



CRONTON PARISH COUNCIL (KNOWSLEY)

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www.cronton.org

Dear Residents

6th February 2025

**RE: OBJECTION TO TAYLOR WIMPEY'S PROPOSED DEVELOPMENT
TO BUILD 350 PROPERTIES 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 should object online to Halton/Knowsley Councils, or via email to the addresses below;

It is imperative that everyone against this development or junction, makes formal objections to the relevant borough council details as below.

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 at; dev.control@halton.gov.uk By 11th February

It is the decision of Cronton Parish Council (CPC) not to object to the housing development as it would appear to comply with the requirements of Halton planning policies and previous objections have been addressed in the revised design. CPC will provide unwavering support to Cronton Residents in objecting to the proposed exit on to Chapel Lane for reasons detail below and will be undertaking objection to Knowsley Bourgh Council with regards to the application in place within their planning department.

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 21th February

(The below document can either be used as a basis to form an online objection using the application references, Should you require any assistance with making objections please contact Ged McGann on 07729 530288/ Rosanne Hayes on 07787 121911/Gordon Thomas 07897 833946 or email; crontonparishcouncil10@gmail.com)

Below are a number of objections, it is advised that you use as a guide, if able please adapt to your own words along with you with your own personal objections you may have.

Lack of concern by Halton to the wellbeing of Cronton residents.

The Transport Assessment recognises that excessive speed on Chapel Lane is a common occurrence and as such a revised plan was submitted which included traffic calming measures. It is the concerns of the residents of Cronton that the attitude shown in the traffic assessment document under Appendix H which is a minuted record of meetings between the consultant and Halton that no agreement has been put in place and both options are still on the table. There is further mention of responsibility and defining the work as it would have to fit in the priority queue. We urge KBC planning team and Ward councilors to read this appendix and take in context that KBC represents the interest of Cronton Residents, Halton do not and are willing to go on record to show this (refer to Appendix H).

Taking into considering comments in the LCWIP consultation provided by Knowsley Highways it confirms that improvements at the Sandy Lane junction would also be a low priority of KBC.

Mis representing the type of family demographic the development would bring.

Halton Council and Taylor Wimpey have attempted to demonstrate that the new development will be a walkers and cyclist friendly estate. This is unrealistic, the estate will consist of middleclass families who own multiple cars.

Negative impact to our Pathways Program neglecting a current Public Right of Way in Favour of the Development.

The plans show some positive attributes but also indicate that the current Public Right of Way (PRW) would be altered. The current PRW is a popular route bridging Sandy Lane and the wider Upton Rocks Community with the abundance of PRW and bridle ways within the Parish of Cronton.

Cronton attracts ramblers and walkers daily and the removal of such an important PRW would be detrimental to local businesses who provide much needed refreshments. It is also the observation that the current PRW has been neglected by the farmer to discourage users. CPC has conducted a survey from members of the Halton Ramblers Association and numerous members have confirmed that they continue to use the path even in its poor state as it provides valuable access to the Cronton Pathways. Halton ramblers have groups of retired users who use the PRW regularly throughout the week as a leisure and exercise activity.

Creating additional pressure on Cronton Schools Admission.

We believe by allowing Chapel Lane as the sole access point to the new development this will be a strong indicator for families to be encouraged to use the schools within Cronton

1. Cronton schools are considered locally as desired schools,
2. The road access will cause additional traffic congestion in the area as traffic users more likely to want to access the primary network road routes faster after dropping children of at school

This would encourage the new residents to put pressure on the intake requirements for both Cronton schools.

Using a consultation report issued by KBC to CPC for the pasture upgrade CPC can provide insight into the demographics of the typical resident types. We consider the new development to attract the same demographic type of residents as those residing in Cronton.

Cronton has 451 properties and a population of 1324, (data taken from Precept report for 2024). That's an average of 3 people per household if we assume population of the new development would be 350 x 3 = 1050 and the mean average off 16% being off school age that means 84 children would be off the primary – junior age range (3-11) this is the number of additional school places that would have to be provided for this development. The access report shows Cronton Schools as the closest with a 15 min walk radius and if a junction onto Cronton road only was granted parents would have 1st choice opinion that our schools should be the ones for the children to attend.

Current Capacity on our Schools

Cronton CoE has a capacity of 210 and actual pupil count of 248

Holy Family have a capacity of 240 and actual pupils of 212

Combined values total capacity 450 and actual pupils 460

Data taken form GOV.UK website

Due to the popularity of Cronton for schools we should also consider the impact of the Foxes Bank development which would also have a percentage of Parents/Guardians applying to Cronton Schools.

