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To: Local Plan
Cc: [REDACTED]
Subject: Borough Local Plan

1. Why is it that the land South of the Ship canal which is currently green belt is yet again under attack from the Council? You could understand it if there was a good road network or money had been spent on providing one but that is not the case, a situation further hampered by the Manchester Ship Canal.
2. The usual excuse is the need for affordable housing but any property built in this area due to the land prices will not provide affordable housing.
3. Why are the Council not looking to use brown field sites rather than destroy the green belt which, after all, is for everybody to enjoy?
4. The current road infrastructure is already seeing traffic volumes way over its original intended capacity and there are frequent traffic jams as a result of all the new houses that have been built over the years, and as always with no improvements to the road network.
5. A geographical factor that cannot be ignored is the Manchester Ship Canal which dictates the access routes when travelling North. There are currently plans to make more use of the Manchester Ship Canal to transport goods which, whilst this is a good thing as it will reduce the number of lorries on the road and therefore reduce pollution, will require the bridges along its route to be opened more frequently to allow boats to pass causing more delays and yet more traffic to back up.
6. These bridges were built in a different era and not intended for the weight or volume of traffic they are currently required to take, without adding an increased volume to what are already decaying structures in need of renovation. Even to embark on any major work to restore these bridges would in itself cause major chaos without adding yet more people into the area.
7. The Latchford Swing Bridge has already moved further South on its foundations and as a result has been unable to close after being opened on a hot day due to it expanding in the heat thus causing traffic to reroute using alternative roads and causing even more delays and chaos until such time as the bridge has cooled down enough for it to swing back allowing the road to be opened up.
8. Surely if Warrington needs to expand it is more logical to expand to the North were this geographic obstacle does not exist.
9. All the housing development that has been undertaken so far has brought no improvements to the infrastructure. Even existing facilities have failed to be maintained or upgraded.
10. The only leisure facility South of the ship canal is Broomfield's which is currently in a poor state of repair and yet in the North of Warrington new facilities have been built at both Bewsey and Dallam at a total cost of £31.5M. Although a 3g pitch was added at Broomfield's the Council's gracious contribution to this was a mere £160K, the remaining £385K came through the football foundation and yet the changing rooms are in a terrible state, not something that a potential new resident in the area would be inspired by.
11. This means that on a total spend on leisure facilities of £31.65M the only leisure facility South of the ship canal received 0.0051% of this expenditure. I hardly think that can in any way be considered a fair split of finances.
12. Building more houses will require more schools, doctors, dentists and a whole host of other facilities. So who will build and pay for these and will they be put in place ahead of any further new build or will they as usual be conveniently forgotten about in favour of building houses to rake in more Council Tax.
13. Recently there was a major renovation of a section of the Trans Pennine way that runs on the North side of the ship canal between Stockton Heath and Latchford. It now has a tarmac finish with curbs and is completely re-fenced, no doubt at a considerable cost. Yet the section on the South from Bradshaw Lane to Lymm has had virtually no work carried out, no hard core has been laid, no pot holes have been filled in and in areas it is a mud bath. The only work undertaken was on the Underpass next to the Thelwall Viaduct going into Lymm, and this was to stop it from flooding otherwise it was becoming impassable.
14. More houses means more cars which means more pollution for existing residents.
15. Using Green belt land is an easy option and attractive to developers as it reduces their construction costs and therefore boosts their profits but with no benefits for the existing residents.
16. The roads in Warrington also suffer from its close proximity to the major motorway networks running up and down and across the country, When there is a problem on the Thelwall Viaduct, something that is becoming more frequent, the traffic diverts through the existing road structure completely grid locking the whole area. I have on

such an occasion travelled from North Warrington to South of the ship canal, a journey of approximately 5 miles, which took over 5 hours, and yet Warrington wants to expand the area which would only make this situation even worse.

17. In addition the Council were looking to build a major distribution depot which would further add to the road problems we currently have especially being so close to Thelwall Viaduct.
18. Warrington built a new shopping mall with adjacent parking and covered access and whilst this has provided a nice shopping environment it has caused the decimation of the original Bridge Street shopping area. Why then is this not being redeveloped to provide inner-city housing.
19. There is only one Recycling Facility South of the Manchester Ship Canal and it is no where near the standard of the others in the area and yet nothing has been done to improve this. On the contrary there have been repeated attempts to close it and yet is a replacement facility going to be part of this new build programme? We should be looking to conserve energy and reduce pollution so why is the Council wanting to people travel even further to recycle waste.

Regards,

Paul Wiggett

