ground Improvement Methods on Land Affected by Contamination; Guidance on Pollution Prevention"	**Recommended draft condition for SoCG with the Environment Agency** Contaminated land condition (draft) Piling risk assessments **Network Rail 's Minimum Sustainability Requirements for Projects (SMRP) – Design and Construction (NR/L2/ENV/015) (NR115)** Compliance with NR requirements: Section 8.2.1 Contaminated Land
27	Minimising the potential for dust generation	ER Vol 1: Chapter 11: Section 11.3.3 ER Vol 3: Appendix 11A	Dust generation will be kept to a minimum and this will be required to be in compliance with the CoCP Part B PPICP and a Nuisance Management Plan, once produced and submitted to the relevant local authorities for their approval	**Planning Condition (see NR11 as amended by INQ-24)** Condition 6(c)(iv) Nuisance Management Plan
28	Conduct coal mining risk assessments	ER Vol 1: Chapter 11: Section 11.3.3 ER Vol 3: Appendix 11A	A coal mining risk assessment will be undertaken to inform the detailed design of those areas of the Scheme that are located in a Development High Risk Area in order to identify the remedial measures required, which is standard practice in former coal mining areas.	**Commitment to the Coal Board Authority as agreed in SoCG** Explicit requirement in the SoCG that a coal mining risk assessment would be required in a Development High Risk Area.
29	Implementing standard Network Rail management of infrastructure contamination	ER Vol 1: Chapter 11: Section 11.3.3 ER Vol 3: Appendix 11A	Used ballast treated in accordance with NR's Used Ballast and Excavation Waste Handling Protocol (NR/L3/ENV/044). Small fraction contaminated <1% washed and recycled via Network Rail Whitmoor facility. All other rail infrastructure reused or recycled via Strategic Construction & Off-site (SCO) facilities.	**Planning Condition (see NR11 as amended by INQ-24)** Condition 6(c)(iii) a Waste Manaagement and Materials Plan Compliance with NR Standards (contractual requirement NR with contractor)

30	Implementing flood risk controls	ER Vol 1: Chapter 12: Section 12.3.4 to 12.3.9 ER Vol 3: Appendix 11A	Flood risk in general managed through compliance with the CoCP Part A (NR17), sections related to flood risk: 7.2 Site Drainage, 7.3 Control of Pollution of Surface Water, 7.4 Storage of Polluting Materials, 7.5 Plant and Machinery Maintenance, 7.6 Protection and Vandalism, 7.7 Concrete Washout Facilities, 7.8 Emergency Response. Submission of a Pollution Prevention and Incident Control Plan (PPICP) (Condition 6(c)(ii)) will provide further site-specific controls in considering flood risk.	**Code of Construction Practice Part A (NR17)** Section 7 Water Resources; section 7.1.2 **Planning Condition (see NR11 as amended by INQ-24)** Condition 6(c)(ii) Pollution Prevention and Incident Control Plan
31	Registering with the Environment Agency Flood Warning Register	ER Vol 1: Chapter 12: Section 12.3.8 to 12.3.9 secures the requirement directly as needing to be included in the PPICP ER Vol 3: Appendix 11A	EA flood warning service used for specific areas on the scheme within flood zones 2 and 3: · Heron Lane Road to Heron Lane Compound · Egmont St road to Plevins compound · Lee Side Road (Diggle Access and Diversion works) to Diggle Welfare, Rail hub and office compound. Detailed as required in the PPICP.	**Planning Condition (see NR11 as amended by INQ-24)** Condition 6(c)(ii) Pollution Prevention and Incident Control Plan
32	Implementing general protection of watercourses	ER Vol 1: Chapter 12: Section 12.3.10 to 12.3.13 secures the requirement directly as needing to be included in the PPICP ER Vol 3: Appendix 11A	General protection of watercourses for works in proximity: · Safe storage of materials · Management of any identified contamination · Appropriate bunding · Hardstanding to avoid washout · Silt fencing	**Plaanning Condition (see NR11 as amended by INQ-24)** Condition 6(c)(ii) Pollution Prevention and Incident Control Plan
33	Committed consultation with stakeholders regarding works in watercourses	ER Vol 1: Chapter 12: Section 12.3.14 ER Vol 3: Appendix 11A	Supply information to the Environment Agency for works constituting a flood risk activity in accordance with protective provisions (see “Secured via”). Supply information to the Lead Local Flood Authority for works constituting potential interference with a watercourse (see “Secured via”). Protective provisions apply to any dewatering activity, such as from excavations as may be required, and discharge to watercourse, main river (Environment Agency), normal watercourse (Lead Local Flood Authority).	**Draft Order (NR02, NR145 & NR145.1)** Schedule 17 Part 3: For the protection of the Environment Agency Information required in reference to the disapplication (Article 5) of Environment Permitting Regulations 2016 for a flood risk activity. **Draft Order (NR02, NR145 & NR145.1)** Schedule 17 Part 4: For the protection of the Lead Local Flood Authority Information required in reference to the disapplication (Article 5) of the Land Drainage Act for interference with a watercourse.
34	Avoiding AQMA during construction	ER Vol 1: Chapter 13: Section 13.3.1 defined as the CTMP required to seek to avoid AQMA ER Vol 3: Appendix 13A	Assessment of construction traffic emissions indicates that there will be negligible impact associated with the generated vehicle movements. It is recommended that the Construction Traffic Management Plan seeks to route construction traffic to avoid the Tameside AQMA.	**Planning Condition (see NR11 as amended by INQ-24)** Condition 7 Construction Traffic Management and Travel Plan

