From: [redacted]
To: Joanna Vincent
Subject: Tafheen sharif Train statement 26.6.26 TRU Mossley TWA/25/APP/02/OBJ213
Date: 29 June 2026 09:18:54

Kindly acknowledge safe receipt of my statement for the Inquiry :

Former Cllr Tafheen Sharif - TWA/25/APP/02/OBJ213
RE: PROPOSED NETWORK RAIL STALYBRIDGE TO DIGGLE [SADDLEWORTH] ENHANCEMENT ORDER
PUBLIC ENQUIRY STATEMENT OF CASE – FINAL AS AT 26/06/2026

I am the former Councillor for Mossley and was the lead councillor on this matter. I represented Mossley for ten years and make this statement following extensive discussions with affected residents and Milton St John's Primary School, both of whom remain deeply concerned about the proposed construction access arrangements, also having considered the concessions that have been made.

I support the principle of a new railway station in Mossley. A modern, fully accessible station will provide significant long term benefits for residents, businesses and visitors. However, my support is conditional upon the scheme being delivered in a way that does not place unacceptable impacts on local residents or Milton St John's Primary School and that all are fully consulted.

I remain concerned that there has been insufficient and meaningful consultation with the school and residents regarding the proposed vehicle route via Mill Lane and the use of Brookfields for the construction compound.

My principal objection is the use of Mill Lane for any construction related vehicle movements, including staff drop off or light goods vehicles.

Mill Lane is fundamentally unsuitable for additional traffic. It is steep, narrow, physically constrained and becomes one way beneath a low bridge. Visibility at key junctions is poor, particularly at Carrhill Road, where vehicles already struggle to manoeuvre safely. The road serves as the only vehicular access to Milton St John's Primary School and is heavily used throughout the day, not only during school opening and closing times, but also for the nursery, after school activities, deliveries and visitors.

Although it has been suggested that construction traffic would avoid peak school times, this does not remove the safeguarding concerns. The nursery has children arriving and leaving throughout the day, including around 11.45am, and deliveries continue during school hours. The presence of fewer children finishing at 11.45am does not eliminate the risks.

Due to the road being the way it is, and access already limited, the school have adopted staggered arrival and departure times for each class, to ensure the safety of parents and children, as well as ensuring there is parking available. These measures demonstrate that the existing

highway network is already operating at its limits.

The road also presents operational difficulties. During severe weather and following incidents, access has been impossible. I personally dealt with an incident last winter when a large tree fell across Mill Lane onto a resident's property, blocking access for several days. Severe weather conditions are present year on year.

School deliveries have also had to be cancelled because larger vehicles were unable to safely negotiate the road in weather conditions such as snow, ice and winds.

At the junction with Carrhill Road, larger vehicles frequently have to wait on a steep incline before emerging safely, creating further hazards. Vehicles have also mounted the pavement because of the restricted road width. Indeed, proposals for a school crossing patrol were previously rejected because the location was considered too dangerous. That fact alone demonstrates the existing safety concerns.

Mill Lane also plays an important role in the wider highway network. Whenever Stamford Road is congested or closed, traffic diverts along Mill Lane because it provides one of the few alternative routes into Manchester Road. Planned housing development on Stamford Road is likely to increase this pressure further. Introducing construction traffic onto this already constrained route would therefore affect not only nearby residents and the school but the wider transport network.

I also object to the proposed use of Brookfields as the construction compound.

For many years I, alongside residents and Mossley Town Council, worked to protect Brookfields as an important area of green space and wildlife habitat, having worked on securing the Woodland Preservation Order that now protects the site. Previous development proposals were refused because access via this steep and narrow road beside a primary school was considered unsuitable. I have seen no material change that makes that access any safer today. Allowing this proposal would undermine previous planning decisions and weaken established protections.

Finally, I am concerned that reasonable alternatives have not been properly explored. Residents have suggested alternative access arrangements and staff drop-off facilities on the Manchester Road side of the railway. These suggestions appear to have been dismissed without explanation rather than being properly assessed.

This project is important and should proceed. However, it should do so without creating avoidable risks for children, residents and the local highway network.

I therefore respectfully ask the Inspector to reject the proposed use of Mill Lane for construction access, including staff drop-off and light goods vehicles, and to require Network Rail to pursue alternative access proposals that avoid Brookfields and Mill Lane altogether.

Thank you.

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Tafheen Sharif
Former Councillor Mossley 2016-2026