J Lowe (OBJ/145)

RE: TRANSPORT AND WORKS ACT 1992 ("TWA"): APPLICATION FOR THE PROPOSED NETWORK RAIL (STALYBRIDGE TO DIGGLE (SADDLEWORTH) ENHANCEMENTS) ORDER. Statement of Case - J Lowe (OBJ/145) [ES-CLOUD_UK.FID13616897]

O'Connor, James <JamesOConnor@eversheds-sutherland.com>
23/02/2026 at 10:29:16

From: **O'Connor, James** <JamesOConnor@eversheds-sutherland.com>
Sent: 23/02/2026 at 10:29:16
To: **Janet Lowe** [redacted]
TRANSPORTINFRASTRUCTURE <transportinfrastructure@dft.gov.uk>
Cc:

Janet

Thank you for your email. On behalf of Network Rail I acknowledge that you wish for your original objection letter and photographs submitted with it to be treated as your Statement of Case.

Kind regards,

James

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From: Janet Lowe [redacted]
Sent: 22 February 2026 20:26
To: TRANSPORTINFRASTRUCTURE <transportinfrastructure@dft.gov.uk>; O'Connor, James <JamesOConnor@eversheds-sutherland.com>
Subject: TRANSPORT AND WORKS ACT 1992 ("TWA"): APPLICATION FOR THE PROPOSED NETWORK RAIL (STALYBRIDGE TO DIGGLE (SADDLEWORTH) ENHANCEMENTS) ORDER. Statement of Case

Good evening

I wish to speak at the Public Enquiry and as per the guidelines would like my original objection letter and photographs to be submitted as my Statement of Case. These were all submitted on the 17th December.

My objection letter clearly states the points I would like to address in person at the enquiry which are about the proposed entrance and crossing on Manchester Road

Please let me know if there is anything else you require?

Many thanks

Janet

Janet Lowe

[redacted]

Sent from Outlook for Android

Good Afternoon Secretary of State for Transport

Network Rail Stalybridge to Diggle TWA Order

Hope you are keeping well and looking forward to the Festive Season.

I am submitting an objection to the above mentioned TWA Order for various reasons.

I [redacted] the proposed new station and would ask that you please come to see in person the area where Network Rail want to place not only a new station but also a new pedestrian crossing and vehicular access to the new station.

We are based on the main route A635 that carries traffic from Uppermill, Greenfield and beyond and there are only two other roads where traffic can go to avoid Manchester Road – one is Stockport Road and the other is Huddersfield Road but ultimately they all end up in the same place. Any disruption / roadworks / accidents causes a lot of backlogs on the road system as it does in a lot of places but this is totally unavoidable in this case. There are already two sets of traffic lights and pedestrian crossings with a 200 yard area either side of the proposed new station and adding yet another pedestrian crossing and vehicular entrance is totally unnecessary.

The current station has a very useable entrance but the traffic lights are set too near the main road which creates a bottle-neck for traffic to get in and out and this simply needs the lights to be moved back about 8 feet to solve that issue. Network Rail claim this is not possible, I mean we can build a tunnel under the sea but apparently moving traffic lights and adapting an already perfectly suitable station is beyond the realms of possibility for Network Rail.

Lots of alternatives have been provided in the many meetings we have had but they have been very underhand with not letting anyone have a copy of any of their plans, only making them public when this TWA Order was submitted.

I have had representatives from Network Rail in my house and asked if they would buy a house here with what they are planning and they both said No – and that speaks volumes.

We only found out about this proposed new station when I saw a post on Jonathan Reynolds facebook page saying how great it would be – no consultation from him or any of Tameside Council with anyone in Mossley, let alone those of us who live directly opposite. It's as if it was all signed and sealed before anyone had a chance to object and the way Network Rail have behaved is appalling. We have been asking for answers since we found out and have been fobbed off left right and centre. It was only when our local Mossley Town Councillors got involved that Network Rail agreed to meet the directly affected residents recently, which they did, twice, but nothing we said was taken on board at all. There is a residents car park behind the next block of house to the right of my house and they didn't even know it was there until we told them! Which just goes to prove they have not done any research at all on the area and are ploughing on regardless of all the legitimate concerns – they have merely looked on a map and decided what they want to do and we will be left with the fallout as this will have a huge impact on not only local residents but the town as a whole.

Since the TWA Order was submitted it has also come to light that Network Rail have negotiated a deal with the land owner of Brookfields to create a huge compound. This same owner has been trying to get their plans for a housing estate to be built which we have been fighting against for years due to its proximity, flooding issues, access issues which would take away access for residents on Archer Street (just picture Coronation Street with the back to back terraces and that is what Mill Lane is made up of on one side with a primary school opposite – very narrow road). Mill Lane is an exceptionally steep road and precarious at the best of times but the owner of Brookfields submitted plans that would involve access through Archer Street (taking away parking for the residents on Archer Street) and the amount of heavy machinery required to go up and down Mill Lane right next to a Primary School would actually be frightening for adults never-mind primary school aged children. The developer then decided to apply for access via Stamford Road which is the main route that connects Top and Bottom Mossley and this was also rejected.

