

<b>Family Name</b>	Lee
<b>Given Name</b>	Christopher
<b>Person ID</b>	1287513
<b>Title</b>	Stakeholder Submission
<b>Type</b>	Web
<b>Family Name</b>	Lee
<b>Given Name</b>	Christopher
<b>Person ID</b>	1287513
<b>Title</b>	JPA 27: Land East of Boothstown
<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>There are very many reasons.</p> <p>Firstly legally the land around is close to exceeding NO2 levels and will do so if no action is taken to prevent this. Further increasing traffic and congestion, causing more standing traffic cannot be in line with this legal duty of the council. Given that absolutely no mitigation is proposed, that no additional public transport, etc is being proposed then the housing will automatically increase traffic. In addition to this the plans include destruction of natural sites and trees which currently serve to provide some mitigation.</p> <p>I understand that the field nearest the Moorings and Boothstown Marina was left in trust to the local people to enjoy and was used as a public football pitch for some time. It is disgraceful that Salford Council would propose to sell this land for private profit from under its own residents whilst also taking away the expressly willed purpose of public recreation.</p> <p>Unsound:</p> <p>At present in order to reliably get to work in Warrington for 8.30am I have to leave Boothstown by 6.30am at the latest. The traffic situation is horrendous with standing queues often all through the village from Junction 13 of the M60 up to and past the A580. The current road infrastructure is totally and woefully inadequate. Having built the RHS and introduced new traffic lights on Leigh Road it now regularly takes me longer to get onto Leigh Road via Junction 13, having exited the M62 than it does to drive from Warrington to the M60. Queues regularly run all the way down the sliproad and onto the running lanes of the M60.</p> <p>Having allowed the decimation of public transport in Boothstown there is now minimal alternative to driving. The Guided Busway is often massively over-crowded and I note Wigan intend to build thousands of additional houses upstream, meaning buses will likely reach Ellenbrook full. The nearest tram is Eccles where it is impossible to park and cannot be realistically accessed</p>

by public transport, the nearest train station is a 45 walk uphill and reports confirm that trains arriving at Walkden heading for Manchester during commuter hours are regularly full and do not even open their doors. There is no option but to drive and for reasons I have set out above this is already saturated to the point where reaching Junction 13 from Boothstown, a distance of not even half a mile, takes 30 minutes+ after about 6.45am. Putting more cars onto the roads without any traffic improvements, extra roads, etc is ludicrous. I drive 18,000+ miles annually and am not aware of other junctions that are so inappropriate for significant traffic to enter and leave a motorway.

Given the upcoming requirement to switch from gas to heat pumps, etc and the need to provide for electric car charging I question if the electrical capacity is present. For years areas of Boothstown suffered regular power cuts due to insufficient infrastructure.

The maps you provide suggest that this scheme will only remove a tiny sliver of Green Belt. This is deeply deceptive. Residents of Boothstown can currently only access the green areas between the village and the RHS. All land south of the canal is private and inaccessible. The RHS is shown on the map as Green Belt but that is inaccessible without booking 6 weeks in advance and dogs cannot enter. The large fields at Mossley Common are about to be built on and much of the land to the west of the village is farmland and cannot be accessed. Although there is Green Belt open land nearby it is now publicly accessible and the last accessible walking paths not on the canal are in the proposed area. Removing this would severely impact on the possibilities for exercise for Boothstown residents and their dogs. We would be forced to rely entirely on the canal which is regularly extremely crowded and has large numbers of cyclists often moving at high speeds. The only oasis of calm for relaxed walking is this proposed area.

Boothstown has increased enormously in size in the last few years. There has been no extension of GPs, dentistry (in fact Boothstown's single dentist has since shut down), schools, etc. Adding another large development with still no infrastructure and additional services is deeply unfair to the residents and does not serve their needs.

Boothstown is restricted in terms of road access. The canal to the south means that the only routes to leave are west along the A580 or onto the M60 at J13 or into busy residential areas of Ellenbrook, Worsley, Winton, etc. It is already suffering from severe congestion and unacceptably poor road usability. Without significant road building there is simply no scope to pour more cars onto the congested roads. I understand there is no plan currently in place to tackle the existing severe problems, so adding significant additional traffic is unacceptable and unfair to locals.

Schools in the area are already all oversubscribed and there appears to be no additional provision whatsoever in the proposals.

I believe the removal of this Green Belt is entirely unjustifiable given the significant issues already in the area.

It appears that the current owners of the land, Peel Holdings, make minimal income from the land as it stands since it cannot be put to crop and seems to only produce some hay and potentially silage. There is little current economic value. These owners stand to be allowed to now sell this land for an enormous profit whilst simultaneously removing a vital local resource to transform into private profit. They stand to benefit hugely and this is not an appropriate position for an elected council to take - to prioritise private profit over the needs of the local population.

**Redacted modification - Please set out the modification(s) you consider necessary to**

An actual plan for how to ensure NO2 levels remain within legal limits, which is already becoming impossible without significant additional traffic being created. Relying on electrification is a lazy and uncertain means of achieving this. With no additional public transport in an area that has had the bulk of

**make this section of the plan legally compliant and sound, in respect of any legal compliance or soundness matters you have identified above.**

its provision removed in recent years there is no credible way to achieve this in the current plans.

As roads are already gridlocked at peak times and adding 300 wealthy households would reasonably be expected to add at least 600 new vehicles there is absolutely no provision in the plans to mitigate this in any way. There is no additional public transport and crucially no additional roads.

There must be some replacement for the loss of facility for the people of the area once this last open space is taken away. New areas would need to be opened for walking and exercise.

People in Boothstown should not lose their own willed public space to private profit. There is no valid reason for the Council to disregard this, the plans could easily be amended to remove this land at least.

The plans urgently need to provide provision of: additional school places, additional GP services, additional dentistry and additional road infrastructure.