

Rob Muir - Proof of Evidence

Public Inquiry: Brookfields/Mill Lane/Archer Street - Temporary Construction Compound & Access Route

29 April 2026

1. Disclaimer

This proof of evidence is based on the *original* plans submitted for Brookfields, Mill Lane and Archer Street.

See Exhibit 1 This shows the extent of the proposed secondary temporary compound, approx 2 hectares, including the Archer St highway.

Revised plans were not made available to me before the statutory deadline and therefore I have been unable to comment on them. All evidence presented relates to the documents accessible at the time of submission

2. Introduction.

My name is Rob Muir. I live at the bottom of Mill Lane on Tame View. I have lived here for over 30 years and myself, children and grandchildren attended Milton St Johns School on Mill Lane. Tame View is a small 4 house terrace with pedestrian access only.

See Exhibit 2 - shows the four house terrace, Tame View.
Note no vehicle access.

Myself and my neighbours have no choice but to park on Mill Lane. Our gardens on the East side go down to approximately 10 m of the railway.

See Exhibit 3 - shows the close proximity of the track to our gardens approx 10 metres.

These properties are the closest to the proposed new station and will be impacted the most by the proposals, specifically the Eastbound platform and the escape route. The precise location of which has not been revealed yet as there are no plans available to view any of the proposed work on the West side of the track known as Brookfields.

My main objection is not the building of a new station but to the use of Brookfields as a secondary temporary compound and the use of Mill Lane as its access route.

3. Mill Lane Specific Dangers

I would like to bring to your attention the unique location of Mill Lane, Archer Street and Spring Street in relation to the town of Mossley as it is situated on a steep sided valley. On the west side there is only one main road Stockport Rd A670 And another one that runs along the valley bottom, Manchester Road A635. Mill Lane is itself unique as it is the only two way link road between these two main roads other than Stamford Rd B6117 However, the bridge under the railway at the bottom of Mill Lane is narrow and low. Vans frequently attempt to go under and then find they can't fit or hit the bridge walls.

This is a daily occurrence.

Vans then have to reverse back up the steep single track road to the school gate junction to turn around. All large vehicles have to exit Mill Lane via the T junction at the top with Carr Hill Road, This is a blind summit.

See Exhibit 4.A B & C - These were all taken on 11th May 2026 at approx 7.20 am. These pictures are stills taken from videos and show dangerous incidents at the top of Mill Lane. 7.20 am is a relatively quiet time but all 4 A,B,C & D were taken within 7 minutes of each other.

See Exhibit 4D - These pictures show stills from a video taken at the same time 7.26 am on 11th May 2026.

4D1 shows a bin waggon having to drive on the footpath and narrowly missing a parked car.

4D2 shows a bin waggon approaching the top of Mill Lane. Note the van attempting to turn right from Carr Hill Rd, which then has to reverse out of the way.

4D3 shows a bin waggon turning left with the front of the vehicle clocking half of Carr Hill Road before being able to turn. It is at this point on the video that the sound of the rear wheels skidding on the road surface is clearly audible. This vehicle is going uphill and it is in slightly wet conditions. Large vehicles coming down in worse conditions could lead to serious accidents. Bin waggons are a necessity and only use this road once a week for approx 30 minutes. This video can be made available to view if required but I was informed that it was inadmissible as evidence.

4E- This shows two scaffolding waggons that came down Mill Lane but then had to turn around in the school gate junction to go back up. As you can see they are too wide to pass without mounting the pavement and this is only possible due to the lack of parked cars at the time - 11.30 am on a Monday morning. I had to move my car from its usual parking space to enable them to turn around and get back up Mill Lane.

It's impossible to see oncoming traffic until your vehicle is already on Carr Hill Road. Likewise traffic from Carr Hill Road cannot see vehicles coming up Mill Lane. This is an extremely dangerous junction.

Mill Lane and the streets off it were originally built for the mill workers but in recent years the mills have been demolished and replaced with housing. This, along with the general increase in cars on the roads has massively increased the volume of traffic on Mill Lane as it is used now as a short cut to the new housing along the valley bottom avoiding Stamford Road, traffic lights and queues.

There is a large estate now on the old Milton Mill and Carr Hill Mill site directly opposite the Mill Lane/Manchester Rd junction. The Three Counties estate now has hundreds of houses and cars and there are many more off Manchester Rd. This has led to an increase in dangerous incidents.

There are serious problems here every day as cars turning into and out of Mill Lane cross each other's path and frequent results in cars driving onto the pavement to pass each other. This happens repeatedly every day.

The top section of Mill Lane also has a narrow bend and it's impossible for a van and a car to pass without using the pavement.

Anything larger than a van effectively makes it a single track road at the top so it is very unsuitable for large heavy vehicles. This was evident when Stamford Road was closed for roadworks and Mill Lane, being the only alternative route, was used as a diversion. TMBC road signs advised this route but also had a sign stating 'Unsuitable for large heavy vehicles'

Mill Lane is a dangerous road in good dry conditions. When it is wet it is a lot worse and in snow and ice it is treacherous and unusable. Even though it is a school road and gets gritted regularly if snow falls quickly the gritters are unable to get down it safely and it has to be closed.

Is the applicant only planning to use this access road in good weather?

Cars have in the past lost control coming down Mill Lane and crashed. If a large fully laden tipper waggon skidded down the top section of Mill Lane the houses on the right would be in a direct line due to the bend. After the bend there are more houses on the right and a school on the left. There have been many accidents on Mill Lane due to its dangerous nature.

I personally have had three parked cars written off, one by a speeding driver, one by a cars handbrake failing which resulted in it rolling down the hill into my car and smashing it into the car in front and another car that tried to turn into Archer Street in bad weather but it was unable to negotiate the corner and slid into the back of my car and hit No 2 Archer Street as well.