35	Commitment to minimising air quality issues during construction	ER Vol 1: Chapter 13: Section 13.3.12 defines a set of mitigation measures required for Mossley station and any other "high risk construction sites" ER Vol 3: Appendix 13A	General measures to be applied across the scheme are listed in ER Vol 1: Chapter 13 section 13.3.12.	**Planning Condition (see NR11 as amended by INQ-24)** Condition 6(c)(iv) Nuisance Management Plan **Code of Construction Practice Part A (NR17)** Section 9: Air Quality
36	Commitment to sustainable design at the new Mossley station	ER Vol 3: Appendices: Appendix 13A: Section 6.3.3 commitment to "consider" low carbon technologies in connection to air quality operational issues at a new Mossley Station.	Operational emissions from a new Mossley Station are managed and designed in compliance with Network Rail environmental requirements (refer to "Secured via"). Main points: · Emissions of particulate dust must be designed to be "As Low As Reasonably Practicable" (ALARP). · Consideration given to efficiency and carbon saving design · Benchmarking environmental performance with Building Research Establishment Environmental Assessment Method (BREEAM) commitments and compliance	**Network Rail's Minimum Sustainability Requirements for Projects – Design and Construction (SMRP) (NR/L2/ENV/015) (NR115)** Section 8.2.3 Emissions to Air Section 8.3.1 Managing Carbon in all Construction and Engineering Projects Section 8.1.5 External Benchmarking Contractual requirement NR with contractor.
37	Minimising the effects of lighting on residents from the new Mossley Station	ER Vol 3: Appendices: Appendix 13A: Table 6-3.	The potential for "light spill" from the new Mossley Station to cause a nuisance to residents living opposite the station on Manchester Road will be considered and mitigated as may be required during detailed design.	**Network Rail's "Lighting Design in Stations" (NR/GN/CIV/200/08), specifically section 2.11 "Managing the Effects of Obtrusive Light" (NR84).** Secured by compliance with contractual requirements NR with contractor**.**
38	Commitment to inform the Environment Agency of abstraction Over 20 cubic metres per day (draft awaiting agreement)	Draft Statement of Common Ground between the Environment Agency and Network Rail: Status: draft Statement of Common Ground with EA for signature.	Article 6 disapplies the requirement to acquire a permit under the Water Resources Act 1991 for water abstraction for construction purposes. In agreement with the EA, NR commits to informing the EA of its intention to abstract at a rate over 20 cubic metres per day with 14 days-notice and detailing any measures to protect ecology as may be applicable.	**Statement of Common Ground between the Environment Agency and Network Rail**

