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To: [TRANSPORTINFRASTRUCTURE](#)
Cc: TranspennineEngagement@networkrail.co.uk; [REDACTED]
Subject: FORMAL OBJECTION TO THE TRANSPENNINE ROUTE UPGRADE (TRU) – PROPOSED ACCESS VIA ARCHER STREET / BROOKFIELD'S SITE - Resident: 30 Vernon Street, Mossley - Objection to proposed construction access route and associated land rights
Date: 05 December 2025 14:26:51
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Dear Department of Transport

I wish to register a formal objection to the proposed access arrangements submitted as part of the TransPennine Route Upgrade (TRU), specifically relating to the relocation of Mossley Station and the request for access rights through **Brookfields**, with construction traffic routed via **Mill Lane, Archer Street, Vernon Street** and **Spring Street**

I am a resident directly affected by the proposed access route and associated restrictions.

Inadequacy and Unsuitability of the Proposed Access Route

The proposal identifies **Archer Street** as the primary construction access route for a period of approximately two years. This route is fundamentally unsuitable for heavy construction plant and large vehicle movements due to:

- The steep gradient and restricted width of **Mill Lane**, which renders it unsafe and impractical for large construction machinery.
- The narrow, tightly terraced layout of **Archer Street, Vernon Street, and Spring Street**, which cannot safely accommodate high-volume construction traffic.

It is noted that this same network of streets has been deemed unsuitable in previous planning applications relating to Brookfield's. Tameside MBC has consistently refused such applications on highway safety and amenity grounds, including the following published reasoning:

"By virtue of the local topography and the tight terraced nature of Spring Street, Archer Street and Vernon Street from which the site would be accessed, vehicle movements associated with the development would have a significant and disruptive impact upon the amenity of existing residents. The substandard nature of these existing roads is likely to result in vehicle conflicts and further disruption, to the significant detriment of the amenity of existing residents."

This remains directly relevant and has clear implications for the TRU proposal. No evidence has been provided to demonstrate that these material constraints can be mitigated.

Severe Impact on Residential Amenity and Parking Availability

The proposal will require the removal or restriction of **more than 30 + resident parking spaces** across the affected streets. No alternative parking strategy, temporary relocation plan, or mitigation proposal has been provided.

Such displacement would cause substantial long-term disruption to residents and is contrary to established planning principles relating to residential amenity.

Engagement With the Landowner – Brookfields

Brookfields is understood to be owned by **Clements Court Properties Limited**, associated with **Mr Paul Miller**.

I request clarification on:

- Whether TRU has formally contacted the landowner regarding proposed access rights;
- Whether landowner consent has been sought or obtained;
- Whether negotiations, objections, or constraints arising from the landowner have been disclosed within the submission.

Given the scale of the proposed use of private land for construction access, transparent evidence of landowner engagement is essential before any approval can be considered.

Tree Preservation Order (TPO) and Woodland Protection

Brookfields is subject to an existing Tree Preservation Order (TPO). This legal designation restricts works that may damage, disturb, or destroy protected trees and woodland habitats.

The proposal does not provide clear evidence that:

- A TPO assessment has been carried out;
- Protected trees have been surveyed;
- Root protection zones have been mapped;
- Works comply with TPO legislation or British Standard 5837.

Any construction access route through this woodland must demonstrate full compliance with these statutory protections. No such evidence has been presented.

Ecological Impacts – Deer, Badger Setts, and Bats

Brookfields is known to support a range of wildlife, including:

Wild deer regularly observed within the woodland;

Badger setts, a species protected under the Protection of Badgers Act 1992;

Bats, which are European Protected Species (EPS) afforded strict legal protection under the Wildlife and Countryside Act 1981 and the Conservation of Habitats and Species Regulations.

The proposal does not include:

- An ecological impact assessment;
- A badger survey or sett mapping;
- A bat activity survey;
- A habitat displacement or mitigation strategy.

