

From: [REDACTED]
To: [Local Plan](#)
Subject: Proposed Local Plan by Warrington Borough Council 2021
Date: 14 November 2021 14:01:15

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14th October 2021

Dear Sir

I would like to place on record my comments regarding the proposed Local Plan by Warrington Borough Council dated 2021.

<!--[if !supportLists]-->1) <!--[endif]--> I have extreme concern regarding the existing lack of adequate infrastructure in the area and I do not believe that those suggested in the plan are either sufficient or acceptable for the proposals. Also I fear that the funding and timescale to facilitate those proposals are not in place and as a result there could be chaos in the area.

<!--[if !supportLists]-->2) <!--[endif]--> Another reason for my concern is that I believe the Council has failed miserably to address the disastrous state of the bus services in the town. They have not dealt with the fact that the bus timescales and fare prices are not attractive enough to encourage people to use them and as a consequence with the proposed increase in houses there will be even more vehicles on the roads. I have visited many towns in Europe where large numbers of people take advantage of fast, regular and reasonably priced public transport systems, however unfortunately I often see buses in and around Appleton which are empty. To plan to attract more people to live in Warrington and also make it a major hub for road logistics will in my opinion add to the current problems and will inevitably lead to a further worsening in the town's already unacceptable air pollution levels, which I am sure is something that the existing population does not want.

<!--[if !supportLists]-->3) <!--[endif]--> Whether the Council will press ahead with the Western Link only time will tell but what is obvious is that the budget for it has been greatly underestimated and as a consequence it could well be cancelled. This inevitably would mean that there would be a shortfall in the target for new homes in the south west of the town and therefore to replace it there would be a focus to build more houses in the south east of the town. I see no obvious plan to change the infrastructure to cope with the increase in that area which would result in a severe deterioration of conditions for the existing residents.

<!--[if !supportLists]-->4) <!--[endif]--> The plan to build new roads in the south east of the town around Appleton and Grappenhall is a disgrace. To send HGV vehicles as well as high volumes of other traffic through housing estates twenty four hours a day, seven days a week completely ignores any consideration for the local residents. How much thought has been given to the effect of noise levels, vibration and air quality, the latter as previously stated being something that Warrington has an appalling record on. Neither has there been any consideration for the fact that the road which is planned to travel between the A49 at Lyons Lane though to the M6 at the Lymm junction will pass three schools. Hundreds of children already use this road how safe will they be will if this proposal goes ahead?

<!--[if !supportLists-->5) <!--[endif--> I agree that there is no doubt that there is a need to improve the infrastructure in Warrington but have alternatives been considered? For example the road planned to go from the east of Appleton Thorn (close to Cartridge Lane/ Grappenhall Lane) bye-passing the village and on to the A49 at Junction 10 of the M56 could be routed between the Appleton Thorn Industrial estate and the M6 and then pass over the M56 before heading west to junction junction 10 of the M56. This will remove the problems I have mentioned regarding traffic passing through housing estates.

<!--[if !supportLists-->6) <!--[endif-->No complete consideration appears to have been made for the three main pinch points in south Warrington which are the crossings for the Bridgewater and Manchester Ship canals and the River Mersey. The Manchester Ship Canal has three swing bridges which are well over one hundred years old and were not designed for the traffic using it nowadays. How long will they last and what will happen if any of them fails totally and has to be replaced? It has taken several years for the owners of the MSC, Peel Holdings, to commence inspecting them for condition, will there be a similar delay? A town the size of Warrington should not be put at such a risk by the actions/decisions of a private company, what steps are in hand to remove this situation? Even as things stand today there is the probability that there would be a major problem in the area should any of these bridges be taken out of service. This would be exacerbated if the additional houses and new roads, as shown in the Plan, were to be built. I dread to think what the consequences would be. There is no mention in the Plan where any future crossings of the waterways and railways will be and how traffic will flow smoothly between the north and south of the town linking the M62, M6 and M56. I think this is a project that would be of such a major scale that the cost and extent is beyond the period of the Local Plan but should not be ignored in a longer term plan.

<!--[if !supportLists-->7) <!--[endif-->There is an assumption that people will be attracted to walk or ride bicycles around the area which is completely ridiculous. Appleton is considerably higher than the rest of the town, Red Lane in Appleton being an example of the gradient, so how will people be able to walk/cycle in the heights of the winter when there is poor weather and dark nights? I wouldn't fancy riding up to Appleton Thorn Industrial Estate on my bike from a point north of Stockton Heath to start a shift at 5am on a cold and wet January morning, with possibly snow and ice on the ground. Many bungalows have been built on the high ground and these have attracted a lot of senior citizens to move into the area, Walking/cycling in the immediate area is perhaps one thing but going beyond that is not realistic.

<!--[if !supportLists-->8) <!--[endif-->In 1973 the land rezoned within the Warrington New Town Outline Plan to the south of the Manchester Ship Canal was set until a new highways structure was built and until then, no more than 1000 houses were to be built. That figure has been far exceeded without any significant improvements in infrastructure yet the amount of traffic in the area has increase to astonishing levels. This does not bode well for the Proposed Local Plan now on the table.

I think that the above points are sufficient to review the Local Plan.

Yours sincerely

William Mack