Validating the statistics

The statistics used above came from the report published on the Cronton pasture improvement works data shown below for reference.

Age	Cronton (Parish)	Knowsley
0 - 15	184	31,200
16 - 64	717	94,900
65+	423	26,400

Age as a proportion off the population:

AGE	Cronton (Parish)	Knowsley
0 - 15	13.9%	20.4%
16 - 64	54.2%	62.2%
65+	31.9%	17.3%

Using this data now for cars we could estimate that a range between 13.9% - 20% of the new occupants would be off school age 3-11 year olds, who would need access to our schools so we calculated on 50% as the number

55%-60% of the population would be of working age and be responsible for additional traffic calculations.

We do not believe that the correct processes have been followed in both obtaining surveys and reports, which have not adequately considered the impact of the additional traffic on Cronton Village.

In the traffic assessment section 4.39 it states a traffic queue of 1 vehicle and a delay of 11 seconds and passes this of as satisfactory.

Assuming each house will have two adults and approx. 70% of the residents will be under 65 then 70% of 469 cars equates to 328 cars, that would be attempting to enter and exit during rush hours.

Assuming a linear approach to leaving, which is totally unrealistic and rush hours are 120 mins long then it would take approx. 36 mins 8 secs to clear the estate. This simple math's formula indicates no issues and

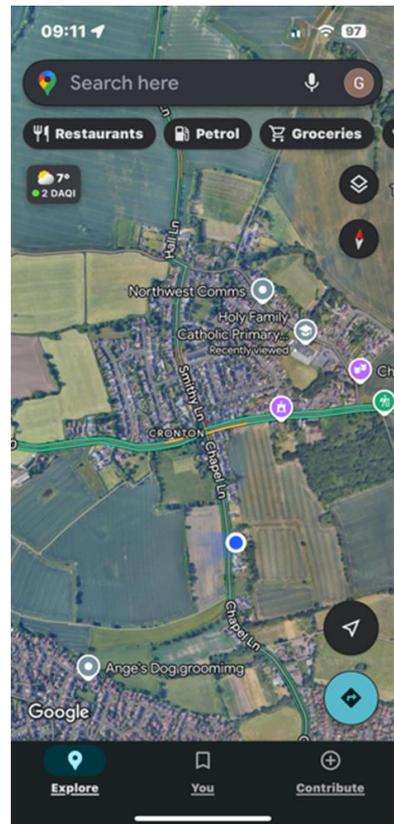
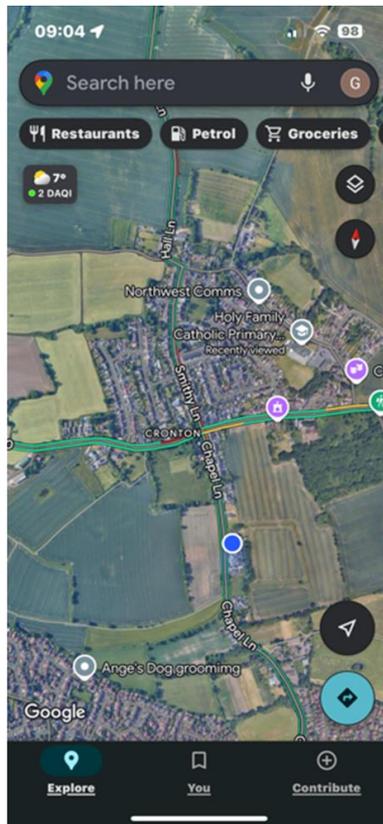
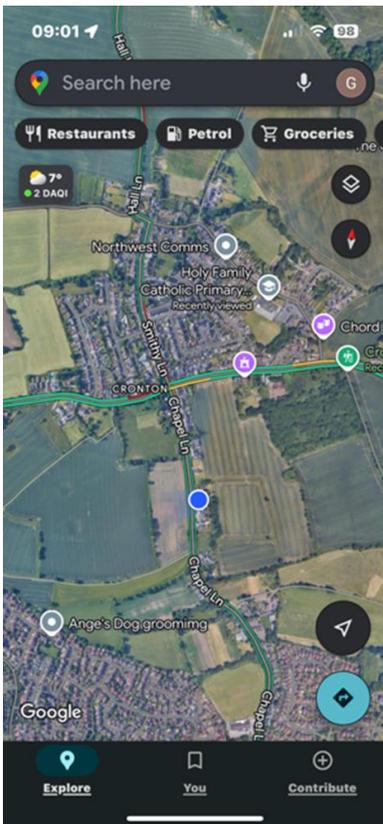
if this type of approach or misleading data is used it would be safe to get a traffic assessment past a planning team.

