ST HELENS
BOROUGH COUNCIL

ST HELENS BOROUGH LOCAL PLAN 2020-2035

COPIES OF REGULATION 20 REPRESENTATIONS (REGULATION 22 (1) (D)) DOCUMENT

REPRESENTATION ORDER

FOR THOSE RESPONSES THAT HAVE NOT PROVIDED FULL NAME AND ADDRESS

SEPTEMBER 2020

RO0095

EL0300

Green Comm?

{In Archive} Changes to the green belt

George Bampton to: planningpolicy

18/01/2019 17:47

[redacted]

I have read and viewed the proposals. The OS maps are largely out of focus and cannot easily be identified. I cannot understand the dialogue so I have no idea what is going on, nevertheless I am against any change in the green belt. There are far too many houses and not enough infrastructure in and around Rainhill L354QQ. Too many people with no real right to be in the uk are allowed to settle here displacing our own people onto the streets.
George

Sent from my iPad

RO0276

(1) - LPA02
(2) - LPA08
(3) - LPC06

{In Archive} Save Our Green Belt
jeanette canning
to:
planningpolicy
21/02/2019 13:37

[redacted]

I understand that we need housing but surely there must be brown areas that can be considered first.Think of the increased traffic and the non existent services that we contend with at the moment. This will only worsen and will impact upon us all. (1)

Most of all I am gravely concerned that wildlife will suffer. We need to be mindful of the importance of green space and all developments should take the opportunity to create open spaces for both people and wildlife. SUGGESTS MOD1

We will be in danger of losing many of our vitally important insects and the wildflowers that they pollinate. Hedgehogs are in decline as are small mammals and we should not lose sight of this when destroying their habitat. (2)

The Wildlife Trust is more than happy to advise Government,local authorities and developers on what is best for wildlife. We must ensure that if we are building thousands of houses that there is room for wildlife and that there are opportunities for people to experience this wildlife. (3)

Thank you

Jeanette Canning (concerned resident)

RO0457

SHK 4HS LPA06

{In Archive} representations form and the Statement of Representations Procedure
gary douglas
to:
planningpolicy@sthelens.gov.uk
21/01/2019 09:43

[redacted]

This form is too complicated to fill in so I would like to submit my opposition to this plan via this platform.

1. Will create chaos on Rainhill Road which is already too overcrowded.
2. Noise nuisance for the local residents due to the increase in traffic flow.
3. Turning the area in to a concrete jungle.
4. Ruining the landscape, it is actually nice and uplifting to see a bit of nice scenary.
5. Strain on medical dental and school facilities. I know from personal experience how long it takes to see a doctor.

Please forward my opinions.

Best

Gary Douglas - Rainhill resident .

Sent from Outlook

RO0605

EL0299

General Comment

{In Archive} Planning policy

Brian Frodsham to: planningpolicy

18/01/2019 15:36

[redacted]

Could you please develop all the land there is in the borough so that there will be no land left, as this is going to happen, because there will never be a time when land is not required especially with our ever growing immigration policy, this is what all so called councillors and politicians will do anyway no matter what ordinary people's views are.

G

RO0706

EL03064

GENERAL

{In Archive} Re: Have your say on the St .Helens Borough Local Plan 2020-2035 Submission Draft

ï»¿jean grounds to: planningpolicy 19/01/2019 18:14

[redacted]

Bit too late pity my objections and request to submit sidac land for special.protection was nit reviewed previously took me 12 months to find out that o could do so
No help from the council innregards to same despite informinv them thus was what i wanted to do
Then wen i found out i was advised too late and would be put firward this year

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On Fri, 18/1/19, <planningpolicy@sthelens.gov.uk> wrote:

Subject: Have your say on the St.Helens Borough Local Plan 2020-2035 Submission Draft
To: planningpolicy@sthelens.gov.uk
Date: Friday, 18 January, 2019, 17:52

Dear Sir or Madam,

St.Helens Borough
Local Plan 2020-2035: Submission Draft

Town and Country Planning (Local Planning) (England) Regulations 2012

I am writing to notify you that the St. Helens Borough Local Plan 2020-2035 Submission Draft ("the Local Plan") and supporting documents will be published under Regulation 19 of the above-mentioned Regulations on 17 January 2019. You have received this email because your contact details are held on our Register of Consultees database.

How can I view the Plan and submit representations?

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You may submit comments (known as 'representations') on the Local Plan. Representations must be sent:

. by post to Local Plan, St Helens Council, St Helens Town Hall, Victoria Square, St Helens, WA10 1HP; or

. by email to planningpolicy@sthelens.gov.uk; or

. by using our on-line form at www.sthelens.gov.uk/localplan.

All representations must be received by 5.00 pm on Wednesday 13th March 2019.
Please note that late representations cannot be accepted.

It is recommended that comments are made by completing the Council's Publication Stage Representation Form using the guidance notes. The forms and guidance notes are available to download from the Council's website at www.sthelens.gov.uk/localplan, and from the Ground Floor Reception, St. Helens Town Hall, St Helens from 8.30am - 5.15pm Monday to Friday and at all local St. Helens libraries. Alternatively, you can contact the Planning Policy Team on 01744 676190.

Next steps

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Data protection

We process your personal data as part of

our public task to prepare a Local Plan, and will retain this in line with our Information and Records Management Policy. For more information on what we do and on your rights please see the data protection information on our website at www.sthelens.gov.uk/localplan.

If you no longer wish to be consulted on Planning Policy matters, and/or the contact details are incorrect, please let us know either by phone 01744 676190 or email planningpolicy@sthelens.gov.uk.

How can I find out more?

A series of drop in sessions have been arranged at various locations across the Borough at which you will be able to find out more. Please see the Council's website at www.sthelens.gov.uk/localplan for details of these events or use the contact details at the top of this letter for further details.

Yours sincerely,

Jonathan Clarke

Development Plans Manager

(See attached file: Statement of Representation Procedure.pdf)"This e-mail and any file transmitted with it are confidential, subject to copyright and intended solely for the use of the individual or entity to whom they are addressed. It may contain privileged information. Any unauthorised review, use, disclosure, distribution or publication is prohibited. If you have received this e-mail in error please contact the sender by reply e-mail and destroy and delete the message and all copies from your computer. "

-----Inline Attachment Follows-----

RO0780

EL0303

①-LPA04

②-LPA06

{In Archive} Representation re local plan 2020-2035
Clare Hayton
to:
planningpolicy@sthelens.gov.uk
19/01/2019 15:56

[redacted]

We have received your letter dated 15th January regarding plan to develop near Haydock Island.

We strongly object to the plans. Haydock Island is already over congested, and this is despite the changes implemented in the last few years. Any traffic problems on Haydock Island quickly impact Ashton as well as surrounding motorways/roads. 01 & 02

Race days at Haydock remain an issue, when the whole area becomes gridlocked, building on this land will only significantly add to the traffic chaos.

