



CRONTON PARISH COUNCIL (KNOWSLEY)

7 Hampton Drive, Cronton, Knowsley, Merseyside WA8 5BZ
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www.cronton.org

Dear Residents

1st July 2023

RE: OBJECTION TO TAYLOR WIMPEY'S PROPOSED DEVELOPMENT TO BUILD 350 PROPERTIES (POTENTIALLY 432 TOTAL WITH A SECOND PHASE) ON THE FARMLAND BETWEEN QUEENSBURY WAY AND SANDY LANE AND CHAPEL LANE /AND A PROPOSED NEW JUNCTION TO BE SITUATED ON CHAPEL LANE

There are two applications; one for Halton Borough Council (HBC) and a similar one with Knowsley Metropolitan Borough Council (KMBC). **If you wish to object, you should do so with both councils.**

You can object online to Halton/Knowsley Councils, or via email to the addresses below; or, add your details to this document where shown, then send it either by post to HBC and KMBC or post through the Parish Council letterbox on Hampton Drive (by 9th July). It is imperative that everyone against this development, makes formal objections to the borough councils.

Halton Borough Council Application - Application Number: 23/00244/OUT

Outline planning application (with all matters other than access reserved) for the development of up to 350 dwellings and associated works including landscaping. Site access proposals are situated within Knowsley Borough Council authority area. Full permission for the access arrangements only, via a new junction on Chapel Lane, are to be determined by Knowsley Borough Council only. All other proposals are situated within Halton Borough Council authority area and all other matters are to be determined by Halton Borough Council only at Land At Chapel Lane Widnes Cheshire.

COMMENTS TO ANDREW PLANT AND MELISSA WEBSTER AT; dev.control@halton.gov.uk BY 11TH JULY

Knowsley Metropolitan Borough Council - Application Number 23/01037/OUT

Description as above. **COMMENTS TO ALAN KILROE AT**

dcsubmissions@knowsley.gov.uk AND ALSO TO dconsultations@knowsley.gov.uk BY 11TH JULY

As previously detailed to you, purposes of the Green Belt as noted in Halton's Local plan document are to:

- a) check the unrestricted sprawl of large built up areas
- b) prevent neighbouring towns from merging into one another
- c) safeguard the countryside from encroachment
- d) preserve the setting and special character of historic towns; and
- e) assist urban regeneration by encouraging the recycling of derelict and other urban land.

It is quite clear that the proposals contravene the purposes of the Green Belt a), b), c), and d) above and therefore the proposal is an inappropriate development on Green Belt Land and should not proceed.

Unfortunately, our objections were not listened to by the planning authorities at that time however Cronton Parish Council remains *vehemently against* these proposals not only for the above reasons but also for the following reasons:

(The below document can either be used as a basis to form an online objection using the application references, or alternatively you may add your details at the bottom and return to HBC and KMBC, or post to Cronton Parish Council – please note above deadline dates. Should you require any assistance with making objections please contact Ged McGann on 07729 530288/ Rosanne Hayes on 07787 121911/David Thomas 07887 625866 or email; crontonparishcouncil10@gmail.com)

For the attention of;

Halton Borough Council, Municipal Buildings, Kingsway, Widnes, WA8 7QF
Knowsley Metropolitan Borough Council, PO Box 21, Archway Road, Huyton, Merseyside, L36 9YU

Halton Borough Council - Application Number: 23/00244/OUT
Knowsley Metropolitan Borough Council - Application Number 23/01037/OUT

I/We would like to object to the above planning applications for the following reasons;

Exit and Entrance onto Chapel Lane

- A critical concern is that the access point onto Chapel Lane – as the name suggests - it is a “Lane” not a “Road” and already has heavy traffic flow with the serious added issue that the point of entry is midway between 2 blind bends, where recently there have been 2 serious accidents – which are not mentioned in the traffic assessments carried out, these accidents should therefore be considered.
- The average speeds quoted in the Transport Assessment are only representative of the time the assessment was carried out and not of the wider speeds we know to be regularly driven at on this road. Those who live here know that speeds of 50+mph are common.
- The position of the junction onto a small rural road (section 2.37 of Taylor Wimpey’s Design and Access Statement describes this as a ‘minor road’) – would seem insufficient to accommodate a site which is making provision for 700 parking spaces plus visitor parking.
- The Transport Assessment at 5.34 states: ‘Halton BC have advised that they have a 180-unit threshold from a single point of access. It seems like the authority in which the houses are to be built would not accept a single point of access for the number of proposed dwellings (350 initially and 432 potentially), yet the neighbouring authority are being asked to grant permission for almost double this.
- The Proposed ‘Ghost Island’ arrangement document shows a requirement for the reduction of the width of the footpath to accommodate an increase in the width of the carriageway. The footpath would be reduced to 1.38m at one point. This appears to be a direct breach of section 149 of the Equality Act 2010. Department for Transport guidance states at 4.2 ‘Width and height clearance Footways and footpaths should be made as wide as is practicable, but under normal circumstances, a width of 2m is the minimum that should be provided, as this allows enough space for two wheelchair users to pass, even if they are using larger electric mobility scooters. If this is not feasible due to physical constraints, then a minimum width of 1.5m could be regarded as the minimum acceptable under most circumstances, as this should enable a wheelchair user and a walker to pass each other.
- Whilst some footways on Chapel Lane may be less than the recommendations above, to reduce the width would directly discriminate against wheelchair users, those with visual impairments and other people with mobility issues.
- On the Traffic Assessment report, the primary school volumes are split evenly between Farnworth Primary, Lunts Heath Primary and Cronton C of E. This makes no sense. Neither Farnworth Primary nor Lunts Heath Primary school have catchment areas which cover this proposed site. Holy Family School is in Cronton, but using Cronton C of E and Holy Family would result in all of the cars potentially taking the same route, which would produce very different results.
- The data used to support the assumptions for increased traffic is flawed, particularly in relation to conjecture about working from home patterns and the spread of traffic to ‘local’ primary schools. There is no evidence to support this.
- If this development were to proceed it should proceed with an exit/entrance onto Queensbury Way which is a much better standard of road and is then entirely in Halton.

