From: [redacted]
To: TRANSPORTINFRASTRUCTURE
Subject: Objection to Network Rail Stalybridge to Diggle TWA Order
Date: 17 December 2025 21:21:26

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To whom it may concern

I am contacting you to register my objection to a proposal within the Network Rail Stalybridge to Diggle TWAO (Transport and Works Act Order) to use Mill Lane, Archer Street and Brookfields for access to facilitate the building of the new Mossley station as part of the Trans Pennine Route Upgrade.

As a local resident with a house that borders onto the Brookfields area, it was a complete surprise when I discovered only 2 days ago that Brookfields was to be turned into a compound for storing the materials for the new station. The local council and residents have spent over 10 years fighting various planning applications to build on this land. Applications which have been refused mainly due to the access for vehicles supplying the site. I believe the developers withdrew the last application before a decision was made due to a Highways Agency report that said it was extremely unsafe and disruptive.

The access to the site is effectively a dead end at the bottom of Mill Lane due to a very narrow and low, one-way tunnel under the railway. I have witnessed on numerous occasions high top vans realising they can't get through and having to perform various reverses and turns at the bottom to go back up. Given that the gradient at the bottom is about 13%, this is not easy.

The whole of Mill Lane is extremely narrow and one side is almost permanently full of parked cars. At the top of the lane the gradient is hitting 20% and the exit onto Carrhill Road is a completely blind junction, having tall hedges on both sides and requiring edging out for visibility. It is not wide enough for 2 cars. Carrhill Road itself is narrow and can only sustain parked vehicles down one side. Several sections of Carrhill Road require waiting for oncoming traffic to pass, at all times of the day.

Mill Lane itself has a busy primary school down almost its entire length, with 2 separate entrances. I have a child at the school and drop-off and pick-up times can be quite chaotic with traffic and pedestrian activity. Any spare residents parking spaces are usually full and there is a constant movement of people looking for spots. Cars often have to reverse out of the side streets and onto Mill Lane, which is a completely blind manoeuvre.

I would conclude that these factors are why The Highways Agency has previously ruled on the unsuitability for allowing construction vehicles to use these streets for access. If the roads were cleared for trucks, i've no idea where residents would park.

As a "Railway Neighbour", I have received several letters notifying me of exploratory work

that will be taking place and warnings of noise that may occur. While I have appreciated this, they have been completely inaccurate, with no work happening on the dates stated. However, in respect of the proposed use of Brookfields as a compound for materials storage I received no communication. As my garden literally butts up against the boundary for the proposed site I find this extremely disappointing. Also, during my initial viewing of the NR12 Planning Direction plans I saw nothing about the use of Brookfields in this way.

Brookfields is a peaceful and green space. It used to be allotments many years ago and is used by families and dog walkers. It has a variety of wildlife including owls, frogs and toads. Grouse and pheasants visit regularly and deer are often spotted. There is a badger sett very close to the boundary of the proposed compound.

Also on the site are a number of mature trees, and my understanding is that this area has a Woodland Protection Order, which is also a Tree Protection Order? I note on your consultation documentation that in Environmental section, under Plants and Trees that, and I quote -
"Some vegetation removal may be required to enable works to take place. Any replacement and additional planting will be sympathetic to the surrounding area and will incorporate native plant species that have benefits for wildlife, wherever possible. Arboricultural (tree) surveys have been undertaken to inform our plans. Tree felling will only occur where it is not possible for the scheme to avoid this"

With an area as large as this surely no trees would need to be removed? In fact, i'm unsure why such a large area has been allocated. Most building projects have supplies delivered as needed, surely this is the case?

Another concern would be that the landowner/ developer, while presumably being paid for the use of the land,
after it has been churned up and decimated/ or hardstanding laid, would use this as justification to apply for planning again, citing access would be possible and they could say it wasn't the green space it was previously.

A new, improved station is obviously an ideal outcome but at what cost? Access from the Manchester Road side is surely a better option as it would cause disruption for less residents and is a major road with better links in both directions.

It is not disruption during the building process that concerns me but the future of Brookfields itself.

Hopefully you take these concerns of mine, and presumably many other local residents, into careful consideration in this matter.

Thanks,

Richard Vere
[redacted]