Regards,
Clare and Phil Hayton

Sent from Yahoo Mail on Android

RO1124

EL0322

Site 3HS

(1) - LPA06

{In Archive} Green belt land at Eccleston Park golf club .

Irene Marshall to: planningpolicy

07/02/2019 19:02

[redacted]

I object to the green belt land at Eccleston Golf club being built on. The traffic is bad enough know. The local schools and doctors surgeries are over subscribed. What would the schools etc be like with 956 new homes with all having at least 2cars per house.] (1)

Sent from my iPad

RO1496

{In Archive} P/2018/0048/OUP - Parkside ph1 objection
richardson mark
to:
planningpolicy, [redacted]
04/02/2019 23:09

[redacted]

Dear sir

I formally register my objection to the proposed Parkside development:

- Highways England raised serious questions over the validity of the developers traffic assessment which have not subsequently been fully answered
- The developer clearly states that automation of sites that would locate to Parkside is highly likely. The purpose of automation is to make a site more efficient i.e. reduce jobs. The developer goes on to say that the increase in 'parcels' processed at such sites would increase providing more transport jobs. There is therefore an admittance that the number of HGVs entering and leaving the site would increase. Has this been taken into consideration when calculating the imapct on local roads?
- The developer has used a HCA formula to calculate likely job numbers. They have deliberately used a lower metre squared to FTE value, with little justification, to substantiate their employment claims. Has there been any independent verification of these figures?
- Greenbelt should be used only in exceptional circumstances. From what i can gather, the main justification is the benefit to the borough yet the developer quotes that there will only be a moderate benefit, with regards to employment, to the residents of the borough, let alone the residents of Newton le Willows.

01

Finally, is it morally accepatable for the council, who have a financial interest in the development, to be responsible for managing the planning applciation process?

Your faithfully

Jacq

RO1924

{In Archive} Parkside development
Sharon Wright
to:
planningpolicy
04/02/2019 15:39

[redacted]

I wish to object to the proposed development on the Parkside site. I am a resident at Banastre Drive and I am concerned the effects it will have on air quality. Scientists have found that as many as 40000 people a year in our country are dying due to dirty air. To quote a recent article in The Independent 'It has been described as a public health emergency responsible for tens of thousands of deaths every year but dozens of local councils have been failing to report on air quality as required by law'. The high court has ruled that the governments policy on air quality is 'unlawful' and has ordered a change. The judge in this ruling has allowed the matter to be brought back to the court without delay if the government continues to fall short of it's duties regarding air quality. The A49 in Newton Le Willows is a very busy road and I believe that the area has a red warning for air quality due to the amount of traffic that already passes through this busy road but the council wants to develop Parkside and allow more traffic along this road (an extra 1 HGV every 12 seconds). To add to the in the proposed development the trees will be cut down which will double the effect on the air quality. 01

Interestingly I have noted the St Helens council has discarded sites at Rainford bypass, New lane west and Lords Fold due to air quality concerns and the development being too close to schools and community centres, however, they have deemed the site at Parkside with equally as many schools on the route to be sustainable for development. How can the council rationalise another part of St Helens with already poor air quality and the same proximity to schools and community centres.

Regards Sharon Wright

RO1969

Planning 2020-2035

Barbara Bradley to: planningpolicy 04/03/2019 17:00

[redacted]

I wish to raise objections to the councils planning for the above.The reasons are set out as follows.
Plenty of brown field sites in this borough which could be built on first.
Not enough school places as with all new properties there are lots of children to be catered for.
Not enough doctors in this area,plus hospital beds or doctors.
The roads are already congested these plans would make it even worse.
We don't have enough green spaces without taking what we have to build mire.
People don't want to live in nice areas so builders would not be able to sell properties on previously brown sites.
These are some of the reasons for my objections to the above proposals
BBradley

Sent from my iPad

RO1970

PARKSIDE
Adamson Judith
to:
planningpolicy@sthelens.gov.uk
07/03/2019 11:39

[redacted]

Hi All

I am writing in complete disgust at the thought of Parkside actually going ahead and have the following objections:.

- Traffic congestion in Lowton and the surrounding areas will cause huge problems
- Green belt will be reduced dramatically
- Pollution
- Unsightly warehouses
- Residential areas will be impacted with pollution and noise
- Impact on the environment
- The roads are already being impacted so further traffic will impact the areas.

There appears to be a total disregard for the locals and their environment, please do not go ahead with this!

Regards

Judith Adamson
Lowton Resident

RO1971

Part B Your Representation
Janet Appleton
to:
planningpolicy
08/03/2019 15:06

[redacted]

Local Plan 2020-2035
Rainford Site is a Grade 1Agricultural site/land actively farmed and provides employment. Jobs are threatened by the proposed removal from the green belt. The SHLP is intended to promote employment and growth but this development will have the opposite effect.
The site is near to an industrial area subject to the risks associated with this activity which has been recorded recently. Other sites have been excluded being next to similar land see SHLAA 2016 site assessment ref 16m and 142.
Only 4 sites score 4 negatives on sustainability appraisal and 3 have been discarded. So SHBC's own assessment is that HA8 is the least appropriate green belt site for housing in phase 1.
There has been no consultation with Natural England over the loss of Grade 1 Agricultural (BMV Land.
Other reasonable alternatives have not been fully explored including lower target figures and previously developed land.
The council have failed to co-operate with other councils and have not published any statement(s) of common ground.
There are no exceptional circumstances to Justify not using Standard Method to calculate housing need.
Economic Analysis is flawed and based on over-optimistic assumptions.
The level of land needed is not this high.
There are no exceptional circumstances to change green belt boundaries.
Infrastructure funding LPA08 has not been planned eg collapsing roads lack of doctor and school places, no NHS dentists. Transport links poor so more cars will be used leading to congestion and pollution.
Loss of wildlife habitat and trees LPC10 . We are losing our wildlife and flooding is historic in this area Higher Lane/Rookery Lane.LPC12
We need our Agricultural land to feed us, especially with Brexit.

RO1972

Removal of Green Belt status land in area 8HS
Jeff Parsons
to:
planningpolicy@sthelens.gov.uk
09/03/2019 11:00

[redacted]

TO whom it may concern.

I object to the proposal to remove the land 8HS south of A580 between Houghtons Lane and Crantock Grove, Windle from Green Belt.

1. This land is prime agricultural land and is used to grow vegetables and corn. The loss of this will mean locally produced food will cease and [redacted] will lose the opportunity to see crops grow.
2. This site has no suitable access for all the traffic which will be generated by this development. If the number of houses built is as stated then the impact of traffic on the existing roads will be unacceptable. Access at Crantock Road/Bleak Hill Road is already inadequate and Houghtons Lane is unsuitable. Any further access onto theA580 will cause severe problems on an already congested road. The traffic pollution will impact on the already poor quality of air in this region.
3. The local amenities will be unable to cope with the increased population. There is already a shortage of medical, shopping and social facilities. The schools are already full, with one already extended and another expanding to cope with the present lack of space to meet current demand.

