



Warrington Borough Council
East Annexe
Town Hall
Sankey Street
Warrington
WA1 1HU

Dear Sirs

Re Local Plan

With regard to the above, I should like to place on record my objections, principally on the areas south of the Manchester Ship Canal.

General

One of my main issues concerns a total lack of infrastructure for the planned developments. There are already many issues with vehicular traffic trying to overcome the restrictions caused by the Bridgewater Canal and the Manchester Ship Canal. At certain times of the day, there are big traffic jams – e.g. Lumb Brook Road, Stockton Heath. There may be some indication of new roads on the plan, but there are no indications as to how they will be funded, or any timescale – built before development starts or after?

I believe that the housing that would be built in south Warrington will not be affordable for employees at the proposed 6/56 employment area, meaning that they will have to travel in from other areas. Which means more traffic on our already congested roads. If 6/56 is given the green light, what provisions will be made for access to/from the surrounding motorways to keep traffic off the local roads, and in what timescale?

Are more warehouses needed in the town, such as 6/56, particularly as there are similar developments on brownfield sites on the Warrington boundary – e.g. Parkside Colliery?

There is no detail on the provision of health services or education, as to how they will be funded or when they will be developed. In previous discussions on the current housing developments in Grappenhall Heys, Homes England stated these facilities would not be built until after development was finished. Is this still the case?

The same applies to local transport – in recent months, the already poor local bus services have been reduced further. How will people access the town centre during the day, never mind in the evening? Or access employment elsewhere in the town?

Whilst we have known for decades that certain areas were to be developed in the future by Homes England, what is the reasoning behind taking even more green belt for housing, and also for employment? Recent growth estimates for housing in the town suggest that population growth in the future will be smaller than suggested by the local plan.

Thelwall Heys

I was a member of the Residents Association that fought previous planning applications. At that time, various studies were carried out, and the Borough finally put this land into greenbelt. Indeed, it fought hard to keep Thelwall Heys as part of the greenbelt. What has changed since?

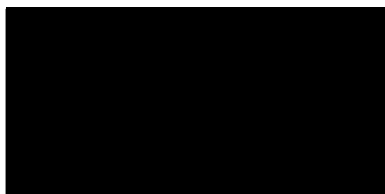
I have great concerns about access to the site should housing be built there. 300+ houses means at least 300 cars, particularly as there is very little by way of public transport. Cars driving along nearby Knutsford Road, onto which cars will need to egress, rarely keep to the 30mph speed limit, and I believe there are very significant safety concerns.

The bird wildlife, in environmental surveys carried out in 2004, was found to be of great importance as several species were found that were endangered. Has this changed in the years since? Furthermore, there are ponds that support rare water life. These habitats, along with mature trees and important hedgerows, would be lost if the land was developed.

Thelwall Heys house is Grade 2 listed. Building houses in this land will totally change the environment surrounding the house.

In an appraisal carried out by yourselves in 2004, the landscape was found to be of special character due to its small-scale landscape of pasture, hedgerows and mature trees, distinctive from other surrounding areas. The land is also mainly top-grade agricultural land according to a survey carried out by the predecessor to DEFRA in 1995. What has changed?

Yours sincerely



Ian D Fountain

