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Cc: theclerk@mossley-tc.gov.uk
Subject: Network Rail Stalybridge to Diggle TWA Order
Date: 19 December 2025 13:38:06

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To whom it may concern,

Network Rail Stalybridge to Diggle TWA Order

Mossley Town Council Objection and Representations in response to the TWAO submitted 7 November 2025.

On submission of both of the above we would also like to put a statement on the record.

Fundamentally, Mossley Town Council is fully supportive of the TransPennine Upgrade Project and see it as a very positive and exciting future development for Mossley. We have and will continue to work proactively and positively, as a statutory body, with both the TRU Team and residents and the wider community, to ensure that the scheme is delivered and completed successfully. We recognise that with such a significant scheme there will be many, many issues to work through, and we will do our utmost to be a part of successfully addressing these whilst maintaining and representing the interests of Mossley residents to the best of our ability.

In the context of this statement our principled objection pertains to only one element of the proposals, and our representations are reflective and constructive rather than critical.

Objection

Mossley Town Council is submitting a major and principled objection to the proposal within the TWAO to use Mill Lane, Archer Street and Brookfields for access to facilitate the building of the new station.

Even without any further external pressures, the unique nature of this location makes it one of the most risky and dangerous places in Mossley, and as thus it is a constant concern and worry for a number of reasons.

It has also been passionately and successfully defended by the town for over 10 years against attempts to use it as an access road to develop housing on the Brookfields area, and, intentionally or otherwise, we will not yield to this new attempt which ignores the following serious and legitimate concerns:

- Bringing any heavy construction traffic onto Mill Lane, passing Milton Primary, and on to Archer Street contradicts the duty of care owed to pupils and residents.
- Any increase in heavy vehicle movements would coincide and conflict with the busiest times of day for children walking, cycling, and being dropped off.
- Mill lane is a very steep narrow road. Its lower section becomes one way and cannot safely accommodate larger vehicles because of the low bridge. At the top of Mill Lane there are completely blind spots, Cars are meant to stop and give way but have to edge

forward at its steepest part to get onto Carrhill Road. It is a very dangerous junction fraught with risks and danger.

- This is already a very restricted and dangerous area for children when they are trying to cross the road. These physical constraints make it impossible for construction traffic to use the road safely without creating significant risks and danger.
- Construction traffic could obstruct or delay emergency vehicles accessing the school or nearby homes.
- No safe passing space. The width of the road means large vehicles would struggle to navigate without mounting pavements or reversing—both unacceptable and very dangerous near a school.
- Existing congestion: Mill Lane is already very heavily congested during school drop-off and pick-up times. It is impossible to 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 seriously compromise this.
- Safer alternatives exist: All access should be from the Manchester Road side of the track.

On the basis of the above Mossley Town Council wholly and fundamentally objects to any use of Mill Lane and Archer Street to access or facilitate the site of the new station and will submit on that basis.

Representations

We wish the following representations to be taken into account and recorded.

Mossley Station

- In 1848 John Mayall, a local mill owner, loaned the Manchester & Huddersfield money to purchase the land enabling the railway to travel through Mossley.
- Mossley Station is an iconic local landmark. Providing a significant role in both the development and identity of the town.
- There is therefore significant local interest in the decommissioning of the station. (Route drawings 2&3)
- Decommissioning of the existing Mossley Station including the partial demolition of the platforms and associated works. Mossley Station footbridge works (MVL3/14) to be demolished as part of the decommissioning work.
- Both Mossley Town Council & other town focused and local heritage groups have been interested in exploring ideas for the future usage of the impactful heritage station.
- Business development & consultation around future developments needs to be undertaken.
- Consideration of utilisation of the existing station & platform 2 with its iconic ironworks needs to be considered.

Roadworks

- The application for an order which would temporarily stop up streets and public rights of way 24/7 prohibiting parking ,delivery and on occasion through traffic. Within Mossley the roads affected are Blackrock, Lower Beestow, Manchester Road, Egmont Street, Andrew Street, Stamford Road, Abney Road, Old Brow, Old Brow Court, Sun Street, Queen Street, Cheshire Street, Mill Lane, Archer Street, New Earth Street, Three Counties Road, Milton View, Roughtown Road, Heron Lane.
- Many of these roads are arterial thoroughfares, of particular importance given Mossley's topography making alternative routings difficult or impossible.
- For example Old Brow Court,a social housing development with c36 over 55 years, many elderly requiring deliveries of food medicine, community nursing, several also have mobility issues. Old Brow residents will be affected by work to the Abney Road footbridge impacting Andrew Street & Abney Road and also by work associated with decommissioning of Mossley station, Mossley footbridge and any work which takes place on Stamford Road.
- It is impossible at this time to state the scale, timetable for, or duration of the works, however it is imperative that when known any such information should be communicated in a clear and timely manner. Posting A4 notices / leaflets on lampposts in the areas affected is not sufficient.

Scheme Elements

- Manchester Road under bridge (MVL3/10) - work to drain surrounding area including work on PRow MOS117/710 this work will impact upon traffic flow during construction and must be carefully monitored and managed.
- Manchester Road footbridge (MVL3/14) replacement of which will be a significant piece of work and local residents will need to be appropriately alerted.
- Abney Road footbridge (MVL3/12) comparatively minor work which will hopefully provide an easy way for pedestrians to by-pass.
- Wrights overbridge MVL 3/20 as dates from the mid 19th and is a listed structure its demolition and reconstruction is of significant importance, together with sympathetic treatment of an important PRow.
- New Earth Street - the creation of a works compound- and the raising of parapets on (MVL3/16) will impact on a well-used footway between Top Mossley & Bottom Mossley so inconvenience must be minimised.

New Mossley Station

- The siting of the new station has involved considerable consultation with local residents and many of the problems have been resolved with negotiation; however the siting of the works compound on land at the base of Mill Lane / Archer Street to enable the work has proven seriously problematic and is detailed in our objection.

Should you wish to discuss any or all of the issues we have raised please do not hesitate to contact us directly.

Regards

Councillor Dave Jones
Chair, Mossley Town Council.

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