The development will completely change the character of the area and the green belt will be lost forever.

Regards,

J.G. Parsons

RO1973

Objection to 8HS Green Belt removal
Niki
to:
planningpolicy@sthelens.gov.uk
09/03/2019 11:01
[redacted]

Dear Sir/Madam

I object to the proposal to remove the land 8HS south of A580 between Houghtons Lane and Crantock Grove, Windle from Green Belt.

1. The A580 is a major corridor for HGV's travelling from Liverpool Docks to Manchester and the motorways. The traffic will increase when the new Seaforth container terminal is fully operational. The pollution caused by these vehicles will affect the air quality which is already poor. Any access from the proposed development will cause more congestion on the A580.
2. There is little public transport in Eccleston, especially in the evenings and weekends. This will mean the whole development will be car dependant. An unacceptable numbers of cars will need to be on the local roads such as Houghtons Lane and Springfield Lane, These roads are unsuitable for a large increase in traffic.
3. The numbers of houses required in the local plan has not been properly calculated. The need for the number of houses panned is well over estimated. Brownfield sites have not been properly surveyed in order to bring them back into use. Development of town centres should be used first instead of the edge of towns. This would bring life back into the town centre instead of destroying green belt land.

Yours sincerely,

N.J. Rimmer

RO1974

Re: Have your say on the St.Helens Borough Local Plan 2020-2035 Submission Draft - SITE REF 4HA Sutton and Bold Green Belt review
Susan Ashton
to:
planningpolicy@sthelens.gov.uk
11/03/2019 17:49

[redacted]

To Whom It May Concern,
I am writing to express my concern over the proposed change in status of the Greenbelt land in Sutton and Bold (REF 4HA). Your A4 size information attached to a post was so hard to read for most people and did not suggest a good consultation of the people of Sutton and Bold.

I find it inconceivable that you would consider changing this protected area of green land. This is the only large open space in this area and is a haven for all kinds of wildlife including Hares, rabbits, Owl, birds of all varieties in the hedgerows, squirrels, Buzzard and other smaller birds of prey.

In Sutton Village we have already had a very large housing development from the old power station several years ago with very little attention paid to additional traffic, noise and pollution. We also have two large housing developments under construction in areas where traffic is already heavy during peak hours. How do you anticipate addressing the increased risk to public health from this increases in traffic and pollution. How do you intend to address these issues as your past approach has been less than noticeable?

By removing the Green Belt we believe you are risking the health and well being of the residents of Sutton village especially if you intend to allow further commercial and industrial units to be developed on this site. Sutton Village is surrounded by industrial units - again adding to the noise and pollution. Surely Sutton has enough housing and commercial / industrial units without taking away the only large open green space we have.

Many people enjoy the greenbelt land. Visually it is pleasant to view and gives a feeling of open space (and not an industrial dumping ground as Sutton appears to be heading towards), ramblers, dog walkers, families all enjoy the footpaths around the fields, where wild flowers and insects are in abundance during the summer months, not to mention the animals i referred to earlier.

The people of Sutton deserve some respite. Please reconsider your decision and do not change the Green Belt status.

Regards
Dr Susan Ashton
Mr David Ashton
Mr David S. Ashton

[redacted]

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Yours sincerely,

Jonathan Clarke

Development Plans Manager

(See attached file: Statement of Representation Procedure.pdf)

RO1975

Bell Lane Sutton Manor
[redacted]
to:
planningpolicy
12/03/2019 10:15
[redacted]

To The Planning Committee

I would like the Bell Lane site to be considered as "allocated" land, rather than "safeguarded"
I believe this would benefit the local area and community.

Yours Faithfully
Molly Jenner

Bell Lane Sutton Manor
[redacted]
to:
planningpolicy
12/03/2019 10:50
[redacted]

The Planning Committee

I believe it would be advantageous to all, if, in the next phase of development, the Bell Lane site became a residential area.

Yours Faithfully

Molly Jenner

RO1976

St Helens local Plan 2020-2035
Laura Cottom
to:
planningpolicy, [redacted]
12/03/2019 17:35
[redacted]

To Whom it may concern,

I would like to express my opinion when it comes to the removal of the greenbelt around the surrounding areas of Gorsey Lane. I have been informed by my neighbours that a plan is in place to build 3000+ new homes on the greenbelt around the ClockFace area. I have not been formally informed by yourself that something so drastic will be happening within my area which will not only effect myself, my neighbours and the beautiful scenery but also the local wildlife within the area.

I would like to raise a few concerns that bother me regarding your local plans:

1) Have you considered the wildlife you will be driving away from our area by destroying natural habitats that have been around for hundreds of years in exchange for more air pollution, light pollution, sound pollution and stress upon the existing utilities within the area.
2) With 3000+ homes it will bring a greater amount of heavy traffic to an already busy road (Gorsey Lane)
3) The local schools are already over subscribed and families in the area have to travel further a field to get there children into schools.
4) Hospitals/Doctors Surgeries are very few and far between and currently struggle with the high volume of patients.
5) Roads around Clock Face are already in poor condition with the amount of traffic that use them on a daily basis including HGV's that use the area as a cut through to Burtonwood/Warrington. Adding to this will make it worse especially when there is no budget to repair already exsiting pot holes etc.
6) The proposed access road situated on Crawford Street will create a dangerous environment for young children that currently play on the Lyndsey Street playing field as well as pose a threat to all homeowners who park there vehicles on and around this area.
7) [redacted] I would of expected to be notified of any small or large plans around my area especially as we are well within the 200 meter radius of where this purposed building will take place.
8) You plan to change Green Belt area into a housing site when there is plenty of Brown Belt areas that are already suitable for this plan.
9) [redacted] when surveys and searches where carried out nothing came back with the purposed build you are currently pushing for. Why was this information held back?
10) There is no demand, need or valuable reason to build this volume of domestic properties within the Clock Face area.

In conclusion I feel that the way this plan has been approached has been very under handed by not informing residents of any changes that you wish to make until a week before a final decision is due to be made and as far as i am concerned there are numerous laws and rules that have been broken and over looked to even get the plan to the point of where we are at know. I fully support the Bold and Clock Face Action Group in there efforts to stop this ridiculous plan.
I hope you take all my points into consideration as I am completely against any building or regeneration work on Green belt land in the Clock Face area.

