

From: [REDACTED]
To: [TRANSPORTINFRASTRUCTURE](#)
Subject: Transport and Works Act Order – The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order
Date: 28 November 2025 11:14:06
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Transport and Works Act Order – The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order.

Dear Secretary of State for Transport,

I write concerning the TWAO for the new Mossley Train Station development, and I wish to express my objections to the development as it is currently proposed.

In reviewing the Design and Access (D&A) statement included within the TWAO pack, I note on Page 114, Clause 9.3.3 that the D&A states that “*the works will include a new access from Manchester Road, with new car parking areas, a new bus stop on Manchester Road*” . As I am also reviewing alongside the proposed GA drawings, I note that there is no provision for additional “new” car parking areas, with the exception of 4 no. new accessible parking bays. As well as the D&A Statement, this comment is reflected on Page 153 of the Planning Statement which refers to “*an increase in car parking from 56 to 86 spaces*”.

TRU/Network Rail have not included within their GA drawings sufficient detail of where these proposed additional 30 no. parking spaces are to be situated. I would like to question whether the figures suggested are truthful, or if this has just been included in the Planning Statement to overcome objections such as the one I am raising. TRU need to provide full detail of these parking spaces at the earliest convenience.

What the GA drawings, Design & Access statement, and particularly the Planning Statement fails to mention is the removal of residents on-street parking to make way for the new pedestrian crossing and associated extension of the existing pavement; during our discussions with the Transpennine Route Upgrade (TRU) team, the number of parking spaces proposed to be removed stands at 9 x spaces on either side of the road. Within the aforementioned documents, no mitigation has been considered to resolve the issues the removal of these parking spaces for the residents (of which I, and my wife, are included). Again, in our conversations with TRU about the proposal, the mitigation *suggested* to overcome these parking issues would be to arrange with Tameside Metropolitan Borough Council for a residents-only permit scheme covering the section of Manchester Road from Mill Lane extending southwards to Queen Street.

In raising the permit scheme I would like to draw your attention to a report which was prepared on behalf of residents at Hey Farm estate in Mossley, who were objecting to a proposed housing development adjacent to that estate. The report is easily sourced from the Tameside Council website under planning application 18/00159/OUT. While it may not seem relevant, I would point out in Section 4.15 of this report the residents have gone into detail about the existing station car park. Within the report they note that the station car park is normally full to capacity by 07:00 on weekdays.

Under my own investigation I can confirm that this remains the case, the train station car park is at capacity from the morning “peak” time, to the evening “peak” time. As a result, the surrounding roads become choked with additional cars parking to use the train station – this is particularly evident on Manchester Road, starting from Queen Street and northwards as far as the residential properties with on-street parking to the front. I have included photographs of the parking below (figs 1,2 &3) – these were taken at around 10 o’clock on a weekday morning.

The extension of the platform to 150m as proposed in the application will allow for longer

trains, and therefore more passenger capacity – this is a welcome idea given the congestion experienced on “commuter” trains from Mossley currently, and is an indisputable benefit of the proposal – however, with additional capacity will come additional traffic. There is no proposed mitigation to overcome what will inevitably become a major parking issues with the additional commuters using the station. A residents permit scheme will exacerbate what is already a troublesome parking situation around the station. Especially as the “30 additional parking spaces” aforementioned likely do not exist in any reality and a count on the GA drawings has not been provided.

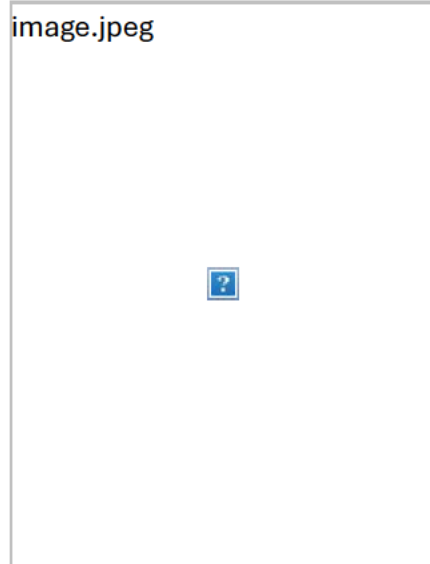


Figure 1 - Parking on street looking towards the existing station (residential properties are behind the camera location)

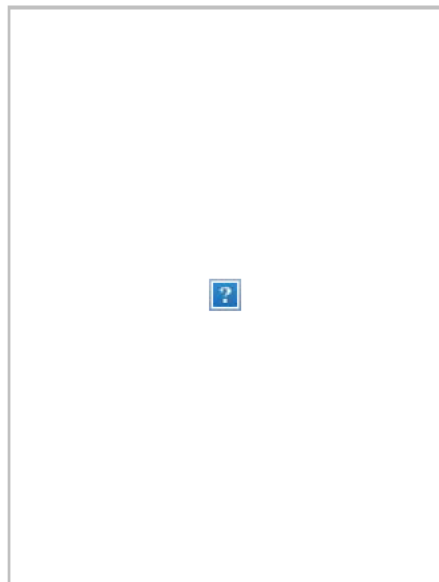


Figure 2 - Train station car park in the daytime

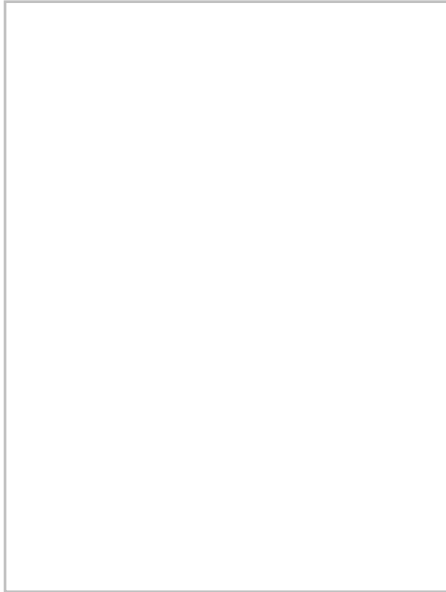


Figure 3 - Parking outside residential properties, closer to existing station on opposite of Manchester Road.