No.	Objector	Commitment	Secured Via
1	Friends of Saddleworth	In addition, Network Rail commits to liaising with Friends of Saddleworth concerning the possibility of a voluntary work collaboration between the two parties in connection to works should the Order be made by the Secretary of State.	Unilateral letter of assurance given by Network Rail to the oobjector dated 04/02/2026
2	Friends of Saddleworth	Network Rail has considered the request regarding further survey effort and will commit to installing bat boxes in beneficial areas around Uppermill viaduct given the assemblage of foraging bats detected during the survey effort. NR will engage with FoS regarding the installation of the bat boxes. This is viewed as a positive commitment to supporting the local bat population in comparison to expending further resource to identify the current location of bat roosts that by default of previous surveys are unaffected by the works in the Order application.	Unilateral letter of assurance given by Network Rail to the oobjector dated 04/02/2026
3	Tameside Council	Tameside and NR have agreed on the introduction of a Controlled Parking Zone (CPZ) on Manchester Road, Mossley (between Mill Lane and Queen Street). NR commits to a Financial Contribution as one-off payment to the Council, to cover the Council's costs associated with: Undertaking public consultation on the proposed CPZ; Implementing the CPZ; and Managing and operating the CPZ for an initial period of 10 years. 2) Ongoing Responsibility: Following the initial 10-year period, the Council will assume full responsibility for funding and maintaining the continued operation of the CPZ.	Letter of agreement between NR and the council - see appendix 1 to INQ-21
4	Oldham Council	Delivery of the identified mitigation measures relied upon in the Road Safety Proof of Evidence, comprising improvements to FP244 SADD, including replacement / reconstruction of steps and resurfacing / improvement of the route, to achieve an acceptable standard of safety and usability.	Proposed New Planning Condition New condition to be included in consolidated updated planning conditions to be submitted to the Inquiry
5	Oldham Council	Delivery / securing of A670 highway mitigation relied upon in the Road Safety Proof of Evidence and rebuttals, comprising warning signage and speed management measures, including the proposed relocation / extension of the 20mph speed limit, subject to the necessary Highway Authority process.	Articles 43 and 44 of the Order (NR02, NR145 & NR145.1)
6	Oldham Council	The detailed design and route management of the FP244 SADD / A670 interface shall include clear route definition, wayfinding and measures to discourage inappropriate cycle use, where reasonably practicable.	Proposed New Planning Condition New condition to be included in consolidated updated planning conditions to be submitted to the Inquiry
7	Guy Betts/Friezland Church Hall	See INQ/30.1 for commitments provided	Unilateral undertaking
8	Jonathan Reynolds (MP for Stalybridge and Hyde)	Network Rail is committed to meaningful and ongoing engagement with local communities throughout both the development and delivery of the scheme.	Planning Condition (see NR11) Planning Condition 6 Code of Constfruction - External Communications Programme
9	Billington & Mellor	Assurance that Midge Hill will not be used by large construction vehicles, and access along it sought only as a last resort.	Planning Condition (see NR11) Planning Condition 7 Construction Traffic Management Plan

No.	Objector	Commitment	Secured Via
1	Oldham Council	Network Rail commit to providing segregation of the Non-motorised Users on Boat lane	Highways Agreement
2	Oldham Council	Network Rail and the Council agree that Network Rail will provide details of the design of the Temporary Access Road between Harrop Court Road and Boat Lane to the Council for comment prior to Network Rail constructing the Temporary Access Road.	Highways Agreement
3	Oldham Council	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 (streets to be stopped up for which a substitute is to be provided) to the Order (NR02). 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.	Highways Agreement

4	Oldham Council	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. 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. 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. 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:- -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	Saddleworth Major Events Agreement
5	Tameside Council	Network Rail will, prior to commencing works to construct the section of replacement PROW identified in column (4) of Part 1 to Schedule 8 of the Order (NR02), engage with the Council on Network Rail's development of a method statement for the works to be undertaken by Network Rail to provide this section of replacement PROW. The purpose being to keep the Council informed as to the scope and nature of those works ahead of Network Rail seeking from the Council the formal confirmation required by Article 19(4) of the Order (NR02) that this section of replacement PROW, which the Order will have granted Network Rail the statutory authority to provide, has been provided to the reasonable satisfaction of the Council and can be open for use. The Council can confirm that the provision of this commitment from Network Rail addresses this issue.	Enforced through Article 19(4) of the Order (NR02)