I hope to hear back from you soon.
Regards
Laura Cottom

RO1977

FLO 146

St Helens Local Plan comments
richardson mark
to:
planningpolicy
12/03/2019 23:21

[redacted]

I wish to register the following comments in regard to the proposed development of greenbelt land for the Parkside development, both East and West, as detailed in the St Helens Local Plan:

Greenbelt

Greenbelt should only be used in exceptional circumstances. The purpose is to:

- Check unrestricted sprawl of large built up areas

There is aleady an excessive amount of warehousing in the local area both exisitng and planned. With the existing developments at Haydock and Stonecross Lane in Lowton, with the new developments at Florida Farm and Haydock Jct 23 and the huge development at Warrington Omega, the area already has too many warehouses considering the residential areas they impact. Newton is in danger of being encircled by warehousing.

The Planning and Regeneration statement for the Parkside ph1 development talks about an application to introduce large footplate buildings with significant areas of hardstanding, car and lorry parking and roadways. I fail to see why the removal of land from greenbelt can be deemed exceptional circumstances given the overabundance of warehouse facities

- Prevent neighbouring towns merging. The proposed developments, both East and West, will introduce warehousing right up to the boundary with Warrington and Wigan MBCs

- Assist in safeguarding the countryside from encroachment. The proposals, including the current ph1 application, will involve the development of a small area of previously developed land. The majority of the area being considered for removal from greenbelt is either natural parkland or farmland.

-Preserve the setting and character of historic towns.

Newton is a historic town as is stated on the council's own signage on entering the town. The site of the Parkside East developemnt has been recognised as of historical importance being the battle site of an encounter that historians recognise as effectively ending the Second English Civil War. I understand that areas of the Battle of Naseby were developed which greenbelt protection, if in palce at the time, would have prevented.
The High St is a designated conservation area, yet the application states that Newton is not an historic town. The signs upon entering the town, erected by St Helens council certainly think so.

Jobs

011 02

011 02

01/02

01/02

011 02

What benefits will this development of this greenbelt land bring to the residents of Newton and to the greater borough of St Helens? The developers state in their supporting evidence of their current plans for Parkside West that there will only be a moderate benefit to the local area in terms of jobs. There is no evidence in the application's documentation to substantiate a claim of exceptional circumstance particularly with the already over reliance on warehousing and transport within the borough.
In fact, by removing this land from greenbelt and erecting more warehousing the over reliance on jobs in this sector, should there be a downturn in the economy, particularly with the issues associated with the UK's withdrwal from the EU, the economic and social impact to the local region would be disastrous. 01/02

Current figures, without the new developments at Florida Farm, Jct 23 and Parkside, show that St Helens has a figure of 8.6% of the workforce, nearly double the national average, employed in transport and warehousing. This leaves St Helens residents vulnerable to downturns in the market because of the over reliance on this sector. Has the Brexit impact on the economy been taken into consideration? 01/02

Much has been made of the unemployment crisis in St Helens, yet over the past few years, unemployment has fallen to the national average. Tech Paper 6 states that the claimant rate in St Helens has steadily fallen in the past 5 years 01/02

The proposed developments for the land being removed from greenbelt will not bring significant numbers of jobs, nor quality, skilled jobs. It is stated by the developer themselves in their socio economic report that the effect on the local labour market will be of a moderate benefit to St Helens Borough. Only 50% of the jobs created are expected to be taken up by local residents. Given the average unemployment rate and the moderate effect to the local labour there is no such exceptional circumstance to remove vast areas of land from greenbelt. 01/02

The main driver for the removal of land from greenbelt and to develop the sites for a B8 floor space is to meet the requirements of the Local Plan which primarily is in place to benefit St Helens borough. However, the developers admit that the jobs impact to the borough will be moderate so how can the use the claim that removal of land from greenbelt is an exceptional circumstance be justified? There is nothing in the local plan or the developers current planning application for Parkside West that provides support for exceptional circumstances. 01/02

The developer admits that future automation is inevitable and it's primary aim is to drive efficiency improvements which will result in a reduction in the number of jobs that would materialise by the time the warehouses would be built. 01/02

The Technical paper report 6 in the Parkside West applciation admits that relatively low level skills will be required. Although the report states that with automation there would be an increase in skilled labour required but the number of jobs overall would decrease. The skilled jobs, however, would likely to be a more centralised management and IT force supporting numerous warehouses over several sites. 01/02
The report states that the propossed site, which would also be the type of construction on Parkside East, would be used for B8 floor space. Potential jobs are based on a formula of between 70 - 95m sq per FTE which gives a potential gross employment of between 930 – 1327 jobs for ph1. The net number of jobs i.e. the number of new jobs created, would be between 683 and 930 jobs. The developer has deliberately cherry picked a small number of examples to justify using 70m sq in 01/02

their calculations. Has this been challenged? Has independent advice been sourced to confirm figures? This is extremely important as this forms the basis of their business case.

01/02

The plans for the proposed Ph1 Parkside developemnt have raised a number of interesting points which can be extrapolated to cover the entire West and East developments to demonstrate the huge adverse impact the removal of greenbelt land will have on Newton le Willows in the short and long term

Environmental impact

Air quality will be impacted. There will be at least 2200 additional vehicles entering and exiting the ph1 site on a daily basis, 4400 journeys each day. That will have a significant impact on air quality in the locality of a large number of houses. Over 80% of car traffic will be routed down the A50 either through Winwick or through Newton High St. Again, the developer admits that automation would result in an increased throughput into and out of the site which would result in even more traffic on the roads. Has this been taken into consideration when calculating the impact to air quality?

01/02

Key areas of the battlefield site will be lost under the development. The significance of the battlefield site is formally registered in the National Heritage List as this was the site of the Battle of Winwick Pass which ended the English Civil War of 1648. Historic England state that despite the old colliery site, the battlefield retains substantial integrity. Historic England state that the site is the only Second Civil War site which remains in a substantial state of preservation . Historic England advise that the proposed development would have on the part of the registered battlefield which lies top the north of the valley of Oswald's brook

01/02

Traffic

The original report for Ph1, produced by the applicant, contained significant flaws when considering the impact to the community in not taking into consideration a number of additional impacts. Have the concerns raised by Highways England in February 20-18 been fully addressed?

01/02

It is accepted by the applicant that increased automation is inevitable and will lead to productivity increases i.e. increases in the volume of parcels being delivered leading to an increase in the number of drivers required to support the site. This would therefore increase the volume of traffic leaving and entering the site. Has this potential increase in the volume of HGV journeys been taken into consideration in the traffic assessment?

01/02

The traffic assessment take into consideration the future increase in traffic resulting from the developments in progress at Haydock Jct 23, Florida Farm and the additonal developments at Warrington Omega?

01/02

Misc

The business case for Parkside West is the use of teh site as a SRFI. Will there be sufficient capacity on the existing railway network to make the SRFI a viable proposal? Where will the freight required to support 4 0.75 KM trains come from? Is there sufficient evidence that SRFI is a realistic option for the site. The Local Plan does not provide the evidence to support this.

