

**From:** [REDACTED]  
**To:** [Local Plan](#)  
**Subject:** Local Plan for Warrington  
**Date:** 11 November 2021 16:53:41

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To the Local Plan, Planning Policy and Programmes,  
Warrington Borough Council 11th November, 2021

I wish to register my opposition to the Local Plan for Warrington. It is without doubt an unsound plan with no justification for the enormity of the proposed housing expansion.

There is no clear explanation as to how the already poor transport infrastructure of south Warrington could cope with the increased levels of traffic that this level of housing expansion would bring to the area.

There is no new route into town from the south east of the town and the plan still relies on three Victorian swing bridges over the Ship Canal (already in a state of very poor maintenance) and totally inadequate single track crossings of the Bridgewater Canal. The Infrastructure Delivery Plan is totally dependent on roads and bridges that are already completely overstretched. No details are provided on how increased traffic could be accommodated on the ageing and overloaded crossings of both the Ship canal and the Bridgewater Canal.

The revised Plan gives no confidence that the infrastructure needed can or will be delivered either in the main settlements or the smaller outlying ones like Lymm. I know from personal experience from family living in Lymm that frequent power cuts and variable gas pressure has been a constant problem since the last housing expansion there. If this is still a problem how on earth will the area cope with a further increase.

The Plan hints at the use of the Cantilever Bridge as part of a 'mass transit corridor' without timing or detail. This is a 'weak bridge' already carrying too much traffic onto an already congested route.

Furthermore none of the loss of so much Green Belt is properly justified. The Council should look more carefully at brownfield sites around the town rather than the easy but irreversible step of targeting so much of Warrington's Green Belt areas. Developers are only required to build a maximum of 30% affordable homes which would lead to most of the housing not being affordable to local people. Therefore this leads to more commuting and back to the transport problems I have previously outlined.

There is no justification for the volume of housing being proposed. The housing numbers projected are unrealistic.

There is certainly no detail of how this Plan would result in regeneration of the Town Centre. More likely it would leave us with the same pattern of commuting into Manchester and Liverpool and it would destroy the character of an area used for recreation by most of the population of the Warrington area. Furthermore there is no detail explaining any convincing or exceptional circumstances for Green Belt development.

To summarise:

- No explanation of how the poor and already overloaded transport infrastructure of South Warrington can cope with inevitable increased levels of traffic.
- No justification for the scale of green belt release.

- No need for the volume of housing proposed.
- No need to destroy the landscape and character of the local villages.
- No clear explanation on the means of delivery of the Plan.

I would be grateful for an acknowledgement of your receipt of my complaint.

Yours faithfully,  
Gemma Bye