Construction access of the type proposed is likely to disturb, displace or endanger these species. Proceeding without full ecological assessment would be contrary to national planning policy, statutory wildlife protections, and Natural England guidance.

Road Safety Concerns – Proximity to a Primary School

Mill Lane serves **Milton St John's C of E Primary & Nursery School**, resulting in significant pedestrian and vehicular activity twice daily. The introduction of HGVs and heavy construction plant at peak school hours presents a clear and demonstrable risk to child and pedestrian safety.

No road safety audit, swept-path analysis, or construction traffic management plan addressing school-related risk has been published.

Potential Structural Impacts on Surrounding Properties

The movement of large construction machinery through narrow residential streets raises legitimate concerns about vibration, settlement, and potential structural impact on nearby properties. To date, no structural risk assessment or vibration impact study has been provided.

As a resident, I request evidence of:

- Pre-construction structural surveys
- Proposed vibration monitoring
- Mitigation measures
- Liability arrangements should damage occur

Absence of Adequate Justification or Alternatives Analysis

The application does not appear to demonstrate that all reasonable alternative access routes have been assessed, including routes with more suitable road classifications and capacity. Planning and transport policy requires the least harmful option to be selected; this has not been achieved.

Lack of Alternatives Assessment

No evidence has been provided to confirm that other, more suitable access routes have been assessed. Planning guidance requires the least harmful option to be selected—this has not been demonstrated.

Conclusion and Requests

For the reasons outlined above—including unsuitable access routes, significant

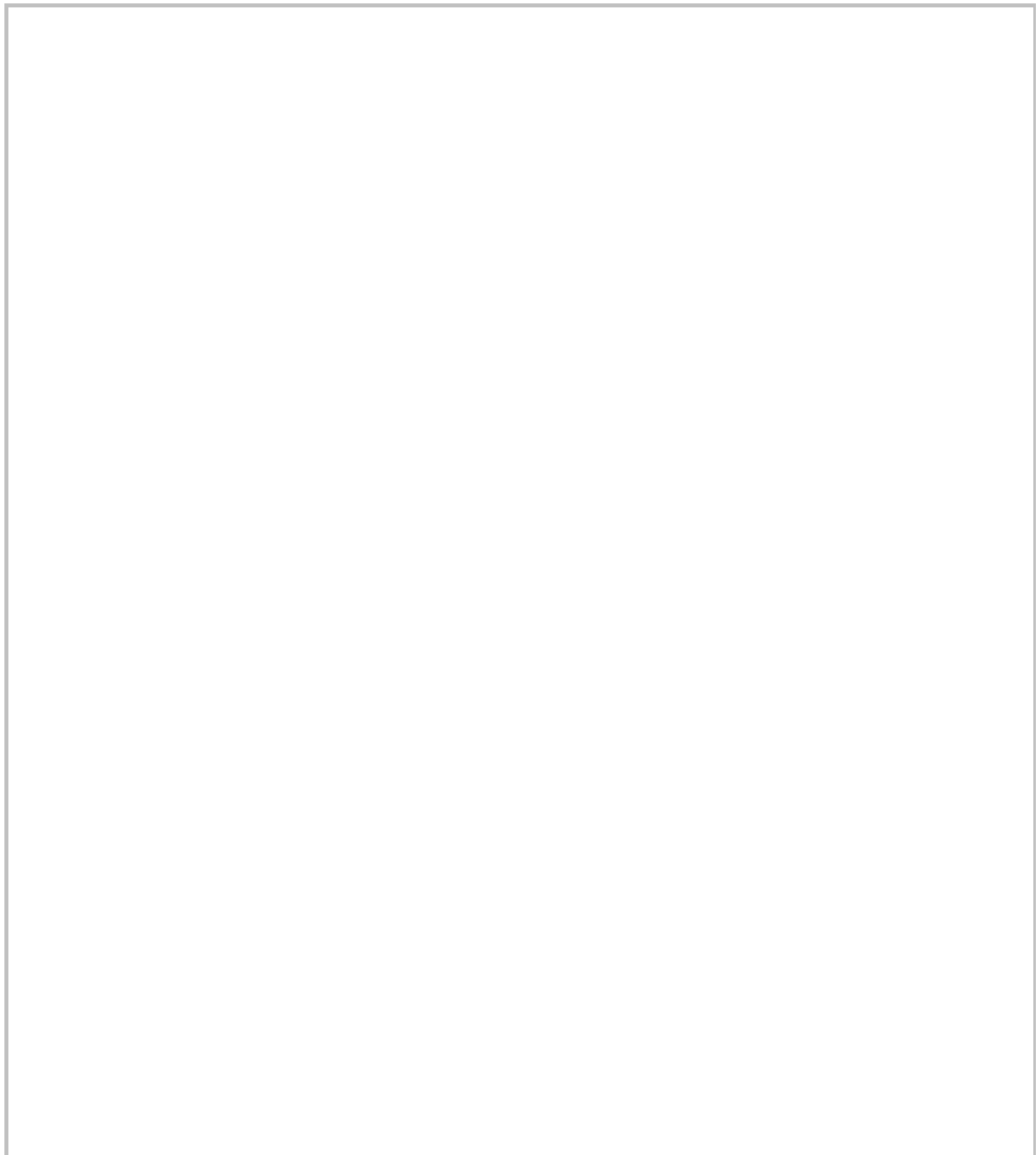
residential disruption, environmental impacts, ecological risks, TPO restrictions, incomplete landowner engagement, and inadequate technical justification—I object to the proposed construction access via Archer Street, Mill Lane and adjoining residential streets.