Where will this freight come from? Will there be demand from Port Liverpool to load these trains for a 15 mile trip to Parkside?

I can find no evidence in the Local Plan nor the developer's current proposals for Parkside West Ph1 to justify a claim of exceptional circumstance to remove land for the proposed developments from greenbelt

I am extremley concerned that St Helens council will be swayed in their decision making due tot he financial committments they have made in their partnership with Langtree. How can they be impartial in plans for the future when there is so much at stake financially and reputationally.

Yours faithfully

Mark Richardson

Newton resident

01/02

01/02

01/02

RO1978

Local Plan 8HS
Andrea Parsons
to:
Planningpolicy@sthelens.gov.uk
13/03/2019 06:57

[redacted]

I wish to register my objections to the Local Plan 8HS Land South of A580 between Houghtons Lane – Crantock Grove, Windle. This land should be returned to Green Belt

This land is prime agricultural land which will continue to produce locally grown vegetables and cor. This will result in less need to goods to be transported. Most of this land is in the Green Belt

The increase in traffic proposed in the Plan will have a severe impact on the roads in the area. The junction of Windle Island/Bleak Hill is a major problem now. The A580 is being developed as a super highway for HGV's. The new Seaforth Container terminal will dramatically increase the number of vehicles travelling along the A580 as well as the distribution centres being built and more proposed along the A580 and A570.

The pollution levels from the traffic along the A580 will reduce the air quality of the region which is already poor.

This development will not provide sustainable or social housing for the local people, When plans are passed which show a large mix of houses, once building starts plans are quickly amended. This has already happened to the Triplex development with the Social Club plans being changed to houses and more larger houses have been built than planned.

Eccleston has already had a large development on the Triplex Site. This has caused more conjestion on the roads and a shortage of school places. Eccelston cannot cope with developments like the ones proposed.

Regards

Andrea Parsons

RO1979

Local Plan 8HS
Chris Parsons
to:
planningpolicy@sthelens.gov.uk
13/03/2019 06:59
Hide Details

[redacted]

I wish to register my objections to the Local Plan 8HS Land South of A580 between Houghtons Lane – Crantock Grove, Windle. This land should be returned to Green Belt

---

The whole area is designated for housing. The Housing need does not require the number of houses proposed. St Helens has not updated its requirement. 01

It is against National Policy to build on Green Belt until all Brownfield sites have been surveyed and used. This development will leave the town centre derelict while valuable green space is used. It will also increase the use of cars to access amenities. 02

The increase in traffic proposed in the Plan will have a severe impact on the roads in the area. The junction of Windle Island/Bleak Hill is a major problem now. The A580 is being developed as a super highway for HGV's. The new Seaforth Container terminal will dramatically increase the number of vehicles travelling along the A580 as well as the distribution centres being built and more proposed along the A580 and A570. 03

There are no additional amenities planning in the areas. The schools are already full with one local school being extended now due to the lack of capacity of school places. As no access is planned on to the nearby roads children will have to be brought to school by car which will lead to parking problmes near the schools

Public transport in the area is poor especially at evenings and week-ends. There is no provision for any medical facilities or shops. As no provision is made for social life the people will have to use cars to travel to them in the town centre or hand about Ecclesfield playing fields adding to the drug/drink problems. 04

This development will not provide sustainable or social housing for the local people, When plans are passed which show a large mix of houses, once building starts plans are quickly amended. This has already happened to the Triplex development with the Social Club plans being changed to houses and more larger houses have been built than planned. 05

Regards

Chris

RO1980

LocalPlan Submission Draft- site 8HS
Frank Johnson
to:
planningpolicy
13/03/2019 12:04

[redacted]

Dear Sir

I object to the removal of Site 8HS from the Green Belt.

I believe;
that the economic growth predictions are over ambitious and outdated.
the housing needs are based on old statistics, the older(2014) figure of 486 houses per year has been used when the ONS (2016) figure is 383 houses per year.
I believe that more Brownfield land could be made available during the span of the plan 2020-2035.
St Helens Council in its commendable efforts to develop and improve St Helens would not I feel wish this to be marred by utouched derelict Brownfield sites.
To use prime agricultural land that should be used for food production seems totally wrong when in these uncertain times the availability and cost of our future food supplies could be in doubt.
The plan will have a significant impact on traffic volumes in the area. This will be compounded by increased HGV traffic with the additional warehousing in the area and increased traffic to and from Liverpool using the A580 route to the M6. I cannot see that the current improvements at Windle Island will solve this. All this will impact on air quality, pollution, noise, safety and general well being.
With reports of evermore GP's leaving the NHS will the Infrastructure be able to cope with the increased burden
from this proposal.

The employment growth should be based on ONS (2018)
figures
8HS should be put back in the Green Belt
Brownfield sites should be used first.

Mr F Johnson
Calderhurst Drive
Windle

RO1981

Objection to local plans

Victoria Twiss to: planningpolicy 13/03/2019 14:10

[redacted]

I object to the latest local plans within Rainhill and St. Helens.

Kind Regards
Victoria

RO1982

Objection Letter
[redacted]
to:
planningpolicy
13/03/2019 14:25
[redacted]

To Whom it may Concern.

We the undersigned object to the plans to use green belt land fir the purpose of house's. There is not enough infrastructure within Rainhill to accommodate new homes.

Mrs Beverley Duffin [redacted]

Mr Paul Duffin [redacted]

Sent from my Samsung Galaxy smartphone.

RO1983

EL0204

Proposed Developments on Rainhill / St Helens Green Belt

[redacted]

(1) LPA06 - 3HS
(2) LPA06 - 7HS
(3) LPA06 - HS23

Dear Sir / Madam,

I hereby strongly object to the proposed local developments on the following sites:

1. ECCLESTON PARK GOLF CLUB **(GBS_044)** 3HS
2. ELTONHEAD ROAD (Hanging Bridge Farm) **(GBS_038)** 7HS
3. MILL LANE, RAINHILL **(GBS_032)** HS23

(1), (2), (3)

Of particular concern to me are:

* The destruction of green belt land. Studies have shown that nature has a positive effect on mental health.
* Whiston hospital is already hugely stretched.
* Traffic in the area is already extremely problematic.

Thanks

Ronnie Mukherjee

RO1984

Local plan 2020-2035
Dr. Argha Dutta
to:
planningpolicy
13/03/2019 15:40

[redacted]

To whom it may concern,

I am writing as not only a concerned citizen but also resident within the borough of St. Helens. I feel that the council are wanting to push the local plan despite it being unsustainable and havent yet started looking at brownfield sites as alternatives. They have also not considered the infrastructure implications of building onto Greenbelt sites in terms of the knock on effect on roads, schools, GP and dental surgeries etc.

I feel that the plan has not been clearly thought through with the consideration of local residents in mind. The Florida Farm development is a case in point - already on the East Lancs Road A580, queues start from 7:30 in the morning lasting longer than an hour, this will merely escalate when the warehouses are completed.