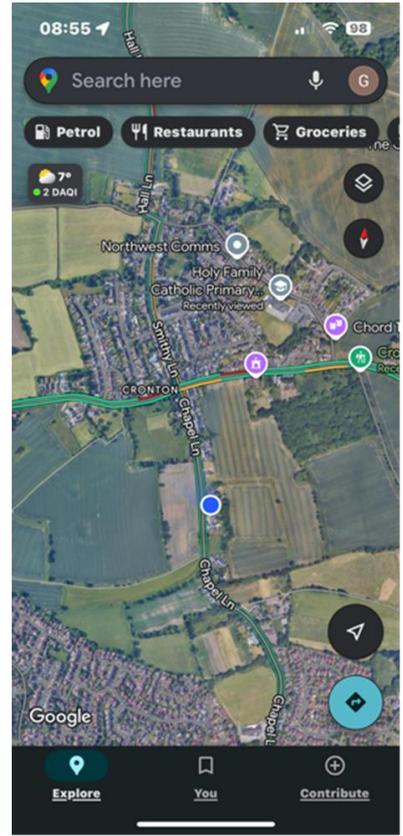
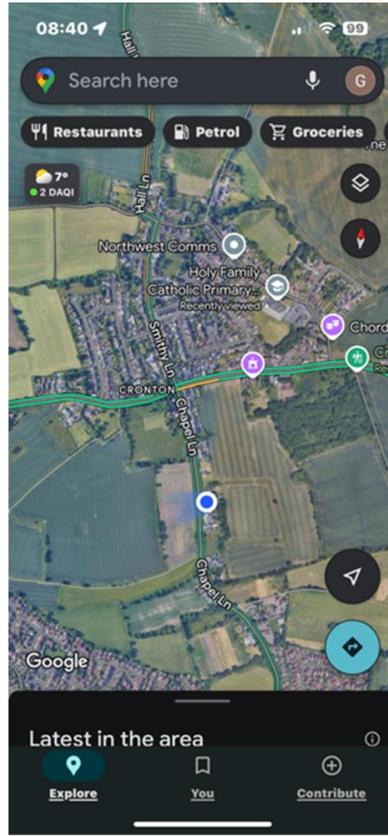
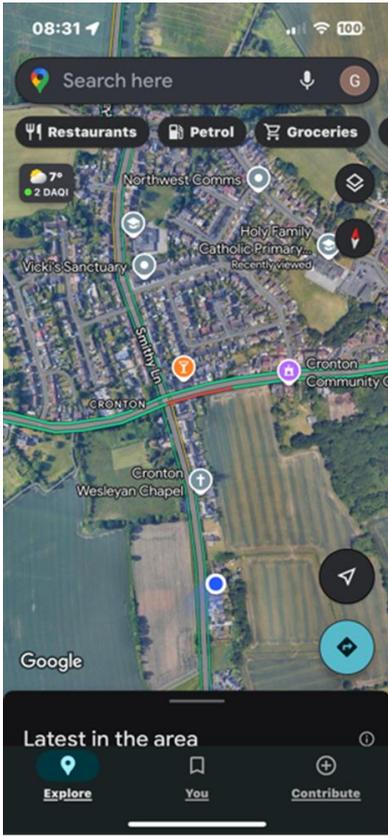
However the Halton Traffic Assessment document doesn't consider combining the current usage with the additional quantity of vehicles which would provide an increase in vehicles with the village of approx. 70%. It is believed by CPC and residents that the data used in the traffic assessment report was based solely on the current traffic volume and not that of the combined numbers.

CPC have carried out an independent visual traffic survey on Friday 31st January during rush hours, the result of this can be seen below.

