

From: [REDACTED]
To: [TRANSPORTINFRASTRUCTURE](#); [Alice williams](#); cllr.davejones@mossley-tc.gov.uk; tafheensharif@tameside.gov.uk; [REYNOLDS, Jonathan](#); [REDACTED]
Subject: Re: Additional Objection to the content of the TWAO for the proposed works to Mossley Station and rail upgrade (Stalybridge to Diggle)ll Lane, Mossley for construction traffic
Date: 19 December 2025 10:41:10

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To the team at DFT / Network Rail and all involved in the upgrade to the TPE line in the Mossley area,

(copied for visibility; Dave Jones Chair of Mossley Town Council, Taf Sharif TMBC councillor, Jonathan Reynolds MP)

In addition to the objection in relation to the proposed route for construction traffic (which is hugely dangerous and a fatality waiting to happen) outlined below, I have now seen the proposed area for clearance for the site compound. Please take this email as a strenuous formal objection to the extent and location of proposed area, specifically the use of the area known as Brookfields and the use of Carrhill road, Mill Lane and Archer, Vernon and Spring streets as any access routes.

This land is unsuitable for building and construction traffic circulation. the Brookfields area is steep, covered in springs and drainage issues. Brush and ground clearance will exacerbate existing drainage and flooding issues. It will result in slope instability. It is a valued green lung space and heavily used by the local community (footpaths to local amenities and the high school, dog walking, children playing etc). The location has an abundance of wildlife including deer and bats.

But most importantly and related to the points outlined below - it has NO SAFE VEHICULAR ACCESS. There is no safe way to drive an access route through from Stamford rd. Equally, there is no safe route via Mill lane and any of the streets off Mill Lane (Spring, Archer and Vernon streets - due to the narrowness of the roads, they are all basically one way traffic, and have compromised pavements, exacerbating the risk to pedestrians).

Please note all the objections below to construction and goods vehicles using Mill Lane. Its narrow, has blind spots, has no or compromised pavements for safe pedestrian routes. It would significantly impact parents with infants in prams and wheelchair or mobility aid users and would therefore raise issues of discriminatory decision making. It has known issues relating to flooding and drainage. There is a wealth of existing evidence known to TMBC and my MP of vehicular accidents in the area including traffic hitting and damaging houses on Mill Lane and traffic accidents on Carrhill road. I have seen children walking to school nearly hit by vehicles trying to pass in a space that is not designed to manage heavy traffic.

Planning permission has been sought and rejected multiple times to build on Brookfields because the site is unsuitable for works. There is well evidenced significant and extensive community concern about the clearance, development and additional vehicular use of these areas - to propose this approach in the face of KNOWN community objections is flies in the face of existing community concerns.

There are existing spaces in Mossley, adjacent to, or near the rail line that offer suitable vehicular circulation options and industrial / construction site storage options. Manchester road is wider, has safe pedestrian access and wide pavements. there are existing industrial units and flat, paved access spaces off Manchester road in the vicinity.

Our objections are well noted below and in previous correspondence with local and regional planning authorities but to summarise:

1) The Brookfields site is completely unsuitable for development. It is extremely steep. Any construction and utilities to the site would risk further flooding issues, impact slope stability create risks of land slippage and alter drainage to properties elsewhere.

2) Access to the site is extremely limited and the proposed access is dangerous. This presents serious safety issues with significant on-going, day-to-day safety issues with the general vehicular traffic, waste management vehicles, delivery vehicles etc. Carrhill road and Mill lane are already significantly congested and hazardous at peak times and there is an evidenced history of road traffic accidents and incidents in the area due to poor visibility and narrowness of the streets.

3) Pedestrians are particularly at risk, and there are high volumes of vulnerable (children and older people) pedestrian traffic along all of the roads in this vicinity. The road is used by families from early morning through to the evening (going to the school, or to nearby community centres for children's activities such as playgroups, karate, daytime activity groups etc..). The roads are narrow and often have no footpath. Without a foot path in numerous sections, the road is already dangerous. The proposals are particularly prejudicial to disabled people using motility aids to navigate the area.

4) There is a school located on Mill Lane - there are significant safeguarding concerns of harm and death from the proposed increase in traffic (as above), and also a detrimental health impact from air borne pollutants resulting from increased heavy traffic fumes.

