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## **Rebuttal of Updated Note and Network Rail Revised Plans.**

### **Formal rebuttal of the Update Note -**

This covers changes to the secondary, temporary compound, now being referred to as the secondary, temporary construction area at Brookfields site (Mossley Station).

#### **Exhibit 1**

Although I applaud the removal of large areas of Brookfields, coloured grey on the updated map, from the new plan, I cannot agree that it is acceptable to use the other areas that they deem to be necessary to use in the way that they state.

Specifically the land coloured blue and the land hatched blue.

#### **Point 1**

Blue land.

**Exhibit 2.** - Update note page 2

Update Note, page 2 states '***access on foot for staff and delivery of small items of equipment***',

**'Follows existing natural access path'** and **'minimal or no changes to path and surrounding land'**.

However, this is contradicted in document **NR KG3.2 page 14, paragraph 3.4.9**

#### **Exhibit 3**

Which states that a **'suitable temporary running surface will be needed to be installed'**.

## Question 1

How does a suitable temporary running surface differ from a road?

## Question 2

Will this new road be built from the trackside area accessible via the two new RRAPs **Exhibit 8a and 8b** or from Mill Lane and the streets off it?

In document **NR KG3.2 page 14, paragraph 3.4.7**

It also states that **'not particularly labour or plant intensive'**

**NR KG3.2 page 14, paragraph 3.4.8**

**Exhibit 5**

It goes on to state that **'access via Spring Street and Archer Street is required for plant breakdowns'**. This would necessitate the use of the dangerous roads of Mill Lane, Spring Street and Archer Street by large vehicles.

**See Update Note Page 3**

**Exhibit 6**

It states that the use of **'light vehicles no larger than a standard bin waggon'** could be used. A standard bin waggon is a HGV which struggle to get up and down Mill Lane but never drive down the streets off it as the streets are too narrow. Emergency vehicles i.e. fire engines also can't get through without moving parked cars.

## Point 2

**Exhibit 1 Update Note Map**

**Blue Hatched Land**

On the map it is only described as **'a parking and drop off area'**

No further usage details available to my knowledge.. It is however, connected to the **'suitable temporary running surface'** mentioned earlier in document **NR KG3.2 Page 14 3.4.9**

### Question 3

If this car park, and also the road from it to the new station, is to be built by construction vehicles and road laying vehicles will it then be tarmacked and if so where will these construction vehicles access it from, Mill Lane?

### Update Note page 3

#### Exhibit 7

It also states that '**Spring St. All TTRO's will be removed**', yet they claim to need access by vehicles '**no larger than a standard bin waggon**' i.e.HGVs

Access along Archer St and Spring St by anything larger than a small van i.e ambulance would be impossible without the removal of all parked cars. This would necessitate a TTRO to gain access by a standard bin waggon.

### Summary

It is my opinion that these new updated plans still pose a serious and real threat to the safety and wellbeing of the homes and families of this area.

Other more suitable access should be considered for vehicle use.

**Exhibit 8a and 8b.** Firstly, the two new RRAPs that are being installed giving vehicle access to Brookfields.

There is also an area of land located on the junction of Mill Lane and Manchester Rd A365 **Exhibit 9** which is also adjacent to the new station compound, coloured red on the updated note map **Exhibit 1**, which could be used as an alternative car park instead of the blue hatched area on the new updated map. **Exhibit 1**

If a car park were to be built there for the construction staff after completion of the new station it could be then used by residents and rail users which would alleviate some of the parking problems on Manchester Road. A635

## **Counter Proposal**

All access to Brookfields should be via the two new RRAPs that are being installed North and South of the new station.

All plant and materials should be driven over or lifted over by the use of a site crane.

Additional parking for staff and the drop off of equipment should be created on the land on the corner of Mill Lane and Manchester Road.

This would also potentially give the benefit of access via steps or a ramp directly to the new station compound, coloured red on the updated map, **Exhibit 9** thereby removing the need for any construction traffic to use the wholly unsuitable Mill Lane access route

Please would you kindly give this alternative proposal your serious consideration.

## **APPENDIX**

Exhibit 1 - Update note map.

Exhibit 2 - Up date note page 2

Exhibit 3 - NRKG3.2 Page 14 Paragraph 3.4.9

Exhibit 4 -NRKG3.2 Page 14 Paragraph 3.4.7

Exhibit 5 - NRKG3.2 Page 14 Paragraph 3.4.8

Exhibit 6 - Update note page 3

Exhibit 7 - Update note page 3

Exhibit 8a - NR/PoE/KG3.2 page 20 fig 5

Exhibit 8b - NR/PoE/KG3.2 page 20 fig 2

Exhibit 9 - Update note map Mill Lane/Manchester Road Junction