

**From:** [REDACTED]  
**To:** [TRANSPORTINFRASTRUCTURE](#)  
**Subject:** Objection to Proposed Use of Archer Street as Construction Access for New Mossley Station  
**Date:** 12 December 2025 12:15:49

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Dear Sir/Madam,

As the owner and resident of [REDACTED] I am writing to formally object to the proposal to use Archer Street (Mossley) as an access road for construction works related to the new Mossley train station.

My objection is based on the following key points:

**1. Archer Street is unsuitable as a construction access route**

Archer Street is a narrow residential street that is not designed to accommodate the volume, size, or weight of construction vehicles. Its layout and width make it inappropriate for continuous heavy-duty access. This concern has previously been acknowledged by Tameside Metropolitan Borough Council (TMBC), who cited the unsuitability of the same access route when refusing its use for earlier development proposals on the Brookfields site.

**2. Mill Lane is steep, narrow and poses significant safety risks**

Accessing Archer Street requires the use of Mill Lane, which is already a challenging road due to its steep gradient and narrow width. Moreover, Mill Lane is adjacent to a school, where pedestrian activity is high. Introducing construction traffic here would substantially increase the risk to children, parents, and other pedestrians.

**3. Loss of essential residential parking**

Suspending parking on Archer Street would result in the loss of approximately 23 residential parking spaces. It is also likely that additional parking bays on Mill Lane would be affected. In an area where parking is already limited, this reduction would severely impact residents' day-to-day lives, particularly those who rely on on-street parking for work, childcare, and accessibility. This issue was raised as part of planning objections to Brookfields, which noted existing congestion and inadequate safe parking around these streets.

**4. TMBC has already recognised these issues (Brookfield planning objections)**

TMBC has previously stated that this access route is unsuitable for construction purposes in relation to development on the same site. It is unclear why the same concerns would not apply to Network Rail's proposal, given the identical access point and similar scale of works. The history of planning objections to the Brookfields development demonstrates widespread local concern about using Archer Street and Mill Lane for construction access.

For these reasons, I strongly object to the proposal to use Archer Street as an access road for the construction of the new Mossley train station and request that the Department for Transport and Network Rail identify and assess safer, more appropriate alternative access routes.

Kind Regards,

Evelin Peil

[REDACTED]

[REDACTED]

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