Traffic Survey Friday 31st AM

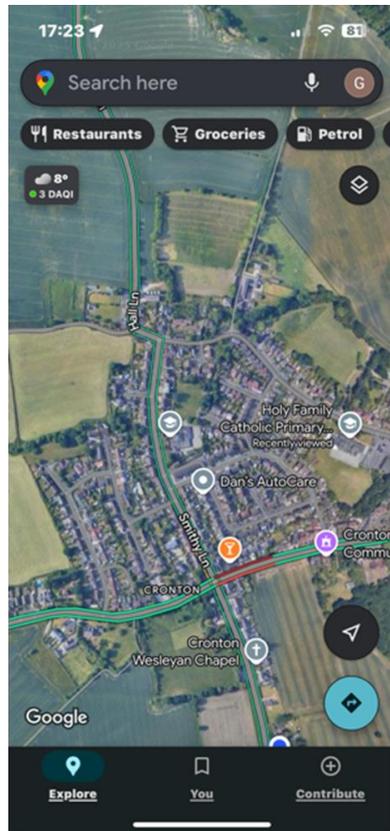
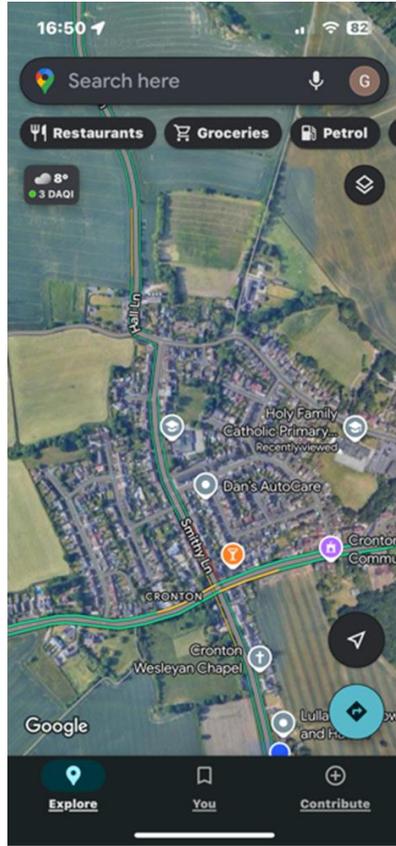
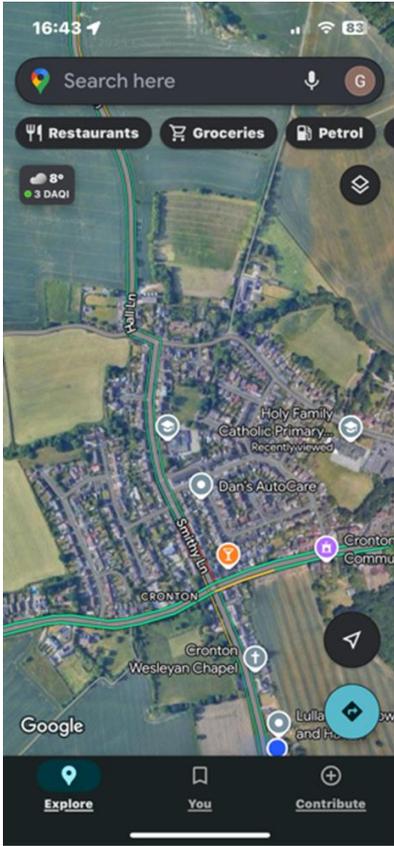
Date	31/01/2025	Location	between 61 - 79 Chapel Lane	Method	Traffic count taken for all traffic travelling in both direction using a tally counter, observations made over 10 min segments to allow for reasonable assessment to be made, photo of google map showing traffic congestion taken at various times during survey.			
Time	Vehicles	Pedestrians	Cyclists	Vehicle percentage	Average time between vehicles current (Secs)	Expected total traffic from Chapel lane development.	Average time between vehicles expected (Secs)	Notes
8:00 - 8:10	67	0	0	14%	9	113	5	Majority of vehicles where travelling towards Cronton. 1, The single cyclist (E-Bike) was heading towards Widnes. 2, an Ambulance came through heading towards Cronton under Blue Light.
8:10- 8:20	57	0	1	12%	11	96	6	1, Majority of traffic was heading into Cronton, 2, off the two pedestrian groups 1 was a jogger the other where family group heading towards the schools.
8:20 - 8:30	59	2	0	12%	10	99	6	majority of traffic was heading towards Cronton.
8:30 - 8:40	68	3	0	14%	9	114	5	majority of the traffic was heading towards Cronton.
8:40 - 8:50	80	5	0	17%	8	135	4	1, the traffic flow was even distributed in and out off Cronton. 2, the pedestrians count 1 was a rambler the other groups where parents returning from the school. 3, in addition a resident was witnessed stopping to perform a reverse onto drive with traffic conditions the time taken to under take this maneuver was approx 48 secs.
8:50 - 9:00	102	4	0	21%	6	172	3	1, Majority of traffic heading away from Cronton. 2, largest vehicle was an AA recovery truck with SUV on back.
9:00 - 9:10	47	0	0	10%	13	79	8	
Totals	480	14	1	100%		808		
Number Of Vehicles expected due to development	328							





