

Mrs Carolyn Bass



14th June 2019

To whom it may concern.

Future planning proposals



I understand the need for housing BUT what is being planned is a nightmare on many levels.

- We need to preserve green fields for crop and animal husbandry, remember we are coming out of the EU and need to be more sustainable as an island.
- With the changes to the free movement of people from the EU, how accurate are the figures for the future population of the area?
- There is growing evidence of the damage caused to cells in the body from toxic fumes, I'm sure that it will be many years before all vehicles are running on electricity, if ever.
- I encouraged my daughter to send her children to a school not near a main road because of the risk to their young brains.
- [REDACTED] and had commuted into Manchester using a diesel vehicle, there is some thinking that this is a possible cause of some dementias.
- One small accident on our motorways causes hold ups throughout the area and many cars use Broad Lane as a rat run, very few drivers appear to follow the 20 mph sign and the 50 mph limit at the start is a nonsense, the road is not wide, no middle lane marking and to attempt to drive at 50 mph is dangerous.
- Parking on the lay by near the cricket club and [REDACTED] across the road to their [REDACTED] is tricky as the cars sweep by, only slowing down at the bend.
- I am old enough to remember when the houses in Denbury Avenue were to be compulsory purchased in order that a new bridge be built over the canal, 40 years later, still no bridge!
- I want to be proud of the area I live in.

- I want to continue to enjoy the green spaces.
- I want my grandchildren to be able to enjoy clean air.
- I don't want to see rusting and decaying bridges over the Manchester ship canal because Peel Holdings have their own agenda, I don't like bullies.
- Wake up you planners and be honest with yourselves, what is more important, surely quality of life is vital for physical and mental wellbeing, don't be the ones to ruin our environment. Being born in [REDACTED] lived through serious fog and heavy industries, my father commuted to Stockport daily and often it would take him hours to get home through the fog.
- We have improved the air quality so much but you are in danger of reversing all that has been achieved with the effects of traffic pollution.

**I do not believe the proposals are sound, they are not justified, desirable, achievable without total gridlock and damage to the environment and health.**

**Attached just two of the many reports on the environment and the detrimental effects of toxicity.**

Yours sincerely,

[REDACTED]  
Carolyn Bass

# Green group plans to sue ministers over toxic roads

Ben Webster Environment Editor

Ministers face a High Court challenge over allegations that they failed to act on illegal levels of pollution on more than 100 major roads.

Client Earth, a campaign group which has won three rulings that the government's air quality plans were inadequate, is preparing a case over breaches of nitrogen dioxide limits on motorways and A roads. Ministers could be forced to impose lower speed limits, build taller barriers to shield homes and schools, or place restrictions on older diesel vehicles.

There are 113 stretches of Highways England's network of major roads where NO<sub>2</sub> exceeds the legal limit of an annual average of 40 micrograms per cubic metre of air (mcg/m<sup>3</sup>), according to analysis by Client Earth of government data from 2017, the latest available. The worst road, the M4 in west London, had an average of 65 mcg/m<sup>3</sup>. Several stretches of the M27 in Southampton, the A27 in Portsmouth

the M60 in Manchester and the M5 in Birmingham are also well over the limit. The pollution damages the health of people living or working near the roads, and those driving on them.

Client Earth said that there could be hundreds more stretches of major roads with illegal air quality but the government only monitored a fraction of the network.

Client Earth wrote to the government this week accusing it of failing to produce a plan to reduce air pollution to within legal limits in the shortest possible time. It demanded assurances that the government would direct Highways England to produce such a plan and set a deadline of June 10 for a response, after which it may issue proceedings in the High Court if it considers the plan to be inadequate.

The letter accuses Highways England of not spending a £100 million air quality fund quickly enough. Highways England has spent only £77 million of the fund, allocated for 2015-2021, so far. Katie Nield, a lawyer at Client Earth,

said: "Thousands of people across the country are breathing toxic air. Illegal levels of pollution from traffic on major roads are a part of the problem, so it's hard to understand why ministers are trying to shirk their legal and moral responsibility to do something about it."

She said that Highways England's inaction contrasted with the Welsh government's decision last year to cut the speed limit to 50mph on five major roads, including the M4 at Newport and Port Talbot. Research has shown that reducing speeds from 70mph to 50mph can cut NO<sub>2</sub> by a fifth.

Highways England said that it was testing on the M1 near Sheffield whether cutting the speed limit reduced air pollution and planning to install barriers up to 9.5m high on some roads to protect neighbouring properties.

The Department for Environment, Food and Rural Affairs declined to comment directly on the letter but said: "We are working hard to reduce transport emissions and are already investing £3.5 billion to clean up our air."

# Tell patients to ditch diesel, doctors urged

THE TIMES  
CLEAN AIR  
FOR ALL



Chris Smyth Health Editor

Doctors and nurses should persuade patients of the need to ditch dirty diesel vehicles, the head of the NHS has said.

Simon Stevens criticised the slow progress on pollution as he pressed ministers to take stronger action to reduce toxic fumes. Backing the *Times* Clean Air for All campaign, he said that his push for more online hospital and GP appointments would help.

A ban on sales of new diesel and petrol cars from 2030, traffic bans outside schools and charges on the most polluting vehicles are among measures demanded in the campaign.

Mr Stevens told a conference of the Health Foundation think tank yesterday: "With such widespread levels of toxic air pollution, it is no surprise that rates of breathing problems and respiratory illness in our country are sky high, and among the worst in Europe. Tackling air pollution is now a public health priority and *The Times* is absolutely right to demand tougher action."

He conceded that action would involve sometimes difficult conversations with the voting public. "Doctors and nurses top the index of people that the public will listen to. If we are helping make some of those arguments [on pollution], that will count."

Mr Stevens acknowledges that the NHS, which uses many diesel ambulances, has to get its own house in order.

A spokeswoman for the Department for Environment, Food and Rural Affairs said: "We are working hard to reduce transport emissions and are already investing £3.5 billion to clean up our air."

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