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Replacement Mossley station and surrounding works

I am writing in connection with the planned works surrounding the replacement of Mossley station.

The plans show the vehicular entrance for the station being close to Mill lane, which would encourage traffic from the Top Mossley area to use this route to access the station. Mill lane, and Carrhill road which is the only access to it, are narrow roads lacking footpaths in places. There is a primary school on Mill lane and traffic is already dangerously congested at times because of this, to the point that residents have difficulty accessing their own homes at such times.

Mill lane passes under a narrow railway bridge at the foot of Mill lane. The curve of the road and the narrow footpath on this stretch means that larger cars and vans often mount the pavement at this point, which is obviously unsafe for pedestrians. This part of Mill lane is heavily used by primary age children.

The right angled turn onto Carrhill road has very poor visibility and a sharp change in gradient.

These two roads already bear an unsafe level of traffic and having the station entrance so close to Mill lane will increase the burden to unacceptable levels.

The plans to use Mill lane, Archer Street and Brookfields as construction access is similarly problematic.

The trees to the southwest of Brookfields path are subject to a tree preservation order.

There are also two badger setts and a considerable knotweed infestation on the land.

Disturbing a protected species and knowingly causing or allowing the spread of a noxious weed are illegal.

The size of vehicle able to access Brookfields via this route is limited by the restricted width of Archer Street. The plans show a wide band of trees at the foot of Brookfields being felled, but there is no clear reason for this as any vehicle able to access Archer Street can get to the railway line via Brookfields with little or no loss of mature trees.

The site of the new station is an old goods yard and therefore has ample space. Any vehicles needed on the opposite side of the line could be moved at night to avoid disruption, therefore Manchester road should be the preferred construction access as the least disruptive route.

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