

Response 467

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: John Eccles

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)	[REDACTED]
Address 1	[REDACTED]
Address 2	[REDACTED]
Postcode	[REDACTED]
Telephone number	[REDACTED]

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.

Policy OS4 Hollins Green

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	

5. If you answered 'Yes' to any of the options in question 3 then please give details in the box below the reasons why you support the legal compliance or soundness of the Draft Local Plan or its compliance with the duty to co-operate. Please be as precise as possible.

To th best of my knowledge the DLP is compliant and sound.

7. If your representation is seeking a modification, do you consider it necessary to participate at the oral part of the examination? Please select one option.

No, I do not wish to participate at the oral examination

You have just completed a Representation Form for Policy OS4 Hollins Green. What would you like to do now? Please select one option.

Complete the rest of the survey (Part C)

From: [REDACTED]
To: [Local Plan](#)
Subject: Local Draft Plan- Policy OS4 - Hollins Green
Date: 16 June 2019 22:02:23

Dear Sirs,

I have a few comments to make to the proposed Local Draft Plan with regards to Policy OS4 - Hollins Green;

The original proposal was for a total of 40 homes but this has now been increased to 90 properties.

All of these homes are now to be located on a site between Manchester Road (A57) and Marsh Brook. This will involve the removal of a substantial piece of Green Belt land, far more than the original proposal.

A minimum of 30% of these homes will be affordable - Hollins Green already has a relatively high proportion of housing association homes and council properties. A further 30 homes may tip the balance of the village of Hollins Green and affect it's overall nature.

With the Draft Local Plan proposal for new developments to include 20% of the homes to be for elderly residents this will leave just 42 homes as standard family properties. An unequal balance.

Equipped play on the existing Village Green is very limited and is for under 7's only. What finance will be available for extending what is available on the existing Village Green? This is in the centre of the village and any provision that is on this new estate will only be of benefit to the people who live on this estate. Any financial support needs to benefit all of the community.

What provision will be available to support and extend the facilities of the local school and pre-school.

The way in which this new estate is connected to the village and to the wider community is the most important issue. There are a number of points to make about this:-

The vehicle access must not be via Orchard Brow - an existing estate with very narrow roads most of which are partially blocked with parked cars. Nor must it be via School Lane - this is an existing 'rat run' with speeding cars creating a dangerous environment for all road users but especially the school children that walk along it's length. In fact, School Lane from Marsh Brook Close to Chapel Lane only has a footway on one side and this is severely overgrown during the summer months. As a pedestrian you have to walk in the road. Chapel Lane does not have a footway at all for the majority of it's length making it quite a dangerous lane to walk along.

Accessing Manchester Road is not that easy for vehicles, especially if trying to turn right. It is a major trunk route from Warrington and the M6 to Salford and Manchester. At rush hour there are long queues of standing traffic.

The initial proposal of 40 homes would not have been as much of an issue as the new proposal of over twice that number. I honestly do not know how the traffic will be able to access Manchester Road, nor do I understand how traffic will be able to safely leave Manchester Road to turn onto this new estate. As you are no doubt aware Manchester Road is already a Red Route with many accidents occurring each year. Adding to the volume of traffic on this route will only add to the potential increase in the number of accidents.

Has the proposal taken into account the increase in traffic along the A57 due to the development of Port Salford just 6 miles away along the A57?

Traffic congestion already backs up to Glazebrook Lane at peak times. This results in standing traffic along Glazebrook Lane with the resultant detriment to the atmosphere.

The proposed increases in home in Culcheth (200 homes), Croft (75 homes) and Lymm (430 homes) all have the potential to increase the traffic flow along the A57 Manchester Road, Glazebrook Lane

and Warburton Bridge.

Warburton Bridge is currently at a standstill at peak times and increasing the number of homes will adversely impact on the ability of this crossing to function.

Point 10.8.4 states that the location will ensure good access to major existing employment areas at Birchwood. this is plainly not correct. The nearest areas of employment by road are Woolston Grange and Northbank Industrial Estate in Irlam. The road from Dam Lane to the M62 motorway junction is not a public right of way for vehicles.

There is a railway station at Glazebrook but due to the very limited parking, and infrequency of trains, this is currently not a viable transport option.

The cycle way network is currently not well connected to Hollins Green. Cycle ways will need to be developed to Warrington, Irlam and Birchwood in order to connect to areas of employment.

Your plan does not mention Hs2 and the impact that Hs2 will have on Hollins Green and any proposed housing development therein. This needs to be fully taken into account before deciding upon any development.

Kind regards
John Eccles

