

# Response 248

## Respondent Details

Information	
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]

## PART A - About You

1. Please complete the following: Please note the email address (if provided below) will be sent a full copy of the submitted response and a unique ID number for future reference (pdf attachment).

Name of person completing the form: Neil Davies

Email address: [REDACTED]

2. What type of respondent are you? Please select all that apply.

A local resident who lives in Warrington

3. Please complete the following:

Contact details
Organisation name (if applicable)
Agent name (if applicable)
Address 1
Address 2
Postcode
Telephone number

## PART B - Representation Form 1

1. To which part of the Local Plan does this representation relate? From the drop down list please select one option.

Draft Local Plan (as a whole)

2. Does your comment relate to a specific paragraph (s) or policy sub-number (s)? Please select one option.

None of the above

3. Do you consider the Draft Local Plan is: Please select one option in each row.

	Yes	No
Legally Compliant		X
Sound		X
Compliant with the Duty to Co-operate		X

4. If you have answered 'No' to any of the options in the above question then please give details in the box below of why you consider the Draft Local Plan is not legally compliant or is unsound or fails to comply with the duty to co-operate. Please be as precise as possible.

Please see attached PDF file

8. If you wish to upload documents to support your representation form then please select 'choose file' below. You can upload a max number of 2 files (up to 25MB each). If you are submitting more than one representation form please note: If this file upload supports more than one representation form then please do not attempt to upload the same file on subsequent forms. On additional representation forms please use the comments/file description box to type in the 'name of the file', or 'see previous form'. If the file upload is a different document for additional representation forms then please continue to upload the file as normal.

- File: Objections 1.jpg - [Download](#)
- File: Objections 2.jpg - [Download](#)

**Comments/file description**

Above are the main objections to the plan.

You have just completed a Representation Form for Draft Local Plan (as a whole). What would you like to do now? Please select one option.

Complete the rest of the survey (Part C)



- There is no proper assessment of the existing urban area's ability to accommodate additional development, including the capacity of existing infrastructure (e.g. hospital, schools, roads, transport)
- The release of land currently in the Green Belt is not justified
- This plan does not take into account the vast majority of responses to the Preferred Development Option that were concerned with the scale and location of development, especially those relating to the release of Green Belt
- The plan relies too heavily on representations from developers and landowners
- There is little evidence of constructive engagement with neighbouring authorities, especially over the staggering growth in logistics/distribution industries and their effect on congestion and road safety
- The proposals for the westward development of Omega in conjunction with St Helens are unclear
- What should be an advantage (i.e. proximity to major motorways) has been over-exploited so that Warrington has one of the most congested road networks in the country, with all that this implies for mobility, road safety, air pollution and health
- This and similar developments throughout Warrington give the green light for opening up huge areas of green belt land for unlimited development in the future
- Drastic loss of wildlife habitat (frogs, toads, newts, bats, woodpeckers, sparrows, starlings, blue tits, foxes, rabbits and hares – to name but a few). Green belt gives our children direct access to wildlife
- Our children are going to have to share the roads with increased traffic, when cycling or walking on narrow, badly-maintained footpaths
- Burtonwood and Collins Green do not have the infrastructure to support this development; where is the provision for new schools and medical facilities for a growing population? Have you seen our post office?
- We should be forcing development on brown field sites/previously developed land BEFORE any of our green belt is released
- Brown field sites are available (but not as profitable for developers)
- Loss of green belt means more noise and air pollution and these are not easy to mitigate
- Loss of green spaces means less space for leisure and fresh air; we enjoy our walks on and near the proposed site; allowing developers to designate an area of green space will not be enough to protect our health and well-being
- The development will increase traffic through the village and increase congestion at M62 junctions 8 and 9
- This development will not address the need for affordable housing
- The likely housing mix will not mesh with local needs. Developers will build 4 and 5 bed executive homes for commuters. Look at the precedents up and down the country
- There are empty houses and houses regularly come up for sale (see Rightmove etc)



- There is no evidence to indicate that 160 houses are needed in Burtonwood
- It does not make any sense to have such a large population increase throughout the borough over the next twenty years
- The demographic database is unsound. Figures for predicted household and population growth are inflated
- Developers who are unwilling to build on brownfield sites should not be allowed to build in Warrington
- LTP4 does nothing to help mobility in Burtonwood and Collins Green
- We are still waiting for a cycle and footpath for our children to go to secondary school safely and for local residents to work at Omega
- The local plan should demand that large developers contribute to highway maintenance and a sustainable transport system
- The plan involves loss of versatile agricultural land/loss of income for tenant farmers
- There can be no satisfactory safe access onto Green Lane. The situation is already critical for residents, children and parents on their way to and from school. This should stop the development in its tracks now
- The plan is unlikely to promote the use and viability of public transport in Burtonwood and Collins Green. Rather, it will increase car usage and commuting
- The consultation has been unsatisfactory. Many residents say they didn't get letters. The letters were not addressed to named individuals
- The 'representation' advice is confusing. Councillors and officials gave contradictory and incorrect advice about emails, letters, group responses
- Advice about 'representations' was not user friendly (see overleaf!).
- Having one venue at Halliwell Jones was unsatisfactory; many people either could not get there or felt that it had not been a consultation; some were redirected back to online sources (and not everyone is online)
- Developers and planners have access to consultants and resources; we do not. It is a highly unequal and undemocratic process
- Parish councils across the borough have taken different approaches to helping residents with their concerns about the local plan



# PROTECT OUR GREENBELT AND SAVE OUR VILLAGE

Name NEIL DAVIES

Address \_\_\_\_\_

Address to:-

**Planning Officer, Local Plan, Planning, Policy and Programmes, Warrington Borough Council, New Town House, Buttermarket Street, Warrington, WA1 2NH**

The following statements are just a "short version" of my objections and concerns and more evidence can be found in the Burtonwood and Collins Green Action Group's file.