It appears that, with no alternative parking provision, given the restrictions on space in Mossley generally, that TRU are proposing stuffing “10lbs of rubbish into a 5lb bag”. There is insufficient parking provision for the station as it is currently, and with the removal of on-street parking for the properties directly opposite the new station, this will be amplified as the residents must park somewhere.

In any other circumstance i.e. a development for new housing, or new business location, the applicant must show sufficient provision for parking and failure to do so is a justifiable reason for refusal of planning permission. Yet, in this proposal, with no evidence provided that additional parking will be provided for users of the train station – except the passing references referred to above in the D&A and Planning Statements; which may be considered false without evidence - TRU are proposing a net loss of parking in the area surrounding both the new station and the old station.

Further, as TRU have proposed a TMBC -led residents permit scheme, they have effectively “passed the buck” in terms of mitigating the issues I have raised onto the Local Authority. TRU will, quite correctly, have no power to police the permit scheme, which will mean we residents of Tameside will be funding TRUs mitigation scheme through council tax. This is inappropriate.

I also have concerns about traffic within context of the wider layout of the proposal. The suggestion is that cars entering the new station to “pick up and drop off” will follow a one-way system down a relief road. I would question the reality of rush-hour drop-offs actually following this one-way system, the traffic lights at the existing station entrance/exit are slow to change and lead out onto a very busy junction. The reality which can be expected is any drop-offs/pick-ups will take place at the new station entrance where the proposed bus stop and hatched areas for the new crossing will be placed. Again, TRU have not provided for any mitigation for this issue. In fact, the wider D&A and Planning Statements offer very little mitigation of any kind throughout (not just around the issues I have raised). Their whole attitude to the proposals seems to be “there will be no issue”, and from what I can see none of the issues/queries/suggestions made by the residents of Manchester Road have been taken on board, or even listened to.

Further to this ongoing, and probably permanent, traffic issue, TRU have again failed to offer any mitigation to expected works traffic. In this I include the expectation that heavy plant will be required for earth removal and construction. Manchester Road is very narrow, and is the main thoroughfare through Mossley, last year (2024) works to the underground gas main took place between Mill Street and Queen Street, the use of temporary traffic lights caused complete chaos in both directions of Manchester Road while these works

took place. Also, over the weekend of 15-16 November 2025 a multitude of Network Rail vehicles arrived at the new station site to undertake subsidence surveys, the compound was insufficient to accommodate parking for all the vehicles and thus they parked on the station side of Manchester Road. As the vehicles on this weekend were mainly cars and vans this did not cause a major issue, but when the time comes to progress the works for the new station any lorries, heavy plant, etc parking on the road will also cause complete chaos. TRU may offer further information on this and suggest all parking needs to be within their compound area, but the reality is that space is not sufficient, and lorries, plant, etc may not be able to turn within the available space (the night of 18/11/25 a lorry indeed parked on the road side to deliver a cherry picker, photograph included below with timestamp)



Figure 4- Lorry parked on roadside

Finally, the area to the west of the proposed station location (known locally as “Brookfields”) appears to be slated for use as a storage/working area. I would like to object to this idea most strongly. Mossley Council and the local residents have fought tirelessly for this area to remain as it is currently, a green area. With this in mind Mossley Council and TMBC applied Tree Protection Orders on the site to prevent a particularly persistent housing developer destroying the open space. MY concerns, and those of the wider residents I have spoken to, is that any clearance of the vegetation OR trees on this site will open the door for this, or another, developer to take advantage. I would both object, and request that more information be provided on the requirements and undertakings for using this area as storage/working (i.e any clearance, removal, lopping, etc).

Overall, I feel that the detail included within the TWA(O) for the Stalybridge to Diggle is severely lacking, particularly in providing detail on mitigation for the issues raised herewith. Despite their comments within the Design & Access, and Planning Statement these proposals will have a massive impact on the residents of Manchester Road who are directly facing the new station. I feel insulted by the idea and suggestion within those statements that these works will only affect us in a minor way. It is clear that the “engagement” with residents detailed within the D&A were only cursory, and a “box-ticking” exercise as part of this application. The issues and queries raised, and that I have discussed with fellow residents have been effectively ignored, or as previously mentioned, foisted upon the Local Authority to allow TRU to dispense with any responsibility.

Not one resident, myself included, with whom I have discussed the proposal have objections in principle to the requirement for a new station. We only ask that our voices are heard – and moreover actually listened to – as part of the process. On a personal note, my wife and I are planning to raise a family in one of the houses facing the new station, without the on-street, front-of-house parking (one of the spaces to be removed for the new crossing is outside our house) the logistics of raising a young family here is now in question, how would one expect to carry or push an infant and a load of shopping, for example, from Queen Street to the new station on one’s own?

I hope the above is all clear, and I hope that TRU are able to provide more clarity on their

proposals, and especially how they intend to mitigate the issues I have raised.

Kind Regards

Andrew Jones

