

<b>Family Name</b>	Marsh
<b>Given Name</b>	Nicola
<b>Person ID</b>	1286313
<b>Title</b>	Stakeholder Submission
<b>Type</b>	Web
<b>Family Name</b>	Marsh
<b>Given Name</b>	Nicola
<b>Person ID</b>	1286313
<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>	Yes
<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>I do not believe the proposal is sound based on a number of factors.</p> <ol style="list-style-type: none"> <li>1. The proposed development will mean that the distinct communities of Little Hulton (Salford), Mosley Common, Ellen Brook, Tyldesley and Astley will become one huge urban conglomeration, losing their individual identities. Tyldesley, Mosley Common and Astley are ex mining communities with their own traditions and nuances, which will be lost should this development go ahead.</li> <li>2. The current transport infrastructure is overloaded and there is no provision to relieve this. At peak times, both morning and night, the traffic currently queues up Mort Lane to the junction with Sale Lane. It is already difficult to exit any of the streets leading onto Mort Lane and Heathfield Drive is already used as a "rat run" by commuter traffic. Additionally it is difficult for pedestrians to cross Mort Lane to go either to the busway or towards Tyldesley. There are no zebra or pedestrian crossings anywhere near the Sale Lane, Mort Lane junction. I have experience as a car user and pedestrian and regularly have to wait several minutes to either exit my road or cross Mort Lane. As a pedestrian I have often had to weave across and hope cars slow down enough. As a parent I am horrified that school children are already required to do this to get to High School.</li> </ol> <p>Similarly traffic queues down Sale Lane to the A580 junction most days at peak times and continues all the way through Boothstown to the junctions with the M60/M62/M602. This traffic has been steadily worsening over the last 20 years and now queues from 6.30am past 9.30am, regularly for the whole 2 miles back to Mort Lane. If there is a problem on the motorway, then ALL the roads from the motorway junction back to Walkden, Ellenbrook and Tyldesley become completely grid locked.</p> <p>Similarly the busway, which has been cited as a reason for building more houses in this area, is already overloaded at peak times. It has been difficult</p>

to get on a bus from Sale Lane onwards travelling into Manchester from 6.45am since the busway opened.

Coming back from Manchester in the evenings is just as bad, if not worse. To guarantee a place on a bus it is necessary to walk out of the city centre down Oxford Road to the University in the evening.

Both the overloaded roads and overcrowded buses have only been compounded by the extra 300+ new homes already built/being built at the Garrett Hall and Parr Bridge Farm developments off Mosley Common road.

The plan makes no provision whatsoever for another increase in commuter traffic.

3. The air quality of the Mort Lane/Sale Lane/Mosley Common road area will be significantly and detrimentally affected. Given the legislative requirements to improve air quality and it's recent link by the coroner to the death of Ella Kissi-Debrah, increasing road traffic with no provision for alternative public transport seems negligent, to say the least.

4. Loss of green belt/green space.

The plans eat up a large proportion of the green belt between Tyldesley, Little Hulton, Mosley Common and Ellen Brook. As the recent pandemic and lock downs have shown, these spaces are vital for the physical and mental well being of residents. Without those green spaces to walk into, local residents would have been restricted to urban streets, losing them will mean loss of a vital resource for their health and well being, not to mention the loss of habitat for wild life.

5. The local schools are already over subscribed and there is no provision in the plans to either expand the current schools (difficult as most have nowhere to expand into) or build new schools. As these houses are family housing provision, it seems likely there will be significant extra pressure on local schools.

6. Also there has been no account taken of doctor or dentist places. It is currently impossible to register with a dentist in the local area as an NHS patient and there is similar pressure on doctors' surgeries.

Taking all these factors into account I would say there has been inadequate forethought for the impact of these homes to existing residents and to local traffic and amenities and there has most definitely been no co-operation with local residents.

**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.**

I believe the plans must be significantly reduced unless there is significant additional public transport provision, improvement of the road infrastructure to enable it to cope with the additional traffic, provision to build new schools and for additional dentist/GP surgeries AND ring fencing of some of the green space so that there is access for residents into the future without having to get into their cars to reach it.