5) There is a wealth of biodiversity on the site (including deer, bats, badgers and

owls). This green lung land is well used by the community and is vital for community health and well being (the research evidence on access to green lungs is well known and extensive). Given the increase in childhood asthma and obesity rates (Tameside has a significantly higher than national average rate), the government and council should be encouraging the use of local green spaces and supporting families to safely walk to local facilities. Tameside's Joint Strategic Needs Assessment highlights a number of health prevention needs for residents of the borough.

Finally, my personal belief is that if the proposals for access and site clearance and use go ahead, there will be a death or life changing injury as a direct result of this work, and this likely and significant risk will have been well voiced by the community and known, as matter of record, by the authorities in advance of its occurrence.

As local residents, we strenuously support our community neighbours in voicing our objection to this proposal

Best wishes

Alice Williams and Julian Clarke

[REDACTED]

From: Alice williams [REDACTED]
Sent: Sunday, December 14, 2025 16:11
To: transportinfrastructure@dft.gov.uk <transportinfrastructure@dft.gov.uk>
Subject: Objection to the use of Mill Lane, Mossley for construction traffic

To the team at DFT / Network Rail and all involved in the upgrade to the TPE line in the Mossley area,

While I am supportive of the upgrade, I want to register my strenuous objection to the proposed route for construction traffic. My understanding is the current proposals are to direct construction traffic along Mill Lane, off Carrhill Road. Please note that neither of these roads is suitable for heavy traffic. Both roads are narrow, in some areas have no pedestrian walkways and significant traffic hazards have already been acknowledged by the council, without any further increase in traffic.

Planning permission for residential builds off Carrhill Road and the Mill Lane area have had objections to TMBC successfully upheld, in part on the basis of hazards created by increase in traffic, including construction traffic.

As a resident of [REDACTED], my parked car has been hit twice and I have witnessed

two significant crashes, including one that narrowly missed a child. The narrow streets and volume of traffic are already dangerous, further increase will be to invite an accident. Furthermore the high volume of pedestrian traffic in the area compounds the risks. The school is located on Mill Lane with many children walking to school (including my own and I have lost count of the number of traffic near misses and altercations that I have witnessed). There are sports and activity clubs, cubs and brownies and three community venues that are accessed off Carrhill Road. Its main walking route to reach Mossley shops and older people are frequent pedestrian users.

Mill Lane is particularly hazardous, it has a blind bend at the top, is very very steep and is extremely narrow. Both Mill Lane and Carrhill road have sections with no pavement.

In summary:

I believe that Mill Lane is simply not a safe or suitable route for heavy vehicles. It is steep, narrow, and becomes one-way, with a low ceiling tunnel, at its lower end. With the school situated directly on this road, any increase in large-vehicle movements poses a very real risk to the safety of children, families, staff, and residents.

In addition to the obvious dangers, there are several other reasons why Mill Lane should not be considered:

- Safeguarding: Bringing heavy construction traffic onto the road directly outside school contradicts the duty of care owed to pupils.
- The primary school is located directly off Mill Lane, meaning any increase in heavy vehicle movements would coincide with the busiest times of day for children walking, cycling, and being dropped off.
- Mill lane is a steep narrow road, and its lower section becomes one way and cannot safely accommodate larger vehicles because of the low bridge. Additionally, at the top of Mill Lane there are blind spots when cars are meant to stop and give way. Cars have to edge forward at it's steepest part to get onto Carrhill Lane. This is already a dangerous area for children when trying to cross the road. These physical constraints make it impossible for construction traffic to use the road safely without creating significant risks.
- Emergency access: Construction traffic could impede, obstruct or delay emergency vehicles accessing the school or nearby homes.
- No safe passing space: The width of the road means large vehicles could struggle to navigate without mounting pavements or reversing—both unacceptable near a school.

- Existing congestion: Mill Lane is already heavily congested during school drop-off and pick-up times. It cannot safely accommodate additional traffic.
- Impact on children's health: Increased noise and reduced air quality from heavy vehicles would affect classrooms and outdoor areas.
- Disruption to walking routes: Mill Lane forms part of the main safe walking route used by pupils. Construction activity would compromise this.
- Safer alternatives exist: Access from Manchester Road is a safer alternative.

For these reasons, I am formally objecting to the use of Mill Lane and Carrhill road for any construction-related traffic for the purpose of this rail upgrade.

yours sincerely

Alice Williams

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
To: [TRANSPORTINFRASTRUCTURE](#)
Subject: Objection to the use of Mill Lane, Mossley for construction traffic
Date: 14 December 2025 16:11:35

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yours sincerely

Alice Williams

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