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From: Whytock, Shealagh [<mailto:XXXX>]

Sent: Thursday, May 03, 2012 10:23 PM

To: Heysham M6 link Road

Subject: Reference No. TR010008 Examination of Heysham to M6 Link Road

National Infrastructure Planning

Examination of Heysham to M6 Link Road. Reference Number: TR010008

Impact on the Built Environment i.e. St Wilfrid's Church and on the safety of church goers of St Wilfrid's Church

Presented by Shealagh Whytock Unique Ref. No: XXXX

Member of Halton Residents' Group Ref. No. XXXX

Further to my first submission under ref: TR010008 I wish to expand on the impact that the forecast increase in traffic along Church Brow and round the Churchyard would have on the church should the slip road linking the road on the north bank of the river Lune to the proposed M6 link road junction at Shefferlands roundabout to the north and west of the village of Halton, be constructed. I do not agree that this link road will bring benefits to Halton residents.

I am writing as a member of the congregation of St Wilfrid's Church. My concerns are listed below.

Church and Churchyard

1. The church is a Grade 2 listed building and although the present church was built in 1876, there has been a church on the site for over a thousand years. The west tower is said to date from 1597. The church is situated above a sharp bend in the road on Church Brow. Vibrations caused by heavy lorries have been felt in the church on Sundays, a day when there is relatively little traffic on the road. There is concern that the 74% increase in traffic could potentially damage the structure of the building.

2. The Church is surrounded by a graveyard whose boundary is an old stone wall between 2.6m at its highest point and 2.1m at the church gate. The wall is a retaining wall for the graveyard, which comes up to the level of the coping stones [see P1]. The churchyard is now closed and its maintenance carried out by Lancaster City Council. The mortar between the stones of the wall is crumbling in places. An increase in traffic vibrations would exacerbate the deterioration of the wall.

3. One of the most visited items in the Churchyard is the 4.5m high Saxon Cross [see P2] which stands approximately 2.5m from the churchyard wall. This cross displays a good example of 11th century art styles and attests to the significance of both the church and its environs as a centre of ecclesiastical importance during that period.

4. The church is situated in the Conservation area of Halton which stretches from the M6 motorway bridge in the west to the end of a row of old cottages about 100m up the High Road beyond the mini-roundabout.

Church Users

5. There are two entrances into the churchyard and to the church, one via a Lych gate on Church Street and the other via a flight of stone steps straight onto the road at Church Brow. There is no pavement on the north side of Church Brow around the churchyard wall. The main entrance to the church is via a gate situated on a tight

convex bend in the road so there is no clear view of oncoming traffic in either direction. [See P3] It is a dangerous to cross the road at this point and extreme care is needed, even on days when the traffic is light. The most vulnerable church users are children and the elderly who tend to walk more slowly.

6. Some church users opt to walk on the churchyard side of the road which has no pavement. This obviates the need to cross the road but is highly dangerous. [See P4]

7. Although regular users of the church are aware of the problem, people attending funerals, baptisms and weddings and those having come from outside the village, are not so aware. People come down the steps straight onto Church Brow without pausing to think of the danger from oncoming traffic.

Parking for the Church

8. The church has very little parking space. Church Street, which leads to the Lych Gate entrance to the churchyard is a narrow lane which does not allow for two cars to pass. There is room for parking for six cars on derelict land in Church Street. On many occasions cars have to reverse up the lane onto the main road as there is a very limited turning area; this is a dangerous manoeuvre [see P5]

9. At the moment cars can park in the old White Lion car park but should that area be redeveloped in the future this will not be available. The exit from this car park is also dangerous as vision is obstructed by the churchyard wall. [See P6] For those wishing to turn right they have to go up to the mini-roundabout.

10. Cars also park along Church Brow between the White Lion and the mini-roundabout. There are no parking restrictions here at the moment but cars do tend to park on the narrow pavement here to leave as much room as possible for traffic entering the village.

11. There is also roadside parking on Foundry Lane and the High Road above the mini-roundabout. However, in respect of the last two options, elderly churchgoers find the steep hill down to the church difficult to negotiate.

In conclusion I feel that a 74% increase in traffic along Church Brow will increase the dangers to an already dangerous situation and put lives of visitors to the church and regular church goers at greater risk.

----- Original Message -----

From: Michael Everitt

To: Charles Whytock ; Secretary AD Lancaster

Sent: Wednesday, May 02, 2012 10:29 PM

Subject: Re: St Wilfrid Halton

I totally endorse and support your carefully worded and accurate submission about the impact of the proposed route upon the fabric and community of St Wilfrid's Parish Church, Halton

Michael Everitt

The Venerable Michael Everitt BD AKC DipTh

Archdeacon of Lancaster

XXXX, XXXX

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