From: [redacted]
To: TRANSPORTINFRASTRUCTURE
Subject: Objections to: Network Rail Stalybridge to Diggle TWA Order
Date: 18 December 2025 17:29:01

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Dear Sir/Madam

In reference to the Network Rail Stalybridge to Diggle TWA Order I would like to raise the following objections:

Parking

- The length of Manchester Road between the existing Mossley railway station and proposed site is lined predominantly by terraced houses. The width of each house is approximately the length of a single vehicle and each house has one or more cars. Consequently, residents cars are always parked on both sides of Manchester road as there is NOWHERE else to park in the nearby vicinity (or town for that matter).

- Network Rail propose installing a new entrance/exit together with a pedestrian crossing close to the proposed site of the new station blocking parking facilities for between 14 to 16 vehicles in the process. Other than to suggest that the residents of Manchester Road that usually park in the affected area move their cars further down Manchester Road and park outside other residents houses, a viable solution to the removal of parking spaces has not been provided.

- There is currently insufficient customer parking at Mossley railway station resulting in some 10 to 20 vehicles belonging to Network Rail passengers being parked along Manchester Road near the current station on a daily basis. While I understand that additional parking has been provided for in the plans for disabled customers there does not appear to be sufficient parking facilities to prevent passengers continuing to park their vehicles along Manchester Road which is going to further exacerbate the parking problem along this road if the planning application is approved.

Electric Vehicles

- No solution has been offered in regard to how Manchester Road residents would be able to charge electric vehicles either now, or in the future. If the application is approved in its current form and residents are unable to park outside their houses as a result, the problem will become considerably more difficult to resolve as electric vehicles become the norm.

Traffic Congestion

- Over the years Mossley has, like most towns, been developed. More houses, more people, more cars, consequently the roads are frequently congested. Between the existing railway station and the proposed site of the

new one (a mere 300 meters apart) there are two crossroads both of which are controlled by traffic lights. During busy times such as rush hour or school pickup/drop off it can take up to 20 minutes to drive the very short distance between the two sets of existing lights. Adding a pedestrian crossing mid-way between those two sets of lights as proposed, is going to have exactly the same effect that temporary roadworks do and practically bring that section of Manchester Road to a standstill when the arrival/departure of trains coincides with those busy periods.

Destruction of Mossley Heritage

- Mossley's railway walls, date back to the "heroic age of railway building" in the 1840s, when they were built for the Huddersfield & Manchester Railway, featuring impressive stone arches and structures. These walls are the remnants of significant Victorian engineering. The area is now known for its historic trails, incorporating these railway features into the landscape. One such wall runs the length of Manchester Road between the existing railway station and the proposed site of the new one. Apart from it being one of the most iconic and characterful features of the town, this landmark provides an effective sound barrier between residents and the daily railway noise. Despite this, Network Rail plan to destroy this historical wall and replace it with an ineffective and characterless wire fence!

Environmental Protection

- Brookfields Woodland Protection Order (2025) refers to the land known as Brookfields bounded by Stamford Road to the west, Carrhill Road to the north, railway to the south, Spring/Archer Street to the East.

  Based on the plans I have seen it appears as though Network Rail intend to clear and level parts of this specific area to utilise it as a site compound. I would ask that take into consideration the valid reasons for several previous planning applications to build on Brookfields being rejected as these will no doubt have some bearing on this application.

Regards

Sonia Fuga
[redacted]