6	Tameside Council	Network Rail have also committed to the Council to limiting the maximum size of Network Rail construction vehicles which would access along Archer Street in connection with the construction of the Order Scheme. Network Rail agree with the Council that such construction vehicle access along Archer Street will be restricted for routine construction access purposes to light goods vehicles of a maximum weight of 3.5 tonnes.	This commitment will be included in the CTMP as part of Planning Condiiton 7 for approval by the Local Authority
7	Smurfit Westrock	Smurfit Westrock and Network Rail have agreed a Statement of Common Ground which commits to the Order amendments detailed in Section 5. Network Rail commits to removing plot 2-035a from Schedule 10, retaining the plot for temporary possession only under Schedule 13 and amend column (4) Authorised Works) of Schedule 13, to replace "railway drainage works" with "railway fencing works"	Amendments included in the amended draft Order (NR144.1 & NR145.1) as explained the Updated Consolidated Paper of Amendments (NR146.1)
8	Canal & River Trust	1. Arrangements concerning compulsory acquisition powers over Trust land interests 2. Arrangements concerning the application of the Trust's Code of Practice 3. Arrangements concerning water abstraction from the Trust's network in construction activity 4. The extent of liability and arrangements for long term maintenance 5. Detail concerning loading and vibration on the Standedge Canal Tunnel and detail concerning the extent of impact on the Diggle Feeder. 6. Maintaining use of the Huddersfield Narrow Canal and towpaths 7. Other protections.	Legal Agreement as summarised in NR-SOCG OBJ-211.2

No.	Objector	Mitigation Summary	Secured Via
1	Jill Roberts	1) Network to reinstate land of Mill Lane after temporary compund use 2) The vegetation and trees that are to be retained and protected in addition to identifying what will need to be removed. 3) Network Rail is committed to deliver 10% BNG for the overall TRU works through habitat creation and enhancement.	**1) Reinstatement is secured by Article 31(5) of the Order, NR17 (Code of Construction Practice Part A)** **Planning Condition (see NR11 as amended by INQ-24)** Condition 5 - Landscaping and Ecology **2) Planning Condition (see NR11 as amended by INQ-24)** Condition 4 Preliminary works Condition 5 - Landscaping and Ecology **3) Planning Condition (see NR11 as amended by INQ-24)** Condition 9 - Biodiversty Net Gain

2	Nicola Corcoran	The Order commits Network Rail to fully reinstate land to its original condition following construction, with all affected trees and vegetation recorded beforehand and transparently replaced. Compliance with NR11 Deemed Planning Permission, particularly Condition 4(a)(i), requires an Arboricultural Method Statement to identify retained and removed vegetation, subject to local authority approval and public access. Further commitments under Planning Condition 5 require the preparation and approval of Landscape and Ecological Management Plans (LEMPs), setting out mitigation and restoration measures. In addition, any vegetation loss will be replaced on a like-for-like basis, alongside a wider commitment to deliver at least 10% Biodiversity Net Gain across the scheme. For the Brookfields site, All staff will be required to park at the main strategic compound at the Plevins site primarily or on occasion the Manchester road compound and will be brought to site via bus. This is a key requirement of our logistics plan to minimise impact on the local highways network (as identified in the Environment Report NR14) and will be further detailed in the Construction Traffic Management Plan as part of the discharge of Planning Condition 7 for approval by the Local Authority. When construction work begins, details of the programme and site access arrangements will be communicated to local residents, businesses and stakeholders in advance as part of a wider delivery communications strategy. Residents and stakeholders will be kept informed via letters, community events, newsletters, a dedicated contact point, and an up-to-date project website. These measures ensure ongoing engagement, transparency, and accessible channels for information throughout the construction period.	1) **Reinstatement is secured by Article 31(5) of the Order, NR17 (Code of Construction Practice Part A)** **Planning Condition (see NR11 as amended by INQ-24)** Condition 5 - Landscaping and Ecology 2) **Planning Condition (see NR11 as amended by INQ-24)** Condition 7 - Construction Traffic Management and Travel Plan 3) **Planning Condition (see NR11 as amended by INQ-24)** Condition 6 (c)(i) - Code of Construction Practice - Part B: External Commuication Programme
3	Vanessa Markendale-Brown	Network Rail have committed to avoiding school drop off and pick-up times and where possible general peak traffic times as far as possible and this will be detailed in the Construction Traffic Management Plan for approval by the Local Authority.	**Planning Condition (see NR11 as amended by INQ-24)** Condition 7 - Construction Traffic Management & Travel Plan