

For R18/127 &115 Parcel CR4 SHLAA Ref 15231

Land between Lady Lane and rear of Abbey Close, Croft by Peel Holdings Ltd

We strongly object to the proposal for the development of 200 houses on land between Abbey Close and Lady Lane, as follows:-

Impact of Development on existing situation

1. Quote from:

**Warrington Borough Council
Local Plan
Area Profiles and Options Assessment
Technical Note
July 2017**

“For the outlying settlements, the Council applied the following assumptions in defining the growth scenarios:
(i) ‘Incremental growth’ - based on a level of development that could be accommodated by existing infrastructure, subject to minor expansion of that infrastructure, up to 10% of settlement size.”

“The 10% limit in relation to settlement size is to ensure development is being capable of being accommodated without changing the character of the respective settlement under the ‘incremental growth’ scenario. There is no fixed percentage for the ‘sustainable settlement extension’ scenario. There is an acceptance that this scenario will impact on character, but the impact should not be of a scale which would fundamentally change the character of the settlement”

200 houses @2.75 persons/house=550 persons: ex population of Croft quoted as approx 3000 therefore uplift from this development is 18%

This development would affect the nature and character of the village

2. Quote from:

**Warrington Borough Council
Local Plan
Preferred Development Option
Regulation 18 Consultation
July 2017**

Outlying Settlements

5.46 The preferred option defines an approximate number of homes the Council considers can be accommodated by each of the outlying settlements under the ‘incremental growth’ scenario.

Settlement Indicative Green Belt Capacity

**Lymm 500
Culcheth 300
Burtonwood 150
Winwick 90
Croft 60
Glazebury 50
Hollins Green 40
TOTAL 1,190**

Table 22: Outlying Settlements - Indicative Green Belt Capacity

Highways and Traffic

1. Lord Street and Mustard Lane are a designated Red Route (30 casualties) and the Development will increase traffic flows in this area and exacerbate problems
2. There are ongoing problems with speeding in Lord Street in particular
3. The width of the carriageway makes passing of buses/ lorries in Lord Street, between Deacons Close and Smithy Brow, very difficult and we have witnessed a lorry driving on to the north side footpath to allow clear passage for a bus.
4. Traffic turning into Deacons Close from Warrington side is dangerous due to speed and position of traffic on bend travelling from the Culcheth side.
5. The footpaths in Lord Street are narrow and below a 2m standard and are regularly used by pupils attending Croft Primary School
6. Both Deacons Close and Abbey Close are already very narrow and delivery vans find them extremely difficult to negotiate particularly the junctions which appear to be below standard
7. Lady Lane and Cross Lane would probably be inadequate for this Development in their current state and the footpaths are inadequate or non-existent
8. There are traffic delays at 4-5 pm at the Smithy Brow/Lord Street junction caused by commuter traffic and the provision of accesses into the new development site could provide rat runs through existing and proposed residential developments to avoid the junction at Smithy Brow/Lord Street – access to Mill Lane has been restricted to reduce impact of commuter traffic
9. Disruption during construction and dangers posed by traffic flows through the village

Infrastructure

1. Contrary to the submitted Application Reports there are no retail shops, other than a hairdresser in Croft so using shops and facilities in Culcheth would generate additional car journeys
2. There would be an impact on local schools which is not addressed
3. There is no confirmation that the existing utility services have capacity for the proposed development
4. Doctors surgeries at Culcheth and Birchwood are over-stretched already

Green Belt

1. The development would reduce the Green Belt in the area

For Submission by Belway Homes at Heathcroft Stud, Deacons Close, Croft- Plot Ref.R18-095

We strongly object to the proposal for the development of 90 houses on land at Heathcroft Stud, Deacons Close, as follows:-

Impact of Development on existing situation

1. Environmental Impact on the fields and wildlife near the existing development
2. Probable Impact on existing utilities, no evidence that there is sufficient capacity
3. Disruption during construction and dangers posed by traffic flows through the village
4. Quote from:

Warrington Borough Council
Local Plan
Preferred Development Option
Regulation 18 Consultation
July 2017

Outlying Settlements

5.46 The preferred option defines an approximate number of homes the Council considers can be accommodated by each of the outlying settlements under the 'incremental growth' scenario.

Settlement Indicative Green Belt Capacity

Lymm 500

Culcheth 300

Burtonwood 150

Winwick 90

Croft 60

Glazebury 50

Hollins Green 40

TOTAL 1,190

Table 22: Outlying Settlements - Indicative Green Belt Capacity

Highways and Traffic

1. Lord Street and Mustard Lane are a designated Red Route (30 casualties) and the Development is likely to increase traffic flows in this area
2. There are ongoing problems with speeding in Lord Street in particular
3. The width of the carriageway makes passing of buses/ lorries in Lord Street, between Deacons Close and Smithy Brow, very difficult and we have witnessed a lorry driving on to the north side footpath to allow clear passage for a bus.
4. Traffic turning into Deacons Close from Warrington side is dangerous due to speed and position of traffic on bend travelling from the Culcheth side.
5. The footpaths in Lord Street used by pupils attending Croft Primary School are narrow and below a 2m standard
6. Both Deacons Close and Abbey Close are already very narrow and delivery vans currently find them extremely difficult to negotiate particularly the junctions which appear to be below standard

Infrastructure

1. Contrary to the submitted Application Reports there are no retail shops, other than a hairdresser in Croft so using shops and facilities in Culcheth would require car journeys
2. There would be an impact on local schools which is not addressed
3. There is no confirmation that the existing utility services have capacity for the proposed development
4. Doctors surgeries at Culcheth and Birchwood are over-stretched already

Green Belt

The development would reduce the Green Belt in the area