I cannot support the local plan as it stands currently

--
Kind regards,

Argha Dutta

Argha Dutta M.Sc. PhD. PGCE
[redacted]

RO1985

the local plan for rainhill
[redacted]
to:
planningpolicy
13/03/2019 15:46
[redacted]

I would like to express my concern over the local plan for rainhill for the following reasons;

1. Likely to cause additional traffic congestion on roads thst are nearing capacity
2. Have a detrimental effect on highway safety for vehicles and pedestrians
3. Increase the pressure on schools and nurseries, which are already over subscribed
4. Increase the pressure on social infrastructure eg. Dr's
5. Increase vehicle pollution leading to increase in health issues for existing residents
6. Detrimental to residenial amenity due to the removal of greenbelt.

Yours sincerely,

James Carroll

RO1986

Local plan (Bold)
P Price to: planningpolicy 20/03/2019 21:39

From: P Price [redacted]
To: planningpolicy@sthelens.gov.uk
History: This message has been replied to.

[redacted] and back onto the current housing site (labelled 3HA on your plans).We are pleased that houses were being built there but when problems arise Countryside Housing do not respond. Reginald Road is filthy. You may say that this is to be expected and in part I agree but the builders do not show any respect to the residents in terms of cleaning. They have a Road cleaner that only goes up and down the middle of the road and sprays all the cars and front of the houses with dirt. There should be arrangements to move our cars and employ people to keep the area clean and tidy.
So you can imagine my fears of a much larger development that goes on until 2035. I am very concerned about the amount of traffic not just from the builders but also all the new resident traffic. The plans posted through our houses is too small to make out any specific details. The times of opening to view the plans at the Town Hall are inadequate as I work full time Mon-Fri. You should have access at the weekend or on the website.I am concerned about where the entrances will be as we already have the new estate and the entrance to Brindley Road industrial estate.
Yours Sincerely
Paula Price
Sent from my iPhone

RO1987

dan smith to: planningpolicy@sthelens.gov.uk 18/04/2019 08:46

From: dan smith [redacted]
To: "planningpolicy@sthelens.gov.uk" <planningpolicy@sthelens.gov.uk>

Hi
My idea for the local plan is to have more sports and food banks
Sent from my iPhone

RO1988

St Helens Borough Local Plan 2020 - 2035 submission draft (Eccleston Golf Course)
stuart glover
to:
planningpolicy@sthelens.gov.uk
05/05/2019 15:45

[redacted]

Dear Sirs
I am contact you to object to the above plan. I feel that brownfield sites should be used first. I live in Brookfield Avenue Rainhill which is adjoining Rainhill Road. If the plan for housing goes ahead on the Eccleston Golf Course then the traffic would be too congested on Rainhill road. It is already a nightmare trying to exit onto Rainhill Road. Also, there is a lack of schools in Rainhill. I just cannot see how Rainhill which is a small village would be able to cope with the additional people and cars from this housing.

Kind regards
Stuart Glover

Sent from Mail for Windows 10

RO1989

Since 3HS EL0282.

Local Plan
Anthony Lawler
to:
planningpolicy@sthelens.gov.uk
10/05/2019 17:37

(1) - LPA06
(2) - GNC.

[redacted]

My representation on the St Helens local plan is as follows.

1. I am not aware that the council has actually demonstrated the need for the number of new houses required in the the borough to be as stated in the Local Plan.

   Instead, I understand that Government figures are used and that these take no account of actual need.

   Census figures show that the population of St Helens is falling.

2. On the question of brownfield sites, the council claim that there is insufficient such land for house building. I know that this is disputed by focus groups objecting to the Local Plan.
   Furthermore, the question of contaminated land is unclear. Has there been any clear-up of contaminated land to make it suitable for housing?

(2)

3. Specifically, in respect of the Eccleston Park Golf Club site, it is clear that the local highways are already congested at peak times.

   Reference has been made to the problem of accommodating hundreds of extra cars that would result if this site was developed. In reality, given that most households appear to have two cars, the figure would realistically be nearer two thousand.

   An access point on Rainhill Road would put excessive pressure on an already busy road.

   An access point on Portico Lane would be dangerous, given the nature of the road, particularly if an access point near the nursery is considered.

(1)

Commuters using Eccleston Park Rail Station already put pressure on local roads, parking on Central Avenue, Fairholme Avenue and Forest Grove, as there is no parking provision at the station. This proposed development would put further pressure on these roads, given that many rail users like to park as near to the station as possible.

Commuters heading to Liverpool or Manchester from the Golf Course site would need to travel along Portico Lane and Delph Lane to access the M62 via Warrington Road at Whiston Hospital, already congested, or via Rainhill Road to the M62. Those choosing to travel to Liverpool via Warrington Road and Liverpool Road would find these similarly gridlocked. Similarly, routes to St Helens would be overburdened.

Having lived in this area for well over [redacted] we know from personal experience how the volume of traffic has increased to gridlock levels, and have to suffer this in taking [redacted] to and from school.

Furthermore, this proposed development would seriously hinder emergency vehicles travelling to and from Whiston Hospital.

4. In regards to local infrastructure, apart from the problem of roads, there is the question of schools, doctors' surgeries etc. There appears to be no plan for this, parents already struggling to get their children a school place, or an appointment at a doctor's or dentist's surgery . Many hundreds of new school places will be required. Where are the schools going to be built?

5. Whiston Hospital is already overstretched, with A and E waiting times up to 9 hours at times. There is no room for expansion of Whiston Hospital.

(1)

It is clear from the points that I have made in the representation above, that I strongly object to this Local Plan especially the proposed development of Eccleston Park Golf Course.

Yours Sincerely,

Mr A.R.Lawler and Mrs J.D.Lawler

Sent from Mail for Windows 10

RO1990

ELO317
(1) - LPA02
(2) - LPA04
(3) - LPA04.1
(4) - LPA07

{In Archive} P/2018/0048/OUP - PARKSIDE PH1 OBJECTION LETTER
richardson mark
to:
planningpolicy
04/02/2019 22:41

[redacted]

I strongly object to the Parkside ph1 development. Comments are as follows:

Greenbelt

- Greenbelt should only be used in exceptional circumstances. The purpose is to:

  - oCheck unrestricted sprawl of large built up areas

    There is an excessive amount of warehousing in the local area, current and planned. With the existing developments at Haydock and Stonecross Lane in Lowton, with the new developments at Florida Farm and Haydock Jct 23 and the huge development at Warrington Omega, the area already has too many warehouses considering the residential areas they impact. Newton is in danger of being encircled by warehousing.

    The Planning and Regeneration statement talks about an application to introduce large footplate buildings with significant areas of hardstanding, car and lorry parking and roadways.