I respectfully request that:

The proposed access route be reconsidered.

1. Full TPO compliance assessments be submitted.
2. Ecological surveys (badgers, bats, deer activity) be undertaken and published.
3. A comprehensive Transport Assessment and Construction Traffic Management Plan be produced.
4. Road safety impacts relating to the primary school be fully assessed.
5. Structural impact assessments be conducted and mitigation detailed.
6. Confirmation of engagement with Clements Court Properties Limited (Paul Miller) be provided.
7. Alternative, safer access routes be explored and presented for public consultation.

Until these issues are fully resolved, **the proposal should not be approved.**



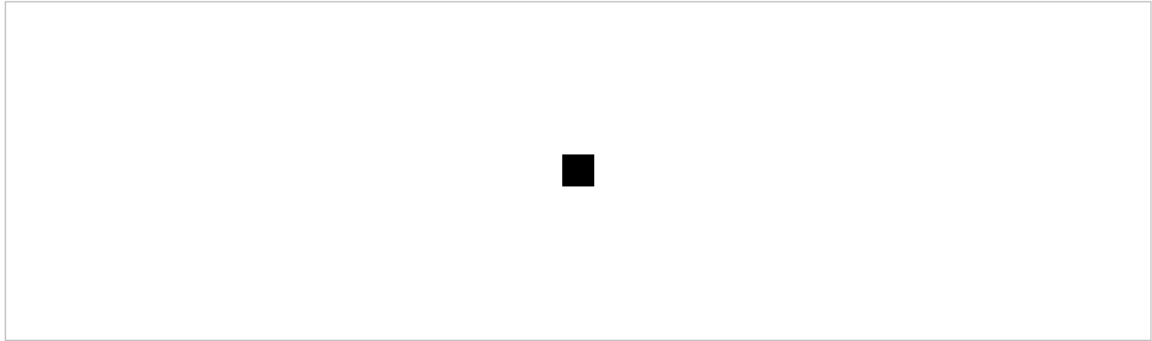
Best Wishes

Nichola Corcoran



Kindest regards,

NIKKI CORCORAN | SALES & MARKETING DIRECTOR



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