

[REDACTED]

From: Nathan Bower [REDACTED]
Sent: 15 November 2021 16:41
To: Local Plan
Subject: [REDACTED]
Attachments: [REDACTED]

I visited the consultation site at the Haliwell Jones Stadium in October.
I am writing to give my view on the proposed developments.

I live in Winwick - [REDACTED]

The development OS6 north of winwick village - no details other than the dwelling count of 130.
Objection - number of dwellings seems higher than the adjoining areas.

I asked for a plan, but nothing exists yet. That is not good as you cannot see how compact it would be without seeing a house plan. It appears in the area directly below the planned development (Spires gardens et al) have ~50 dwellings in a similar area .

General Objection to the Winwick OS6 development, parkside and peel green developments regarding traffic concerns.

Has a new motorway junction been planned for the colliery development? I fail to see how you could expect the Winwick roads to take more large vehicles. Literally the same week I visited the consultation there was a HGV vehicle that crashed into a small residential car at the junction outside the Swan pub. Note that the HGV had illegally travelled down Golbourne road. for a few miles before coming to the junction where it crashed.

Image attached.

I walk my children [REDACTED] to Winwick CE primary every day. The A49 stretch there is a busy, loud, road with standing traffic, large wagons and regular crashes, honking, and bad air quality. We cannot talk on that stretch without shouting and having to repeat ourselves. No consideration has been given to the impact on people walking along the road.

If, for example, a cut through from the roundabout into Rectory Close this would give us an option not to face the traffic.

We currently walk down rectory lane and behind the leisure centre as even though this is further, it is away from the road. Walking adjacent to what often appears as slow moving car train, and in the pollution it creates is sub optimal. Its quite foul and I'm sure deters other parents from making the same journey I do. This has a health impact.

There is no space to expand the school - a development of ~1300x dwellings in close proximity would result in more travel to out of area schools.

When I drive down Myddleton lane / Delph lane I see that it is tight and people (myself included) ride bikes down there. I'd say its the most dangerous road in the area already with blind bends into tight sections where tractors and large wagons come over the centre line on the road.

Pell Hall would seem to need its own motorway junction. There is no good way to the major arterial routes without driving through Winwick village. Particularly M62 West and M6 North. This appears a recurring theme. Heavily increased traffic expectations onto already overloaded roads, without adequate consideration to mitigate or obviate.

I ride to work sometimes going over the motorway bridge and have seen the buzzard around the peel hall area.

This brings me on to the Green belt issue. I do not think that any circumstance, never mind an exceptional circumstance demands the development of a new residential plot in the area just north of Spires gardens. I would like to know the justifications of why this is an exceptional need in the determination that this was a decent proposal.

I note from the local plan "The site is considered to be in a sustainable location and is being promoted by the site owners/developers" - really? I would never have believed that an entity that would stand to make SIGNIFICANT profits on the development would be in favour of it. The fact that this is entered on the plan gives rise to the question: if this is the second bullet points in the list, how much critical thinking has been done in assessing the merits of the proposal.

There is second point about the school being in close proximity - I believe the school is oversubscribed with no space to expand laterally. Indeed a development that I had hoped was to be a play ground expansion that was completed recently (early NOV 21) turned out to be an enclosure for the teacher parking. I question if that is the best use of land given there is unused parking to the rear of the leisure centre.

I object to resources, space and consideration being given to provide a site for travellers while at the same time green belt is being considered for development of dwellings.

The old power plant is soon to be demolished and is a similar distance to Warrington centre.

Has an plan been drawn up for this site?

I think this is where efforts should be made for either the commercial warehousing expansion, or indeed the residential target for ~13000 more homes by 2038. I note there is an existing rail line to the power station. This is a fantastic opportunity that would avoid unnecessarily ceeding greenbelt land.

Sincerely,

Nathan Bower