  - oPrevent neighbouring towns merging. The development will introduce warehousing right up to the boundary with Warrington

  - oAssist in safeguarding the countryside from encroachment. The proposal will only develop a small footprint of previously developed land. The majority of the site is natural parkland.

  - oPreserve the setting and character of historic towns.

    Newton is a historic town being the site of the battle that ended the Second English Civil War. The High St is a designated conservation area, yet the application states that Newton is not an historic town. The signs upon entering the town, erected by St Helens council certainly think so.

    What benefits will this development bring to the residents of Newton and to the greater borough of St Helens? The developers state that there will only be a moderate benefit to the local area in terms of jobs.

There is no evidence in the documentation provided to substantiate a claim of exceptional circumstance particularly with the already over reliance on warehousing and transport within the borough and associated impact should there be a downturn in the sector

01

- Current figures, without the new developments at Florida Farm, Jct 23 and Parkside, show that St Helens has a figure of 8.6% of the workforce, nearly double the national average, employed in transport and warehousing. This leaves St Helens residents vulnerable to downturns in the market because of the over reliance on this sector. Has the Brexit impact on the economy been taken into consideration?
- Much has been made of the unemployment crisis in St Helens, yet over the past few years, unemployment has fallen to the national average. Tech Paper 6 states that the claimant rate in St Helens has steadily fallen in the past 5 years
- The planning application talks about the significant positive impacts of jobs. However, this will not be the case for the borough of St Helens as is stated by the developer themselves in their socio economic report. They state that the effect on the local labour market will be of a moderate benefit to St Helens Borough. Only 50% of the jobs created are expected to be taken up by local residents. Given the average unemployment rate and the moderate effect to the local labour there is no such exceptional circumstance to remove vast areas of land from greenbelt 01
- Again, the main driver for the removal of land from greenbelt and to develop the site for a B8 floor space is to meet the requirements of the Local Plan which primarily is in place to benefit St Helens borough. However, the developers admit that the jobs impact to the borough will be moderate so how can the use of greenbelt land be justified?

Jobs

- The purpose of automation is to drive efficiency improvements which will result in a reduction in the number of jobs that would materialise by the time the warehouses would be built.

- The Technical paper report 6 admits that relatively low level skills will be required. Although the report states that with automation there would be an increase in skilled labour required but the number of jobs overall would fall. The skilled jobs, however, would likely to be a more centralised management and IT force supporting numerous warehouses over several sites. 02

- The report states that the site would be used for B8 floor space. Potential jobs are based on a formula of between 70 - 95m sq per FTE which gives a potential gross employment of between 930 – 1327 jobs. The net number of jobs i.e. the number of new jobs created, would be between 683 and 930 jobs. The developer has deliberately cherry picked a small number of examples to justify using 70m sq in their calculations. Haas this been challenged? Has independent advice been sourced to confirm figures? This is extremely important as this forms the basis of their business case.

Environmental impact

- Air quality will be impacted. There will be at least 2200 additional vehicles entering and exiting the site on a daily basis, 4400 journeys each day. That will have a significant impact on air quality in the locality of a large number of houses. Over 80% of car traffic will be routed down the A50 either through Winwick or through Newton High St. again, the developer admits that automation would result in an increased throughput 03

into and out of the site. Has this been taken into consideration when calculating the impact to air quality?

- Key areas of the battlefield site will be lost under the development. The significance of the battlefield site is formally registered in the National Heritage List as this was the site of the Battle of Winwick Pass which ended the English Civil War of 1648. Historic England state that despite the old colliery site, the battlefield retains substantial integrity. Historic England state that the site is the only Second Civil War site which remains in a substantial state of preservation . Historic England advise that the proposed development would have on the part of the registered battlefield which lies top the north of the valley of Oswald's brook

03

Traffic

- The original report produced by the applicant contained significant flaws when considering the impact to the community in not taking into consideration a number of additional impacts. Have the concerns raised by Highways England in February 20-18 been fully addressed?

- It is accepted by the applicant that increased automation is inevitable and will lead to productivity increases i.e. increases in the volume of parcels being delivered leading to an increase in the number of drivers required to support the site. This would therefore increase the volume of traffic leaving and entering the site. Has this potential increase in the volume of HGV journeys been taken into consideration in the traffic assessment?

04

- Did the traffic assessment take into consideration the future increase in traffic resulting from the developments in progress at Haydock Jct 23, Florida Farm and the additonal developments at Warrington Omega?

Misc

- Will there be sufficient capacity on the existing railway network to make the SRFI a viable proposal? Where will the freight required to support 4 0.75 KM trains come from?

- Will there really be demand from Port Liverpool to load these trains for a 15 mile trip to Parkside?

Yours faithfully

Mark Richardson

Newton resident

RO1991

863

PLEASE READ + REPLY TO ALL COMMENTS

THANKS

J.P.

JPN

23/3/19

St.Helens Council

03 APR 2019

NXM325A

The Occupier
63 Joseph Street
St Helens
WA9 3PS

Local Plan
St.Helens Council
Town Hall
Victoria Square
St.Helens
Merseyside
WA10 1HP

Tel: 01744 676190

18 March 2019

Dear Sir or Madam,

St.Helens Borough Local Plan: Submission Draft
Town and Country Planning (Local Planning) (England) Regulations 2012

I am writing to notify you that the St. Helens Borough Local Plan 2020-2035 Submission Draft ("the Local Plan") and supporting documents were published under Regulation 19 of the above on 17 January 2019. The Local Plan will guide the future use of land (e.g. for housing, employment, retail and greenspaces) and identify sites for particular types of development and areas where development is to be constrained.

This letter has been sent to you because your property is close to one or more site(s) that the Council has identified for development (homes, factories, warehouses, etc.). At the end of this letter is a plan of the sites(s) that is/are near to your property. For some sites, there are also other consequential changes (outside the site) proposed to the current Green Belt boundary.

How can I view the Plan and submit representations? * IF ADJACENT TO MY HOUSE I OBJECT, I BOUGHT AS NOT OVERLOOKED *

Copies of the Plan, together with a Sustainability Appraisal, Habitats Regulations Assessment, Green Belt Review and other supporting documents, as well as Frequently Asked Questions and a Statement of the Representations Procedure are available for inspection on the Council website at https://www.sthelens.gov.uk/localplan and (from 8.30 am until 5.15 pm on weekdays) at Ground Floor Reception, St. Helens Town Hall, St Helens. Key documents are also available at all St.Helens Council libraries (see https://www.sthelens.gov.uk/libraries for details of locations and opening times).

You may submit comments (known as 'representations') on the Local Plan. Representations must be sent:

- by hand delivery or post to **Local Plan, St Helens Council, St Helens Town Hall, Victoria Square, St Helens, WA10 1HP;** or
- by email to **planningpolicy@sthelens.gov.uk;** or
- by using our on-line form at www.sthelens.gov.uk/localplan.