The house at 1, Milton View, just before the bridge has recently had its front wall rebuilt, not for the first time, after being hit by an out of control car coming down Mill Lane.

See Exhibit 5 - This shows the bungalow directly in line with the descent of Mill Lane.

A few years ago a car lost control near there and landed upside down on its roof. Two years ago a car attempted to go under the bridge but hit the wall and the gas feed pipe for Tame View resulting in the fire brigade evacuating the residents during the night. TMBC have repeatedly replaced the railings at the school crossing point, after being hit by vehicles, but after the last accident there they were removed but have not been replaced. Also, the bridge height and width signs have been hit on numerous occasions.

4. The Use of The Streets - Archer and Spring St

The use of the streets off Mill Lane for access to Brookfields is also dangerous as they are narrow. Bins need to be taken to Mill Lane to get emptied as bin waggons are too big to get along the streets and the corners are too tight. If it is not possible to access the streets with a bin waggon, how is it acceptable to let construction vehicles, ie. tipper waggons use these highways?

For construction traffic to use these streets would be extremely difficult and dangerous and would only be possible without any parked cars. There are approximately 65 spaces on Mill Lane, Spring and Archer Street in use. If parking was suspended, as is being suggested, this would displace all the residents who would normally park outside their homes, there are no driveways. There is no alternative parking in the adjacent area. Carr Hill Road, Manchester Rd, Woodbank Terrace and Milton View are already full.

Where are all these residents going to park?

5. NR12 Objection

My objection is primarily based on the only evidence available, NR12 RDS08, at this time. **See Exhibit 1** My first impression was shock at the colossal size, approx 2.2 hectares of the STC in comparison with the actual small size of the Eastbound platform. Also, the claim of Archer Street highway to be included in the compound was extremely alarming to myself and other residents. At this point the use of Spring Street was not even mentioned.

It also shows the compound perimeter red line going across the bottom of my garden. That section of my garden has been in use for a long time so you can understand my distress to see that it was to be incorporated in the compound. **See Exhibit 2**

I was then issued with a rule 15 notice for compulsory purchase. I emailed Penny Carter and pointed out that the edge of the compound, red line, could have just as easily gone along the side of my neighbour's garden and along the bottom of both gardens. Given the same amount of access for any work needed there. I received a call from PC on 10/11/25 who stated that 'the land was not now needed as the plans had changed' Beside the actual station I have not yet seen any plans for the Brookfield site so I cannot see if that is true. I was further dismayed when I saw on the NR30 document that my name and the land still appear on the list of land required.

See Exhibit 6 - Land Usage document, SoC page 409 plot 8-010B/C

The land the STC covers is Brookfields and is bounded on three sides. The railway at the bottom, the site of a recent landslide which resulted in a line closure.

Stamford Rd at the top, also the site of a major landslide in the 1980s which closed the road for months and the houses on Mill Lane, SVA Streets and Tame View. At the present the only access is via Mill Lane and the streets off it. Mill Lane is very steep all the way down to Manchester Road with a descent of 30 metres from top to bottom. It is also very narrow. At the top T junction with Carr Hill Road it is not only a blind summit but it is also only 4 metres wide and only has narrow footpaths.

6. Lack of Clarity

I'd also like to point out that at the initial public consultation meetings the only information available was in the form of artist's impressions and proposed improvements but there was no mention of the scale or impact the work was going to have on the surrounding area.

I understand that some of the details might not have been available at that time but when the huge volume of documents were released it was made extremely difficult to find the relevant details. As you, the inspector mentioned in the pre-enquiry meeting stating 'maps and plans appear to be hidden'.

When NR12 RDS08 was located it showed the new station plan, but not any of the plans of the surrounding area, i.e. Brookfields. NR claimed the whole of Brookfields was needed (approx 2.2 hectares), for work on the new station and the STC.

There was no mention of any work associated with this land i.e. roads, hard standing areas etc. As far as I know this information has never been made to the public, Repeated attempts to find out from TMBC what they knew about these plans for this area, or even just the official opinion, have failed. They, TMBC and NR, have had discussions so presumably there will be traffic management plans, traffic regulation orders, risk assessments, etc, carried out. But no official stance on the plans for Brookfields by TMBC have been forthcoming.

In the letter of support for the scheme in general from our local MP Jonathan Reynolds, in paragraph 4, he states that his support is 'contingent on full and meaningful consultation with the residents'

See Exhibit 7 - Email from Jonathan Reynolds MP.

This has not happened.

7. Conclusion

In conclusion it is my opinion that all construction work and all materials can and should use the access already available from the existing compound, adjacent to Manchester Rd, on the east side of the track, where a site crane would be located and a level crossing could be installed.

I consider it wholly inappropriate to even consider the use of Mill Lane and any of the streets off it as access routes as this will undoubtedly result in even more dangerous occurrences and possible accidents. I must stress that a site visit to view the extreme nature of this area is essential as it is impossible to clearly see from 2D maps how dangerous Mill Lane is and I would like to offer my services if you are able to visit.

Mill Lane is the access road to the school, but the houses on it and the streets house families with many children.

Will it take a catastrophic accident, damage to property or pedestrians, before anyone at NR or TMBC listens?

Index of Exhibits

1. NR12 Planning Direction Drawing - Route Drawing Sheet 08.
2. Section of above showing location of garden in relation to railway.
3. Train garden picture.
4. Mill Lane junction
- 4A, 4B, 4C. Dangerous Incidents - Cars
- 4D1, 2 & 3 Dangerous Incidents - Bin Waggon.
5. Bungalow 1 Milton View, bottom of Mill Lane
6. NR30 Statement of Case Land Usage document Page 409 Plots 8-010B/C
7. MP Jonathon Reynolds email.