

**From:** [REDACTED]  
**To:** [TRANSPORTINFRASTRUCTURE](#)  
**Subject:** Objection – Network Rail Stalybridge to Diggle TWA Order (Mossley Station)  
**Date:** 19 December 2025 03:19:57

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To whom it may concern,

I am writing to formally object to elements of the Transport and Works Act Order application relating to the replacement of Mossley Station, specifically the proposed site compound location at Brookfields and the absence of any defined or assessed construction access arrangements.

I support improvements to rail infrastructure in principle. However, the proposal as currently presented raises serious and unresolved concerns around public safety, transparency, and the loss of valued community space.

### **Proposed Site Compound at Brookfields**

It is now clear that a site compound is proposed in the Brookfields area, as shown in scheme drawings that have been circulated. Brookfields is a long-established green space and public footpath used daily by residents, families, and children walking to and from Milton Primary School. Its use as a construction compound or goods yard should not be considered an acceptable option.

The loss or industrialisation of Brookfields would represent a permanent harm to the community and the local environment. This space has been actively protected by residents for many years and should not be sacrificed for construction convenience, particularly when alternative locations exist.

### **Absence of Defined Access Arrangements**

Despite the identification of a proposed site compound, the application documents do not clearly state how construction vehicles would access this compound. There is no defined construction access route, no Construction Traffic Management Plan at this stage, and no written commitment excluding unsuitable roads.

This lack of clarity is particularly concerning given the local context:

- Mill Lane is a steep, narrow road with blind spots and physical constraints.
- It passes directly by Milton Primary School and forms part of a key pedestrian route.
- The introduction of HGVs in this area would pose a serious and avoidable safety risk to children, pedestrians, and residents.

Deferring decisions on construction access until post-consent plans prevents proper scrutiny of safety impacts and removes the opportunity for meaningful public assessment at this stage.

### **Safer Alternatives Must Be Required**

If a site compound is genuinely required, access arrangements must be explicitly defined, assessed, and justified within the application. Routes that pass schools, narrow residential

streets, or established pedestrian corridors should be ruled out.

Access from the Manchester Road side of the railway presents a significantly safer and more appropriate alternative and should be prioritised, even if it is less convenient or more costly.

In summary:

- The proposed site compound at Brookfields is unacceptable due to the loss of valued green space.
- The application fails to define or assess construction access arrangements, despite clear safety implications.
- The absence of safeguards excluding Mill Lane and other unsuitable routes represents a serious flaw in the proposal.

I urge the Secretary of State to require the removal of Brookfields as a proposed site compound location and to insist on clearly defined, safer access arrangements as a condition of any approval.

Yours faithfully,

Mark Coupe

[Redacted Signature]

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