All representations must be received by 5.00 pm on Monday 13th May 2019. This is an extended deadline. If you have sent comments prior to receiving this letter, then there is no need to send them again. However, late representations received after 5pm on Monday 13th May 2019 cannot be accepted.

It is recommended that comments are made by completing the Council's Publication Stage Representation Form using the guidance notes. The forms and guidance notes are available to download from the Council's website at www.sthelens.gov.uk/localplan, and from the Ground Floor Reception, St. Helens Town Hall, St Helens from 8.30am – 5.15pm Monday to Friday and at all local St. Helens libraries. Alternatively, you can contact the Planning Policy Team on 01744 676190.

Next steps
Previously, the Council consulted on the Local Plan Preferred Options. It has taken representations received at that and earlier stages into account when producing the current 'Submission Draft' of the Plan. Following the current consultation, the Council intends to submit the current version of the Plan, together with any representations received during the consultation, to the Government. We expect to do this in summer 2019. A Government Planning Inspector will then examine the Plan and its supporting evidence. He or she will probably hold public hearings as part of this process. Following the examination, the Inspector will decide whether the Plan is 'sound' and can be adopted by the Council (with or without modifications). The Council expects to adopt the Plan in 2020.

Data protection
We process your personal data as part of our public task to prepare a Local Plan, and will retain this in line with our Information and Records Management Policy. For more information on what we do and on your rights please see the data protection information on our website at www.sthelens.gov.uk/localplan.

How can I find out more?
Further information, including the local plan, its supporting documents and frequently asked questions, can be viewed on the Council website at www.sthelens.gov.uk/localplan.

We have already held a number of drop-in sessions across the Borough. We intend to arrange a further event in the Bold and Clock Face area within the near future and will make the details available nearer the time. Please look for further announcements in the local press, on the Council's website and via social media.

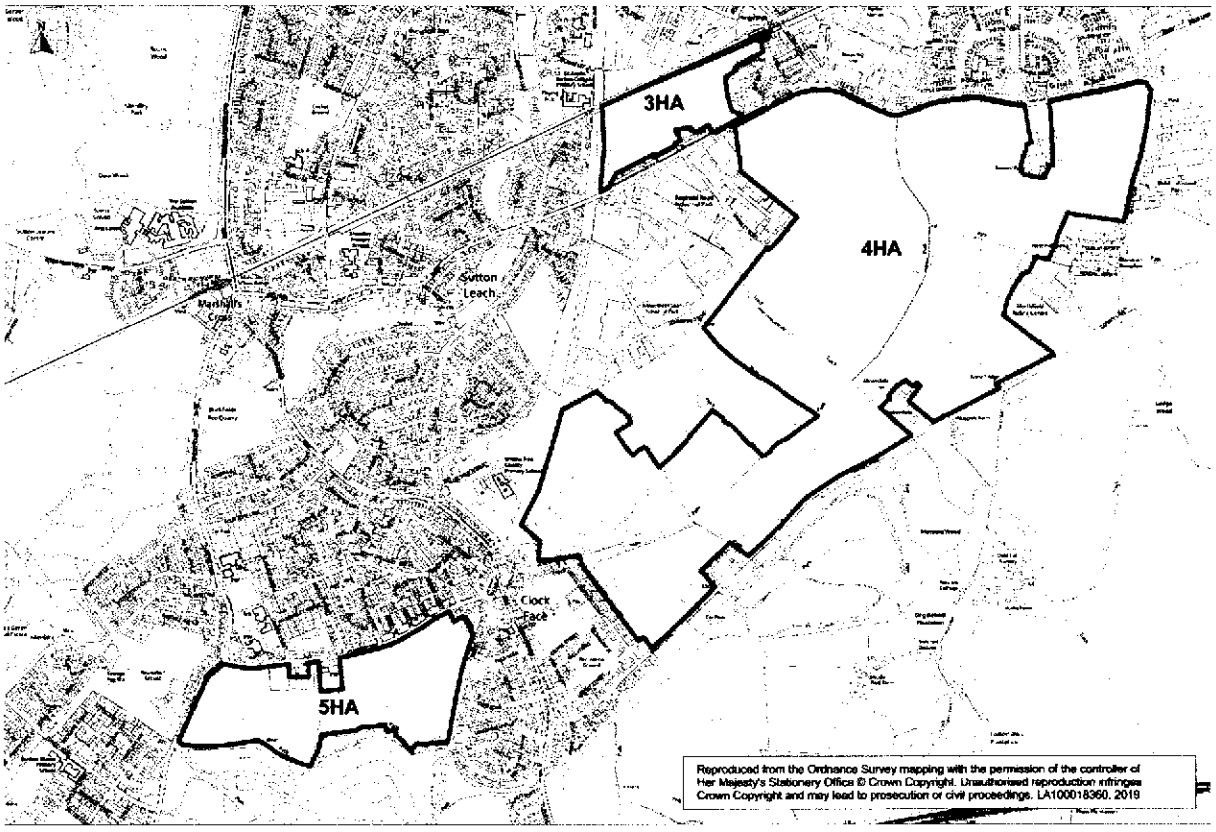
Yours sincerely,

Jonathan Clarke

Development Plans Manager

IF BUILDING DIRECTLY OPPOSITE JOSEPH ST / STRONGLY OBJECT AS I BOUGHT THE HOUSE AS NOT OVERLOOKED & IF THERE WERE BUILDINGS OPPOSITE

THEN IT WOULD BE DOUBLE PARKING CARS!



THIS MAP IS NO 4
CAN'T SEE ANYTHING!
IF THERE IS ANY PLANS TO
BUILD OPPOSITE MY HOUSE ON
JOSEPH ST THEN I FORMALLY
OBJECT I BOUGHT THE HOUSE AS IT
IS NOT OVERLOOKED + THERE IS PARKING
SPACE NOT DOUBLE PARKED + PARKING
WARS LIKE THERE IS IF HOUSES DIRECTLY
OPPOSITE. PTO

ALSO I'VE ALREADY COMPLAINED TO COUNCIL ABOUT FLY TIPPING BOTH ON THE SPARE COUNCIL OWNED LAND ADJACENT TO JOSEPH ST & IN THE ALLEY SERVICE ROAD AT THE BACK OF JOSEPH ST HOWEVER THE COUNCIL DO NOTHING ABOUT IT - BUT YET DEMAND INCREASE IN COUNCIL TAX - DISGUSTING!

PLEASE PASS MY COMMENTS ON TO THE RELEVANT DEPARTMENT. I INTEND TO POST PHOTOS OF THE FLY TIPPING ONLINE & STATE THE COUNCILS LACK OF ACTION. I'M ALSO WRITING TO LOCAL MP TO COMPLAIN

YOURS DISAPPOINTEDLY

[redacted]

JPW
22/3/19