Traffic Survey Friday 31st January PM Rush Hour

Date	31/01/2025	Location	between 61 - 79 Chapel Lane	Method	Traffic count taken for all traffic travelling in both direction using a tally counter, observations made over 10 min segments to allow for reasonable assessment to be made, photo of google map showing traffic congestion taken at various times during survey.			
Time	Vehicles	Pedestrians	Cyclists	Vehicle percentage	Average time between vehicles current (Secs)	Expected total traffic from Chapel lane development.	Average time between vehicles expected (Secs)	Notes
16:30 - 16:40	62	0	0	14%	10	108	6	Majority of traffic into Cronton
16:40 - 16:50	62	1	0	14%	10	108	6	Majority of Traffic from Cronton
16:50 - 17:00	54	3	0	12%	11	94	6	1. 1 x pedestrian was a jogger. 2. Majority of traffic from Cronton
17:00 - 17:10	66	0	0	15%	9	115	5	Majority of traffic from Cronton
17:10 - 17:20	68	3	2	15%	9	118	5	1. 1 x pedestrian was a jogger. 2. Majority of traffic from Cronton. 3. the cyclist came from Cronton
17:20 - 17:30	56	1	0	13%	11	97	6	1. HGV going into Cronton. 1 x Jogger. 3. traffic flow even
17:30 - 17:40	77	3	0	17%	8	134	4	1. 1x motorbike. Majority of traffic from Cronton
Totals	445	11	2	100%		773		
Number Of Vehicles expected due to development	328							



Summary of the traffic survey

Cronton is used as a shortcut or cut through to access the primary network routes. The majority of vehicles in the AM period were coming into the village and the google images show traffic congestion at the Cross Roads Junction and Hall Lane.

During the PM survey most of the traffic was coming from the village. Excessive speed was witnessed during both periods in both directions. Cycle users were an absolute minimum as were pedestrians. A resident was witnessed attempting to reverse on their drive and this manoeuvre was delayed by 48 secs. The same could be extrapolated to the time it would take to exit the new development causing severe frustration, careless risks and potential accidents.

The average gap time between vehicles under current traffic conditions was 10 sec within the range identified with the traffic assessment report as the impact of the new junction. Adding the calculated extra vehicles the gap between vehicles would be as low as three seconds this will have a major impact on the safety of current residents attempting to exit driveways.

Impact on other user groups.

The entry point for traffic appears to be directly opposite land that is used as a local allotment the current owners' welcome visitors to demonstrate how to grow home produce. There is no parking on site and visitors typically approach on foot including young children and elderly residents. The excessive traffic that will be present on Chapel Lane if you were to approve this junction, would be a safety issue and the allotment would have to close. The user group is the Cronton Community Association – Horticultural group.

There are two regular running groups that use the loop around Cronton that is an approx. a 2 mile circuit. As well as numerous residents of Upton rocks, Parklands and Cronton who run independently. This circuit is popular as it doesn't require the group to cross any junctions. The groups who would be affected are the Widnes Wasps and the Widnes Running Club. Widnes Wasps now have their home base from the Parklands sports club and its an indication looking at their group names that although originally associated with Widnes they choose to use our Village due to its accessible amenities which user groups believe Halton are lacking.

Residents local knowledge of "Ghost" Land Ownership issue.

It is a widely recognised belief that the reason Halton have decided not to consider any other junction is due to a land ownership dispute where they are unable to purchase the required land to put an exit point onto Queensbury way. This road was developed by Halton during the Upton Rocks development as a primary route to serve this and future developments. It's believed that the land ownership is contested by another developer rumoured to be Redrow. Within land registry two pieces of land are identified as north of Old Upton Lane. The site plan has a suspicious element on it that shows that the site could be extended to a roundabout on Queensbury Way but the land in between forms part of the contested land.

Halton's own planning guidance recommends two entry & exit points for developments over 180 dwellings. The emergency routes are their work around to comply with their own policy as above from a site safety access point of view at the cost of KBC and Cronton residents.

CPC believe that the approval of Chapel Lane Junction by Knowsley will permit Halton to proceed without a responsible duty of care to its own residents and those of its neighbour, Cronton. Halton are putting profit and revenue ahead of the welfare and needs of the people they serve.