I am telling you this because Network Rail have now produced a plan showing a huge compound on this exact spot of land in Brookfields and they want to use the exact same route through Archer Street that this developer has been refused – coincidence? I don't think so and hopefully neither do you. Network Rail told us that they would only be constructing a small emergency exit pathway yet the land marked out on their plans is like they are building a new airport. This can be seen as nothing more than a land grab at its finest and the developer has only agreed to Network Rail using such a huge portion of their land as they now see this as a way in to get approval for their 5 bedroom houses at the expense of residents on Archer Street and a terrifying prospect for the other residents and school children. This developer has been sat waiting in the wings for an opportunity like this and I implore you to not give it to him. Network Rail were not upfront and honest about any of their plans and should not be given planning for a new station until all available options to upgrade the current station have been extensively exhausted and they certainly shouldn't be plonking yet another crossing and main entrance inbetween two sets of lights and pedestrian crossings, along with bus stops on both sides which will be used primarily as replacement bus services with people queuing both sides of the road (outside our houses at all times) it really is total madness.

You really have to see this in person to understand the gravitas of what both Network Rail and this developer want to do – please come to Mossley and take a look at the area for yourself, it is a very unique place with hills that give you killer calves but this is also a cause of grave concern for these type of works especially with the amount of cars and traffic around nowadays – these old towns weren't built with all this traffic in mind and there is certainly no need for the construction of a new station and even if you deemed there to be then there is no reason that it needs to spill out of the wall into a residential area.

The current station sits below ground level, not near houses, does not create a noise issues (apart from the youths that hang around it at night) the new proposed station is right outside our homes and with the crossings and bus stops we will have a non-stop barrage of people getting on and off trains, hanging around outside our homes when they have been on the "unofficial ale train" that Network Rail don't Police at all. As [redacted] and one of many on this stretch of road the thought of coming home, not being able to park near my home fills me with dread as to who I might bump into walking home or sat on my front wall or hiding in my front passage.

Parking is going to be a major problem – even if a permit scheme was introduced there still wouldn't be enough room for all residents once the crossing / car entrance and bus stops have been taken into account as this will wipe out parking on both side for approximately 30 houses – not to mention the bus replacement service (which are coaches more often than not) and these would be there all the time during the construction phase and every weekend because there aren't enough trains / drivers to run a weekend service and a new station will not change that?

Network Rail are promising a more efficient service but they have absolutely nothing to do with the companies that run the trains so again they are making false promises to sway things in their favour.

We have no access to our properties as it is from the rear (which was a reason why I wanted to have a home meeting with Network Rail). We used to have a dirt track down the rear of our homes as well as garages for our cars but these were taken away by Tameside Council / developers to build more houses (so the Estates at the back got our access road and drives at the expense of our access).

And now Network Rail want to take away the only access we have which is the front of our homes – we even have to drag our garden bins through our houses to be emptied and there is literally nowhere to park a mile either side of where we live – I showed this to the representatives from Network Rail and they just said "yeah it's not good is it"

How are we supposed to drop off our shopping / children / elderly relatives / contractors visit our houses when they can't park outside or anywhere near our houses. People will be carrying children, shopping in all weathers and in the dark with god knows who hanging around the new station. People have disabled relatives who can't walk, contractors with materials? This is not acceptable, there is no provision being made for residents, we are having a train station thrown on our doorstep with no consideration of the affect it will have on us 24 hours a day, 7 days a week, not only from the works that will go on for about 3 years but also the after-effects of living in such close proximity to a train station.

People using the trains will be free to park in the station but the residents will be left fighting for a space – yet again priority given to other people at our expense.

Network Rail will not offer compulsory purchase which quite a few residents have asked for as they have stated that our houses will go up in value! This is not based on fact as a train station has never ever been built so close to existing houses before or been so invasive to the lives and homes of residents so there is no precedence for this proposal and no factual evidence to back it up.

Compulsory purchase at market value (plus moving costs) should be offered to anyone that wishes to move prior to works starting. If Network Rail are so confident that the houses will go up in value and be easy to sell then they should put their money where their mouth is as they will have nothing to lose by compulsory purchasing them will they?

Commuters will be piling out of the station outside our homes day and night, 7 days a week. As a [redacted] I don't want to be arriving home in the dark winter months, unable to park and be confronted by groups of drunken men that are frequenting the unofficial ale train. This is making every [redacted] resident and single parent a potential target for attack – we have walled areas at the front of our houses and in the dark we won't know who is hanging around after getting off the train – why should that become our problem? Network Rail are making us feel vulnerable inside and outside our own homes. We are in an age where there is a big drive to protect Women and Children due to attacks and yet this proposal does not take that into account by taking away any bit of parking we have a mile either side and that is no exaggeration – I will attach photos of the local area which you can see for yourself.

There will be anti-social behaviour in the train station from feral youths like there currently is now – also not policed by Network Rail

Increased footfall outside our homes with people stopping to chat outside, making a noise, being unruly after nights out – people are not respectful when they are drunk!