You cannot fail to see the open countryside and the Beauty all around you in Burtonwood and Collins Green. Feel the benefit of the fresh air and appreciate the value of a slow paced village life and tight community. All of that is under threat from a proposed development set to go ahead in 2020. Further developments are being proposed that could see our beautiful rural village evolve into an urban town. Below are some objections to the plan.

## (1) CONSULTATION

The proposals for the development are vague and unclear. Many residents didn't get letters and those that did were not addressed by name. The venue for the consultation was not accessible to all and the means to complain long winded and complicated. Communication and information is lacking and appears to be mainly online based, not everyone is online. Developers and planners have access to consultants and resources, we don't. It is a highly unequal and undemocratic process. The council have a duty of care to liaise with neighbouring authorities to determine overall effects of congestion and road safety. There is little evidence of this having happened.

## (2) INFRASTRUCTURE

Both hard infrastructure roads, bridges, railways etc and soft infrastructure- health, doctors, dentists, social services, education, parks and recreational facilities, law enforcement, emergency services and mental health will be affected by this and further proposed developments. Burtonwood and Collins Green do not have the infrastructure to support this development. Northern trust have said that if only 150 houses are approved the figure will be 'too limited to viably deliver the housing, open space, and, specific support for expansion of primary school facilities and primary care' In other words, no contribution to changing infrastructure unless more houses are approved. Which means longer waits for doctors, dentists, community nurse, counselling etc. School places in catchment areas no longer guaranteed.

## (3) GREENBELT OVER BROWNFIELDS

The release of greenbelt has not been adequately justified and the reasoning for not using brownfields is unacceptable. The council should be forcing development on brownfields or previously developed land before any greenbelt is released. The plan involves loss of versatile agricultural land which leads to loss of income for tenant farmers. The plan relies too heavily on representations and assurances from land owners and developers.

## (4) ENVIRONMENTAL—TRAFFIC— AIR POLLUTION

There appears to have been no assessment of traffic movement on Green Lane-Phipps Lane over a sustained period of time. The proposed entrance to the new development will be on Green Lane. Green lane is already critical for residents, children and parents on their way too and from school. With 160 houses comes approx. 320 more cars on the road at peak times. Couple this with other local developments and this is a recipe for

gridlock on our roads. Our children will be walking and cycling amongst this traffic which is not only physically dangerous but also has serious health connotations.

Warrington has one of the most congested road networks in the country. Air pollution in Warrington is already amongst the worst in the UK. The proposed access point to the new development is on green Lane opposite Burtonwood County Primary School. The increase in traffic on the lane will be immense. The pollutants in the air around our children and entering their lungs will massively increase. Children are more susceptible to pollutants than adults and exposure could cause or exacerbate ailments such as asthma and COPD. Adults are more susceptible to heart and lung disease and respiratory conditions such as emphysema.

**(5) LOSS OF WILDLIFE HABITATS**

Drastic loss of wildlife habitat (frogs, newts, toads, bats, woodpeckers, sparrows, starlings blue tits, foxes, rabbits and hares etc) is being treated like it doesn't matter. Britain has already lost half its wildlife, wildlife adds value and natural beauty to our environment and provides respite from everyday stresses. This development will decimate the local wildlife we love to watch.

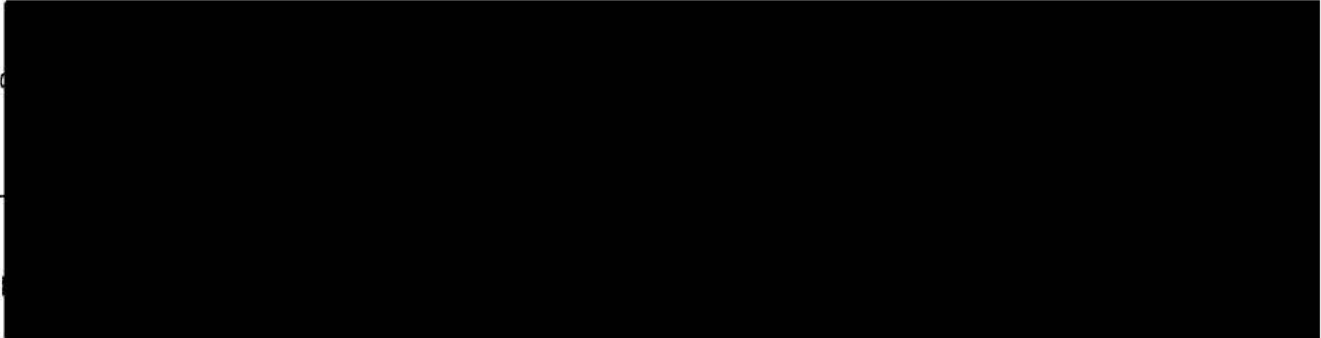
I object to the proposed development plan on points 1, 2, 3, 4 and 5

Additional Comments

IT WILL CAUSE TRAFFIC CHAOS ON AN ALREADY BUSY VILLAGE. THE TRAFFIC IS BAD ENOUGH NOW WITHOUT ADDING TO IT.

I agree to the above statements and reflect my views and those as coordinated at our local meetings that formulate our objections as to the proposed building plan.

Signed  
Date  
Telep



Letters of objection need to be with the Planning Officer before 5:00 pm on Monday 17<sup>th</sup> June 2019.