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**From:** debhco [REDACTED]  
**Sent:** 15 November 2021 11:11  
**To:** Local Plan  
**Subject:** Comments on Warrington Borough Local Plan

Hi,

I am writing to register my objections to the proposal to build 4200 new houses and create an area of industrial development in South East Warrington.

In addition to more general concerns regarding the impact on the local area in terms of air quality and the lack of confirmed time frames and confirmed funding for the development of the local services (schools, retail outlets, health centres and a community hub) to support such a significant increase in residential dwellings my primary concern is the capacity of the wider South Warrington community and networks to accommodate such a large development particularly in the relation to the increase in traffic this will bring.

Page 11 of the Local Plan attachment on the South East Warrington Urban Extension says

The overall approach to transport and accessibility has been to ensure site connectivity at all levels whilst maximising the use of existing assets and minimising the need for new road infrastructure (thereby lessening impacts on the environment). The transport strategy will be achieved by: • Reinforcing established connectivity with existing communities; • Creation of a low-traffic 'Community Connector' route providing safe and convenient connection between key community amenities, primarily for sustainable travel modes; • Improving and providing new pedestrian and cycle networks, including contributing towards off-site improvements; • Linking into existing bus routes and safeguarding land for future connection to a mass transit network; and safeguarding land for future connection to a mass transit network; and • Providing new highway links to facilitate appropriate access to new communities and to alleviate pressures on the existing highway network (including off-site improvements)

The plan focuses on transport and accessibility within the immediate vicinity of the new residential and industrial areas. It assumes that once vehicles join existing routes it will have no impact. It does absolutely nothing to address the increased vehicle volume on already overstretched transport routes both across the whole of the south of Warrington and also on the routes across the Manchester Ship Canal. There are already times when the area is gridlocked due to the Swing Bridges closing when ships pass through the area along the Ship Canal and this is greatly exacerbated when there are accidents/closures on either the M6, M62 or the M56. Motorway traffic diverts through the town and movement in the local area almost comes to a standstill.

The last sentence talks about new highway links and alleviating pressures on the existing highway network but the only mention of any confirmed work to improve existing pressures before the building can start is a diversion to Stretton Lane south of the Cat and Lion. In addition there is no reference to confirmed funding or development timescales for an improved transport network once building commences.

Whilst I accept that there is a requirement to build new housing and that South Warrington must play its part, it is my view that the volume of housing and industrial development proposed will have a significant detrimental impact on the area as a whole. It will not create a place where people will want to move to and in terms of air quality from an ever increasing volume of traffic, will impact on the health and well being of the local population.

Deborah Cook  
[REDACTED]