In all the drawings and social media that Network Rail have produced there is absolutely nothing that shows all the intrusiveness on local residents in terms of crossing, vehicle entrance, bus stops etc. In my opinion, this has been withheld deliberately so they can push their plans through unchallenged, especially as they haven't widely publicised what is going on except for some generic notes on lampposts that no-one can read as they have been battered by the wet windy weather.

Manchester Road is one of only 2 roads that run through Mossley and carry traffic from all surrounding areas and this will have a huge impact on travel and getting around for many residents which I believe is another reason that the full plans have not been released so that the general public can feedback before this proposal was submitted to yourself as Secretary of State for Transport.

It is absolutely disgraceful that Network Rail have conducted themselves in such a shabby underhand processes with something that will be a permanent fixture affecting the whole of Mossley and in particular, us as residents right across the road.

We asked if any solutions have been put in place to limit noise in our houses – triple glazing windows and doors? Anti-glare from lights? Noise from trains? Noise from People? Noise from Announcements? Noise from crossings? Noise from Taxi's? Noise from Cars? Noise from Replacement Buses? Noise from works? Noise from Contractors? Noise Noise Noise the same as we had to suffer through when they built the Estate at the back. I for one do not want to live through that again or have to live through the constant noise of a train station. Network Rail said they would not be offering any solutions.

We asked about potential damage to our properties with the heavy machinery, drilling, pile-driving etc and again they weren't interested. These old stone house are over 130 years old and cannot cope with this amount of heavy construction so close, especially with Network Rail not caring or taking any responsibility for anything that may happen to our homes. There are

culverts deep underground that run underneath some of the houses – again Network Rail have not done their research and did not know about these and yet again they have ignored that these will create a huge issue as they were built many many years ago to feed water from top Mossley down to the canals etc.

So much of Mossley has these quirky things like most old Mill Towns do but Network Rail have no idea because as with the car park that they knew nothing about they haven't done enough research and trying to brush things under a carpet that is turning into a mountain.

I have researched the Rail Network and constructing a station so close to existing house has never been done before (Network Rail cited one but the housing estate was new and constructed at the same time as the new railway station and the traffic from the station leave onto a main road with no houses on it at all. The estate was created off the main road and with them being newbuild they all have their own little roads and individual drives so their lives are not affected by the station at all.

We are in 21st Century and there are other ways to tackle these issues without Network Rail imposing themselves and all the traffic and passengers to be congregating outside our homes.

There are so many questions unanswered about this proposal because they have never given anyone the full picture. Network Rail should be stopped from doing this sort of thing.

If they are intent on building a new station then there is absolutely no reason it cannot all be kept on their side of the wall – if they can engineer a new station then they can engineer an entrance and exit at the current location, it really isn't rocket science. Where is all the information and proof that the current station can't be adapted to include a lift ?

Many smaller stations have the same tannoy announcement that if you are getting off at ???? please make your way to the first 2 carriages.

This seems like a very lazy option instead of looking at the many options available for the current station.

I am finding this whole thing very stressful and it keeps me awake at night thinking about the absolute horror of what is coming and where I will go to live – we have already been through this with the huge Estate being built at the back and to have this now on the front is just too much – it's like we are being hemmed in and I want compulsory purchase to be on the table as do many of my neighbours (my next door neighbours have their house up for sale since having their meeting and they won't be the only one).

The reason given for not offering compulsory purchase was because the line is already in place but that line is being moved to accommodate electric overhead lines and is therefore not the original design by which they are basing their non-negotiation of compulsory purchase.

Building a whole new station kind of negates whether the line is already in place.

That is the equivalent of going to the hairdressers for a colour and trim and then they whip out a razor and shave all your hair off and say oh yeah changed my mind but you can live with it can't you because its not far off what we agreed in our consultation ??

I will try and attach some pictures of what I have tried to portray above but I would absolutely love for you and your team to visit in person – have a walk round with a couple of the residents and see how we currently live.

If I am honest, there has to be progress and it's not completely about the new station, it is about how devastating this new vehicle entrance and crossing would be that would have so many people and vehicles spilling out of the new station outside our homes. We didn't even know about these until recently when Network Rail representatives showed us their drawings on a laptop (they wouldn't provide us with a copy) and we asked them to keep everything on their side of the wall but along with everything else it just fell on deaf ears and all the representatives kept saying was "sorry"

Sorry isn't an answer when something this big is going to invade your home life and is not a good enough response with this type of major construction. A train station is a very noisy and busy environment 24 hours a day and that should not become our problem when there are alternatives to keep everything on their side of the wall and I wholeheartedly believe that Network Rail should be made to reach a compromise with the residents about keeping everything on their side of the wall.

Thank you for your time and please feel free to pop by anytime to take a look at the area – kettle is always on.

Many thanks

Janet Lowe

[redacted]


30
Zone
ENDS




30
Zone
ENDS
20




7'-3"
6'-6"






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NU56 YEX


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