

<b>Family Name</b>	French
<b>Given Name</b>	Charlotte
<b>Person ID</b>	1286476
<b>Title</b>	Stakeholder Submission
<b>Type</b>	Web
<b>Family Name</b>	French
<b>Given Name</b>	Charlotte
<b>Person ID</b>	1286476
<b>Title</b>	JPA 35: North of Mosley Common
<b>Type</b>	Web
<b>Soundness - Positively prepared?</b>	Unsound
<b>Soundness - Justified?</b>	Unsound
<b>Soundness - Consistent with national policy?</b>	Unsound
<b>Soundness - Effective?</b>	Unsound
<b>Compliance - Legally compliant?</b>	No
<b>Compliance - In accordance with the Duty to Cooperate?</b>	No
<b>Redacted reasons - Please give us details of why you consider the consultation point not to be legally compliant, is unsound or fails to comply with the duty to co-operate. Please be as precise as possible.</b>	<p>This proposed development is on Green Belt land. This breaches the spirit of the Town and Country Planning Act 1947 in relation to the purposes of Green Belt land. Green Belt land is meant to prevent a sprawl of large built-up areas. If this development proceeds, it would allow the residential sprawl of Mosely Common to stretch beyond that ever envisaged by town planners.</p> <p>Green Belt land is meant to also prevent neighbouring towns from merging into one another. With this development the division between the areas of Salford and Wigan would become unrecognisable.</p> <p>The proposed development adds to the unacceptably high density / over-development that has already taken place in the local area. Significant developments have already been completed in the last 4 years alone. This area has already seen the introduction of the Garratt Hall development and the Bridgewater View development, not forgetting the Pear Tree Meadow development at Astley. Despite these developments we have seen no improvement the infrastructure to support the thousands of cars and people using the local services. All these services are already vastly oversubscribed which includes both healthcare and childcare services.</p> <p>Prior to the pandemic, the V1 and V2 bus services were already substantially oversubscribed. During peak travel times (7am-9am), it was not uncommon to have to let 2 or 3 full buses pass at Sale Lane before being able to board. This proposed development would only add to the woes of those residents already in the area who use this service. There is no accompanying proposal with the development that would aid this. It is clear from the frequently apologies issued on Twitter by Go North West buses that this service remains significantly oversubscribed post pandemic.</p> <p>The A577 is already notorious congested from approximately 7am until around 9.30am and again between 4pm-6.30pm to access the East Lancs or travel through Boothstown to / from the M60. The addition of 1100 houses</p>

(where most homes are now two car households) would likely see the introduction of 2200 cars using these same routes in and out of Mosely Common / Tyldesley. The experience for residents and users of this road would be significantly negatively impacted. The same impact would occur on Mort Lane.

There is a primary school situated on the A577 and we serious concerns about the children using this this school when crossing the road with significantly car users using this road.

Furthermore, the type of development proposed is likely to attract families to relocate to the area. There is already stress upon the local school system but again, the development ignores this issue.

Now with particular reference to our own home, we purchased this property specifically to enjoy both the views and quiet landscape that benefits the rear of our property. As the property benefits from views of Green Belt land, we were comfortable that planning permission would not, and should not be allowed upon it. The development would mean that our property would now be subject to both noise and visual pollution during both the currency of the work works and upon its completion. Not to mention overlooking and overshadowing. The development is completely out of keeping with the landscape envisaged by previous planners.

Finally, our quiet estate would be significantly disrupted by the through traffic that would use the proposed access road on Wellington Drive. The enjoyment of properties on this estate would greatly diminish to the detriment of residents who have owned homes on this estate for circa 20 years.

Therefore the cumulative impact of the development would undoubtedly have a negative impact on the area and our specific home. On that basis, permission to build in any form should rightly be refused.

**Redacted modification - Please set out the modification(s) you consider necessary to make this section of the plan legally compliant and sound, in respect of any legal compliance or soundness matters you have identified above.**

No modifications would be accepted as the development is proposed on Green Belt land