

Action Alert!



15th November 2005

OBJECT TO THE GLOSSOP SPUR PLANNING APPLICATION

Letters are urgently needed to object to the Glossop Spur Road planning application. The deadline is 24th November 2005. If enough letters are sent in, there may have to be a public inquiry into this scheme. This is a very damaging scheme that will intersect farmland and be built across a floodplain. Tameside MBC are claiming that this road must be built alongside the A628 trunk road scheme in order for proposed Mottram-Tintwistle road to be "effective", so stopping the Glossop Spur would be a really big step towards ridiculing the whole A628 scheme. Please be part of stopping this road scheme by writing letters now.

Background

The Spur is a 1.2-km single carriageway bypassing the A57 Mottram Moor and Woolley Lane. It would connect by a roundabout to Mottram Moor where it would continue north as the Mottram Link to the bypass and by a roundabout to Dinting Vale Road. The speed limit on the Spur would be 40 mph. As it approaches Mottram Moor it would have an uphill climbing lane. It would pass under Carr House Lane in a cutting.

How to Object

Your letter or e-mail should be headed: **OBJECTIONS TO PLANNING APPLICATIONS [APPLICATION NUMBER] (GLOSSOP SPUR ROAD)**

And sent to:

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|----------------|--|--|
| Council: | Tameside MBC | High Peak BC |
| Application #: | 05/01550/R3D | HPK/2005/0826 |
| In writing to: | Ms C Blackett Planning Department Tameside MBC Council Offices Wellington Road Ashton-under-Lyne OL6 6DL | Mr Chris Beebe Planning Department High Peak Borough Council Hayfield Road Chapel-en-le-Frith High Peak SK23 0QJ |
| By e-mail: | caroline.blackett@tameside.gov.uk (Tameside) chris.beebe@highpeak.gov.uk (High Peak) | |

What to Write

On the following pages are objections falling into various categories that you might like to include in your letter. Write about the areas that you feel most passionate

about, whether it's wildlife, loss of amenity, landscape heritage, climate change, traffic increases, or noise pollution.

Your letter doesn't have to be lengthy or detailed. The most important thing is that you write and raise an objection. If you're short of time, simply say that you object to the planning application and include a short paragraph based on any one of the objections listed below.

General information, to give you some background, is provided in grey boxes.

Impacts on the Landscape and Cultural Heritage

This is your chance to say how you value the countryside and what it means to you. The Environmental Statement (ES) admits that the road would “unfortunately impact on the landscape and habitats”.

- The loss of public amenity includes the Mottram show ground, severance of farm holdings, visual intrusion on footpaths and high quality landscapes e.g., in views from Hobson Moor and erosion of tranquility, important for the quality of life of local residents.
- The quality of the countryside will be permanently altered by introducing landscaping with large mounds of earth that would create an unnatural cutting. Established hedgerows and trees will be lost. This degradation by a road conflicts with Government guidance on the countryside and with policies in all the statutory documents.
- The Green Belt would be cut in half and fragmented, increasing the potential for infill development and development alongside the Spur, and thereby destroying the uniqueness of each village

National and local planning guidance clearly protects the Green Belt from inappropriate development, to check the unrestricted sprawl of built up areas. Our Green Belts: assist in safeguarding the countryside from encroachment; and preserve the setting and special character of the valley

- The impacts on agricultural pastoral land would be severe, particularly on Home Farm, where the Gregory family (tenants) has farmed the land for over 100 years. The road would cut a 200 metre-wide swathe right through their grazing land. The Spur would result in total extinguishment of farming operations (at Home Farm) due to loss of substantial area of holding used in times of localised flooding. The two other farms would survive but there would be substantial impacts on them.
- The scheme would be visible from Mottram Conservation Area, the boundary of which is only ~150m away from the Spur road. Tameside's policies (C2 and C4) require the Council to protect and enhance the Area and ensure that development adjacent to it “makes a positive contribution to the context in which it is set”. The road would spoil the rural backdrop of the Conservation Area.
- Lighting at both roundabouts and on the Mottram Link road to the bypass would increase light pollution, which is a statutory nuisance. The impact would be particularly severe from the stunning grounds of Mottram church.

