



14th December 2025

FORMAL OBJECTION TO THE PROPOSED USE OF BROOKFIELDS LAND IN THE DEVELOPMENT PROCESS FOR THE PROPOSED NEW STATION AND ASSOCIATED WORKS IN MOSSLEY

The Network Rail (Stalybridge to Diggle – Saddleworth -Enhancements) Order

Document NR15: Planning Statement

To the Secretary of State for Transport,

I wish to make you aware of several strong objections that I have regarding the proposed use of the Brookfields site in Mossley (3.2.28, 3.2.29 and 3.2.30 points from the planning statement). I oppose the construction of a site compound for a number of valid reasons:

1. Previously, proposals to build on this same site and have an access road have been refused by Tameside Metropolitan Borough Council (Ref.19/00489/FUL on 20th November 2020)
 - 1.1 For several years, developers have been submitting proposals to build residential homes on Brookfields and each time they have been denied. Even appeals were refused by the Government Inspectorate.
 - 1.2 In July 2022, a developer withdrew their application to build houses on Brookfields, following a Local Highway Authority report, which was concerned with the proposed access and safety, hence recommended refusal.

Once an access road has been built here, developers will have more leverage to put forward proposals to build properties on this space.
2. Archer St. is unsuitable as an access road to Brookfields.

The proposed access route via Archer Street would have a severe and permanent impact on traffic flow and residential amenity across Mill Lane, Spring Street, Archer Street, Vernon Street, and Milton View. It would result in the loss of up to 23 residents' parking spaces on Archer Street, as well as additional spaces on Mill Lane—areas that already suffer from significant parking shortages. Introducing a new access road here would worsen congestion and create safety risks for pedestrians and residents. A far more

practical and less disruptive solution would be to use the existing access from Manchester Road rather than constructing a new road through Archer Street.

3. The dangerous nature of Mill Lane.

Mill Lane is an extremely hazardous road for pedestrians. It is steep, narrow, and classified as a minor road, yet it carries far more traffic than it can safely handle. In bad weather, the lane often becomes inaccessible and is sometimes closed altogether. Drivers frequently travel at unsafe speeds, and heavy lorries and delivery vehicles use the road throughout the day. When two vehicles meet, cars often mount the pavement, creating a serious risk for anyone walking. The danger is compounded by the fact that the local primary school is situated on Mill Lane, meaning children and families are regularly exposed to these risks.

4. Brookfields is a public right of way to gain access from Stamford Rd down to Mill Lane and Milton St. John's Primary School.

Children have the right to access their school safely—a right that would be compromised by future development. Locating a site compound there poses a serious threat to a public right of way and to the safety of children. Furthermore, construction activity so close to the primary school would expose pupils and residents to significant risks, including increased traffic hazards, noise pollution, and harmful air quality. These dangers are unacceptable in an area where young children and families travel daily.

5. Mossley is already excessively overdeveloped: with more and more land being taken, it is even more important that we keep these vital spaces.

Mossley's remaining green spaces are precious, yet they are being lost at an alarming rate. Brookfields is one such area—a wildlife haven and much-loved community space for generations. It is home to mature trees, many of which are protected by preservation orders, and supports an incredible diversity of wildlife, including deer, badgers, bats, countless bird species, insects, and invertebrates. Residents regularly enjoy and appreciate this natural environment. The proposed development would irreversibly damage this heritage, destroying one of the few remaining green spaces in the town. Once Brookfields is gone, it is gone forever—there is no turning back.

6. The risk of local flooding.

Removing mature trees eliminates the root systems that naturally absorb surface water, increasing the risk of flooding. As residents of Mill Lane whose gardens back onto the Brookfields site (Spring Cottages), we have first-hand experience of this problem. Since two houses were built on Carrhill Road, our gardens have become significantly more waterlogged. Brookfields, as its name suggests, contains underground springs, and the situation worsened when mature trees were felled for previous developments. This new proposal would further escalate flooding risks in the area, with water flowing down the

embankment toward the Huddersfield–Manchester train line, creating serious environmental and safety concerns.

7. In the 'Methodology and Outline Construction Management Plan' Revision B September 2020, it stated in section 1.8.3 that there is 'one medium pressure main running along the public footpath this will require further investigation and will need to be considered when the footpath is improved...'. I have concerns about this from a safety point of view and possible disruption to utilities, including electricity (point 1.8.2).

Basically, the main gas pipe for Mossley which runs through the site would have to be moved causing huge disruption to the whole town. As well as this, Network Rail were exploring serious concerns about moving bedrock on Brookfields at that time.

I respectfully urge you to consider the serious risks and negative impacts this development would have on our children, residents, and the local environment, and to reject the proposal—particularly as there is already adequate access to the site via Manchester Road.

Yours faithfully,

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