

From: [REDACTED]
To: [Local Plan](#)
Subject: Warrington Local Plan Consultation
Date: 11 November 2021 13:24:46

Dear Sir

We are very concerned at the local plan and we have some comments below which I do hope will be taken into consideration.

Warrington Local Plan – South East Extension

The amended plans to build more than 4000 new homes in South Warrington is now open for public consultation, with a view to deciding whether or not they are feasible, workable, fit-for-purpose or even required. These are my thoughts: Warrington Borough Council is currently failing to cope with the population and infrastructure it finds itself responsible for right now, so how it thinks that an addition 4200 residences is going to be manageable is questionable at the very least. Even before any addition housing is built they need to take the action required to get our roads properly and permanently resurfaced; ensure that all traffic signage is cleared of encroaching vegetation; confirm that there will be no further cuts to the few remaining services left in our area (Sandy Lane tip and Stockton Heath Library to name just two). As far as traffic goes, all they need do is spend a rush-hour sat by any of the swing-bridges crossing the Manchester Ship Canal. The A5060 at The Stag in Walton is a total nightmare; Stockton Heath village on the A49 becomes a parking-lot twice a day and things are no better on the A50 in Latchford. You would have to estimate that 4200 new dwellings will equate to around 8000 extra vehicles, so I would really like to know where on earth the creators of this plan think they will be going...

The newly built bridge over the River Mersey from the A5060 and its new road junction was in the planning for some time. However, any cars trying to access the bridge from Gainsborough Road find themselves unable to turn right because of the volume of traffic. And accessing the A5060 from Ellesmere Road (The Stag) is frequently very difficult indeed. This bridge was much needed, but now that vehicles are using it, the congestion caused, without any further new builds in the vicinity is problematic.

Not much is said about noise. We find that as the trees have been removed from the A5060 the noise levels have risen significantly. We can heard traffic and all the trains on the three lines at night too. This is BEFORE the houses are built on the west side of the River. Noise is never, ever, addressed, yet the increased noise from thousands of extra properties, people, cars and even the extra Terminal at Manchester Airport is endemic. If mental health and its pervasive damage is now widely recognised, then so too, should noise. Noise is pollution too.

With the minimum of 4200 properties, what provision is for fuel? You cannot be serious if you think that the thousands of extra vehicles will be electric. So where do they obtain petrol. Oh yes, the only petrol stations on the A5060 and, at the moment, Morrisons supermarket at the horrendous traffic jam on the A49. But as Morrisons petrol stations are subject to Government scrutiny vis its sale, there may not be one for much longer.

There is no possibility of widening any of these through-roads leading to Warrington and even if they could, the bridges are pinch-points which would create traffic chaos. Already we can see the effect that the housing currently being built on the linkroad from the A5060 to Bank Quay station will lose all of its current traffic-flow advantages once they are occupied.

Given what has been discussed at COP26, every single dwelling will need to be built fully insulated, with energy-saving lighting and heating. Garages have to be large enough to fit a normal car of today (unlike the current situation where they can only be used for storage). There need to be grassed areas at every property to act as soakaways and regulations preventing them from being concreted over (so there will need to be sufficient parking spaces created). Property developers and builders need to be strictly monitored to ensure that they adhere to these rules and forced to take down any that fail to meet the criteria.

Most new build properties are to the advantage of the property developer, as is made clear in the Plans. Onus is placed on them to “do the right thing”, with no recourse if they do not. Outdoor space, actually called “gardens” have been proved to be a lifesaver in these challenging times. Most properties have no space to swing a cat, never mind to enjoy. Why?

The roads at the moment cannot cope with heavy rainfall as the drains are frequently unable to cope. What provision is there for drains for new properties? Surely they cannot simply be added on to the current drains for existing properties. New courses need to be built, otherwise existing properties will have volumes of water which they were never built to sustain.

There was talk of Mass Transport. South of Warrington there are many areas which no buses or one bus an hour. In reality, new properties have no option but to use cars. The green bit of the plan is too hazy. The current walking places were overflowing with people, and cars last year and this year (due, sadly to Covid) and temporary road clearways had to

be put in place. With extra housing, and people, well, you can guess what will happen.

Then there is the question of all the other infrastructure which will be required, beginning with the basics of sufficient water and sewerage infrastructure, street lighting and pavements. One of the biggest challenges will be ensuring that that there will be schools, shopping, doctors, dentists and other facilities included in the plan (although where the people to staff all of them will be found is another conundrum in itself). Unless the Council shows that all of these issues are resolved within the plan, it is not fit for purpose and should be rejected.

That they have earmarked huge areas of irreplaceable Green Belt as a location for much of this work is simply unfathomable and has to be resisted at all costs. There are plenty of Brown Fill sites in and around the town which could and should be used first. It will prevent the destruction of countryside which we already know has to be protected at all costs if this planet has any hopes of surviving and will also be far more convenient for whoever would move into those areas. They would be far closer to town and its rail/bus connections, thus cutting down on a lot of private travel.

It is time for the councillors involved in this decision making to look at the real future of Warrington and come to the only decision which is right for its people – scrap the current plan and come up with something sustainable, practical and relevant to the world we now find ourselves trying to survive in.

Yours faithfully

Mr and Mrs Moore

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