

Places for Everyone Representation 2021

Family Name	Henn
Given Name	Michael
Person ID	1287210
Title	Stakeholder Submission
Type	Web
Family Name	Henn
Given Name	Michael
Person ID	1287210
Title	JPA 35: North of Mosley Common
Type	Web
Soundness - Positively prepared?	Unsound
Soundness - Justified?	Unsound
Soundness - Consistent with national policy?	Unsound
Soundness - Effective?	Unsound
Compliance - Legally compliant?	Yes
Compliance - In accordance with the Duty to Cooperate?	Yes
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.	<p>I believe the site allocation of JPA35 is a bad idea for the following reasons:</p> <p>Traffic</p> <p>Mosley Common and its surrounding areas already suffer from extremely poor traffic conditions, road use and bus services in the area are already over-subscribed with the town's current population, travelling during non peak times is also bad. As there are no rail transport options in the Mosley Common area, there is a higher reliance and need for residents to use car transportation in order to get around - this only worsening the traffic conditions on the road.</p> <p>By adding more buses to the (already heavily oversubscribed at peak hours) guided busway service, this will further impact local traffic at peak hours because many traffic light systems prioritise guided busway traffic over the standard road network.</p> <p>Residents struggle to go about their daily business currently as a result of the traffic situation. This will only worsen with the addition of more car journeys to the network.</p> <p>Lack of infrastructure and impact on local services</p> <p>The PfE plan does not provide suitable additions to local infrastructure to support the additional people who will be living in the area. There are no additional shops, dentists, gyms, play areas, post offices. The guided busway services are heavily oversubscribed at peak time and other forms of public transport are severely lacking.</p> <p>Green Belt Loss</p> <p>It is unnecessary to remove this land from the greenbelt. There is sufficient land available in brownfield sites to satisfy demand. Loss of this greenbelt land from around Mosley Common will result in a severe reduction of amenity.</p>

	<p>It does not appear that the exceptional circumstances test has been met to remove this land from the Green Belt.</p> <p>Wildlife Loss</p> <p>The proposed site allocation is made up of numerous fields and woodland areas - there is an abundance of wildlife that live within this part of the green belt. The plans will eliminate habitats and territories for hundreds of species.</p> <p>Land not suitable to build on</p> <p>The land was formerly used for mining and regularly floods. The access roads proposed from Mort Lane and Wellington drive are completely unsuitable as Mort Lane is frequently bumper to bumper with traffic and Wellington drive is a quiet residential road. When the high pressure gas main was laid throughout the site archaeological remains of the roman road were exposed.</p> <p>Air Pollution</p> <p>The site will be adjacent to the new greater Manchester clean air zone and will add significant extra emissions in the form of vehicular traffic.</p> <p>The main road in and out of the area is via Mosley Common road, this road is regularly congested with slow moving traffic and produces a lot of pollution/emissions from cars. This road runs straight in front of a primary school (St Johns Mosley Common Junior & Infant School) - pollution and deadly toxins will be rife in the area during school hours.</p>
<p>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.</p>	<p>The site allocation should be removed from the PFE plan until such a time as the road network and local facilities have been improved to cope with the current demand.</p> <p>If the site is not removed then the size should be significantly reduced to be more in line with other site allocation sizes to limit the impact on the local community.</p> <p>The exceptional circumstances for the removal of the land from greenbelt should be objectively revisited and should be based on factors outside of the PFE plan.</p>