- The setting of Melandra Castle, a Scheduled Ancient Monument would be irreversibly damaged. This would be indirect damage but still very important. There are also numerous archaeological finds of lesser importance many of which would be damaged and/or lost forever. The heritage of the villages would be impoverished.
- The potential of the River Etherow to flood would substantially increase (more hard surfaces = increased run-off + greater load on river). This is considered a high risk by the developers.

Impact on Air and Noise Quality

Air quality has been assessed in an area 200m either side of the road. At present there is an Air Quality Management Area along the A57 from its junction with A628 to the M67. This was declared by Tameside MBC due to concerns about harmful NO2 levels.

- The overall increase in traffic volumes caused by the Bypass and Spur would cause air pollutants and CO2 levels to increase with an additional 1,396 tonnes of CO2 predicted every year.
- Deterioration in air quality is anticipated adjacent to new road routes and new junctions. Specific areas identified in the EIA are:
 - Adjacent to the Mottram Link Road (which joins the Spur and the bypass together)
 - The Mottram Link Road/A57 junction on Mottram Moor adjacent to the Glossop Spur
 - The Glossop Spur/A57 (Brookfield) junction
- Although residents on Woolley Bridge would benefit from improved air quality, properties adjacent to the scheme would suffer from deterioration in air quality.
- Residents in Dinting, Glossop, Denton, Audenshaw, and the fragile landscapes bordering the A57 and A628 across the Peak Park - though not sampled in the EA - would see deterioration in air quality, as a result of the traffic increases.

Impact on Wildlife and Habitats

Those of you who love badger watching would probably lose that pleasure and find dead badgers on the road.

- Wildlife habitats for badgers and other animals would be destroyed. Bats and otters are both European protected species. Bats would lose roosts, foraging habitat and severance of commuting routes. Otters occasionally use the river and are vulnerable to disturbance.

Impact of Construction

- Construction would cause severe disruption to have severely negative impacts on the A57, on Mottram Moor, and on noise and air quality. 165,287m³ of suitable fill material will create an additional 16,529 HGV movements.

Impact on Footpaths and Rights of Way

There would be two footpath diversions. The 2-day survey of footpath use said it was very low. If you value them please mention your objection to this aspect of the scheme.

- There would be loss of tranquillity and enjoyment of open space, not only from traffic noise but also from visual intrusion.
- Pedestrian access would be limited: there would be no footways alongside the Spur, a bridge over the Spur to the north of Mottram Moor by footbridge and a pedestrian controlled crossing near the Brookfield roundabout approximately 200m west of the River Etherow.

Traffic Impacts

The key fact to get across is that over all traffic flows are not decreasing they are just being moved about and given more road space to double. They say that the "Glossop Spur would provide an alternative route for a significant amount of traffic on these two roads (Woolley Lane and Mottram Moor)", it would therefore certainly not be the only route. Given that these two roads would not be changed to access for residents only, as we have been led to believe, these roads will, in future, fill up with through traffic running to avoid congestion on the Glossop Spur.

- The bypass and Spur would double traffic in the area generally by 2022. These increases will worsen congestion, noise, air pollution, accidents, and lead to further degradation of the environment.
- Climate change is the biggest threat to sustainable development. Motorised travel produces 25% of UK CO2 emissions, of which 80% is from road transport. All councils must contribute to reductions of 20% CO2 emissions by 2010 and 60% by 2050. At present the UK is not on track to reach the 2010 target. Tameside and HPBC would be worsening the situation locally by allowing traffic flows in the area to double.
- Increases in traffic would undermine integration of sustainable transport networks by making car use more attractive. No explanation is given as to how bus services would be actually improved with all these cars on all the roads.
- Contrary to the claim that the Spur will bring relief to Glossop traffic, the Spur road would increase traffic on the A57 through Glossop. 6,000 more vehicles are predicted on Dinting Vale road - an increase of 25%. 2,400 more vehicles per day are predicted on the A57, through the Peak Park - an increase of 50%.
- Traffic flows on the A6018 Stalybridge road at Back Moor would continue to carry high flows and would increase by 15% to 20,996.
- No proposals to improve public transport or provide cycle/walking routes were offered in the planning application. Much greater improvement would be achieved by using a sustainable package of measures - such as CPRE's Way to Go - which would reduce traffic and remove the lorries onto the motorway network by placing a weight restriction on the Woodhead and other neighbouring east-west routes, forcing lorries onto the motorway network around the Park the M1 M62 and M60.