Furthermore, we have a number of concerns relating to wildlife present in the area of the exit/entrance which will suffer as a result of the development;

Bats – The common Pipistrelle bats were noted mostly in the western area of the site close to the proposed exit. The presence of roosting bats and habitat where bats forage needs to be seriously considered before granting outline planning. If bats are present, we believe a Bat Mitigation Licence will be needed prior to full planning permission being granted. (We understand that before you can grant planning you must be confident that Natural England will provide such a licence).

Birds – Fieldfare and Redwings have been noted to be using the hedgerows near the exit/entrance.

Trees - The Preliminary Arboriculture Assessment outlines the very high proportion of trees (Category A&B) which they recommend be retained and, in particular, the report makes reference to trees T14, T15 and T57 along Chapel Lane which have ‘particularly high amenity value’ (at section 7.1.3). In any event, the Preliminary Arboriculture Assessment outlines the very high proportion of trees (Category A&B) which they recommend be retained and, in particular, the report makes reference to trees T14, T15 and T57 along Chapel Lane which have ‘particularly high amenity value’ (at section 7.1.3). The reports recommend retention of significant numbers of trees, groups, woodland and hedges. Additionally, the Bat Survey & Outline Mitigation Strategy Report at 5.7, recommends that ‘the trees on site should be retained in situ and not be affected by the proposed development.’

We do not believe that the correct processes have been followed in both obtaining surveys and reports, which have not adequately considered the protected state of the hedgerows.

Housing Development

- There will be loss of irreplaceable green belt which is utilised by many people including Halton residents who have lost rural pursuits in Halton due to other extensive developments removing green belt. Halton have already earmarked five other sites both on our border and in Halton all removing greenbelt effectively developing right up to the Knowsley border.
- Four of these developments will either exit or impact heavily on the already congested A5080 and could potentially swell the local population by 7000 and put an additional 5000 cars on the roads that will also put significant strain on local facilities such as schools and healthcare and local infrastructures.
- These developments would represent a considerable reduction to the quality of life in both Cronton and the surrounding areas.
- Taylor Wimpey claim they are “opening up public open green spaces” but the original green belt was fully open looking at fields with cattle and sheep - now it will be mainly houses. This is detrimental to the mental health of the existing local community.
- Section 2.29 of the Design and Access Statement (DAS) acknowledges that Sandy Lane ‘appears to be well used by pedestrians and cyclists travelling between Widnes and Cronton’. Indeed, the lane is a focal point for walkers, runners, cyclists, and people taking a break from modern life. This development will totally and irreparably change the character of the lane. Currently it is a completely pedestrianised lane with greenery surrounding both sides. It is an oasis in an otherwise urban environment. The proposals include crossing points for traffic and multiple points at which walkways will join the lane. Parents will no longer be able to allow their small children to ride their bikes without concern and walkers and runners will need to concentrate to avoid collisions. We therefore see this as detrimental for existing users rather than an improvement as is being suggested by the developers.
- Our experience with other developments would suggest that anti-social behaviour would increase with a further housing development, however with low numbers of police there is no way to manage this.
- We do not believe that the existing infrastructure can support people with necessary schools, doctors, dentists etc. These facilities are already over-stretched, and the schools over-subscribed.
- It is understood that both Taylor Wimpey and Halton Borough Council have a vested commercial interest in the Chapel Lane development, however Cronton Parish Council and local residents consensus is that it will have a serious detrimental impact on Cronton and will add to the existing problems that we have to endure due to the extensive developments by HBC with its creeping urban sprawl that surrounds our borders.
- The local infrastructure is already tested to its limits, and we experience total gridlock a couple of times a day primarily because HBC don't make any social provision i.e. schools (the 2 schools in Cronton are oversubscribed and have 95% intake from Halton children).
- We believe that this development, adding to others in the area will create additional traffic, noise and air pollution, a reduction in quality of life plus the impact it has on local wildlife.

Name;
Address;

Name;

Signature;
Date;

Signature